DRAFT

Initial Study and Mitigated Negative Declaration

GRACE CHURCH REMODEL AND GRIFFIN SENIOR LIVING COMMUNITY PROJECT

APN: 653-012-12

Lead Agency:

City of Laguna Niguel
30111 Crown Valley Parkway
Laguna Niguel, California 92677

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS
2861 Pullman Street
Santa Ana, California 92705

February 2023

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DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency: City of Laguna Niguel

Project Proponent: Griffin Living

Project Location: The Project Site (Assessor Parcel Number [APN] 653-012-12) is located at 24600 La Plata Drive near the south corner of the Crown Valley Parkway and La Plata Drive, in the City of Laguna Niguel. The 5.34-acre Project Site is located approximately 288 feet above sea level and the topography generally slopes downward from east to west, with the western edge of the property located above the grade of the adjacent roadway, Crown Valley Parkway. The Project Site includes the existing Grace Church and open playfield areas to the rear of the site.

Project Description:

Griffin Living proposes to design, develop, build, own, and operate the Laguna Niguel Senior Living Center (Sr. Living Center). Griffin Living is also assisting Grace Church of Laguna Niguel in the redesign, remodel, and renovation of their existing church facilities. The Project proposes to subdivide the existing 5.34-acre parcel into two new parcels. Parcel 1 would include Grace Church on 1.65 acres; Parcel 2 would include the Griffin Senior Living Community on 3.69 acres.

The Project would modify portions of the existing single story church building located on proposed Parcel 1. The Project would construct an additional first floor area to expand the kitchen, educational rooms, restrooms, and storage. The Project proposes a partial second story with youth room, offices, and restrooms.

The Project would demolish and remove existing modular classroom and restroom buildings (approximately 3,360 square feet [SF]) currently located within the border of proposed Parcel 2. The Project would construct a proposed two-story, 108-unit senior living facility with an approximately 24,000 SF basement parking garage.

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Air Quality

AQ-1: Prior to the certificate of construction-related permits for the Grace Church Remodel and Senior Living Facility Project, the Project Applicant shall demonstrate to the satisfaction of the City of Laguna Niguel Planning Division that the following measure would be implemented during Project construction.

- All offroad equipment of greater that 50 horsepower used in Project construction shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section

2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

Biological Resources

BIO-1: All vegetation clearing, and ground disturbance activities shall be conducted outside of the nesting bird season (typically February 1 through August 31 for raptors and March 15 through August 31 for the majority of migratory bird species). If vegetation clearing activities and/or ground disturbance activities cannot be conducted outside of the nesting bird season, nesting bird surveys shall be conducted by a qualified avian biologist within the Project Site plus a 500-foot buffer (if feasible) prior to the start of construction (within three days prior to construction). If nesting bird surveys are required to be conducted, they shall include all songbirds and raptors, including the special-status bird species that were determined to have a moderate or low potential to occur within the riparian corridor. If an active nest is identified during the survey, the biologist shall establish an appropriately sized disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

BIO-2: Pursuant to Laguna Niguel Municipal Code Section 9-1-92.3, Subsections A-H, landscape vegetation and ornamental trees shall be protected to the extent possible during construction activities. If it is determined that significant existing trees cannot be protected, the City shall require replacement with new specimen-size trees having a cumulative trunk diameter of up to two times the cumulative trunk diameter of the trees to be removed. Furthermore, if Project activities require the removal of landscape vegetation that would put the Project in violation of the City ordinance requirements, then replacement landscaping vegetation shall be provided.

Cultural Resources

CUL-1: If subsurface deposits believed to be cultural and/or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius, as appropriate and using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the Lead Agency. The agency shall consult on a finding of eligibility and

implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.

- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The archaeologist shall notify the County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (Section 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

Geology and Soils

GEO-1: The Project Applicant shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (*Feasibility Geotechnical Evaluation of Southern Portion of Property Proposed Grace Church Assisted Living and Memory Care Facility Adjacent 24600 La Plata Drive, Laguna Niguel, California.* Stoney-Miller Consultants, Inc. 2021).

GEO-2: If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

Noise

NOI-1: In order to reduce construction noise, during the demolition, site preparation, grading, building construction, paving and architectural coating phases, a temporary noise barrier or enclosure shall be positioned between Project construction and the Childtime Day Care to the north in a manner that breaks the line of sight between the construction equipment and this receptor to the extent feasible. The composition, length, height, and location of the temporary noise control barrier and/or enclosure walls should be adequate to assure proper acoustical performance and withstand structural failure.

NOI-2: The Project improvement and building plans will include the following requirements for construction activities:

- The Project shall post signage in a readily visible location along the frontage of the Project Site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to a designated construction noise disturbance coordinator.
- The Project shall ensure all contractors implement construction best management practices to reduce construction noise levels. Best management practices would include the following:
    - All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
    - Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
    - If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
    - Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
    - Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
    - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

NOI-3: In order to reduce traffic noise experienced on the Project Site, a five-foot noise barrier wall shall be provided to shield all habitable patio/balcony areas fronting Crown Valley Parkway.

The barriers weight shall be at least 3.5 pounds per square foot and be without decorative cutouts or line-of-site openings between the shielded areas and the Project Site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. The noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block.
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot.
- Transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

Transportation

TRANS-1: To help further improve ingress and egress to the Project Site, the Project Applicant shall implement the following measures:

- The Project Site access driveway on Crown Valley Parkway shall provide a minimum width of 28 feet along the driveway throat (minimum of 30 feet from the curbline of Crown Valley Parkway).
- The Project shall provide a minimum curb radius of 25 feet for the southerly curb return on the Crown Valley Parkway driveway to improve the inbound flow of traffic.

Tribal Cultural Resources

TCR-1: The Project Applicant shall retain a Tribal monitor representing the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes to monitor all ground disturbing activity within original ground associated with project construction. Activities subject to monitoring include pavement removal, auguring, boring, grading, excavation, potholing, trenching, grubbing, or disturbance of soils down to 10 feet below existing grade within original soil. Tribal monitoring is not required for the following activities: 1) within soils confirmed by the project engineers to be artificial fill; 2) within original soils below 10 feet; or 3) during above-surface construction activities. The identification of artificial fill shall be the responsibility of the construction supervisor, in consultation with project engineers.

No later than five business days prior to the start of ground disturbing activities, the construction supervisor or their designee shall notify the tribe of the construction schedule. Should the tribe choose not to provide a tribal monitor, or if the monitor does not report to the project location at the scheduled time, or if the monitor is present but not actively observing activity, work may proceed without a monitor as long as the notification was made and documented.

The tribal monitor shall have the authority to temporarily pause ground disturbance within 50 feet of the discovery for a duration long enough to examine potential TCRs that may become unearthed during the activity. If no TCRs are identified, then construction activities

shall proceed and no agency notifications are required. In the event that a TCR is identified, the monitor shall flag off the discovery location and notify the City immediately to consult on appropriate treatment.

Upon conclusion of the monitoring, the monitor shall submit a letter report to the City to document the monitoring methods and results.

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LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BMP	Best Management Practice
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CAISO	California Independent Service Operator
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CNEL	Community Noise Equivalence Levels
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	methane
L_{eq}	average hourly noise level
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
L_{dn}/CNEL	Average daily noise levels/community noise equivalent level
CNPS	California Native Plant Society
CNPSEI	California Native Plan Society's Electronic Inventory
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CY	Cubic Yard
DMA	Drainage Management Area
DOC	California Department of Conservation
DOF	Department of Finance
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
ECORP	ECORP Consulting, Inc.
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HCP	Habitat Conservation Plan
HVAC	Heating, ventilation, and air conditioning
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LHMP	Local Hazard Mitigation Plan
LOS	Level of Service
LST	Localized Significance Thresholds
MC	Managed Care Overlay District
MLD	Most Likely Descendant
MLRA	Major Land Resource Area
MND	Mitigated Negative Declaration
MNWD	Moulton Niguel Water District
MRZ	Mineral Resource Zone
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NO_x	nitric oxides
NRCS	Natural Resources Conservation Service
OCFA	Orange County Fire Authority
OCFCD	Orange County Flood Control District
OCSD	Orange County Sheriff's Department

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
OPR	Office of Planning and Research
PI	Public/Institutional
PM_{10}	Particulate Matter Less than 10 Microns in Diameter
$PM_{2.5}$	Particulate Matter Less than 2.5 Microns in Diameter
PPV	Peak particle velocity
PRC	Public Resources Code
Project	Grace Church Remodel and Griffin Senior Living Community Project
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
RPA	Registered Professional Archaeologist
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDGE	San Diego Gas and Electric
SIP	State Implementation Plan
SoCAB	South Coast Air Basin
SRA	Source Receptor Area
SSC	California Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	vehicle miles traveled
WEAL	Western Electro-Acoustic Laboratory, Inc.
WQMP	Water Quality Management Plan

1.0 BACKGROUND

1.1 Summary

Project Title:	Grace Church Remodel and Griffin Senior Living Community Project
Lead Agency Name and Address:	City of Laguna Niguel 30111 Crown Valley Parkway Laguna Niguel, California 92677
Contact Person and Phone Number:	Amber Gregg Contract Planner/Project Manager City of Laguna Niguel (949) 362-4323 AGregg@cityoflagunaniguel.org
Project Location:	The Project Site (APN 653-012-12) is located at 24600 La Plata Drive near the south corner of the Crown Valley Parkway and La Plata Drive, in the City of Laguna Niguel. The 5.34-acre Project Site is located approximately 288 feet above sea level and the topography generally slopes downward from east to west, with the western edge of the property located above the grade of the adjacent roadway, Crown Valley Parkway.
General Plan Designation:	Public/Institutional (PI)
Zoning:	Public/Institutional (PI)

1.2 Introduction

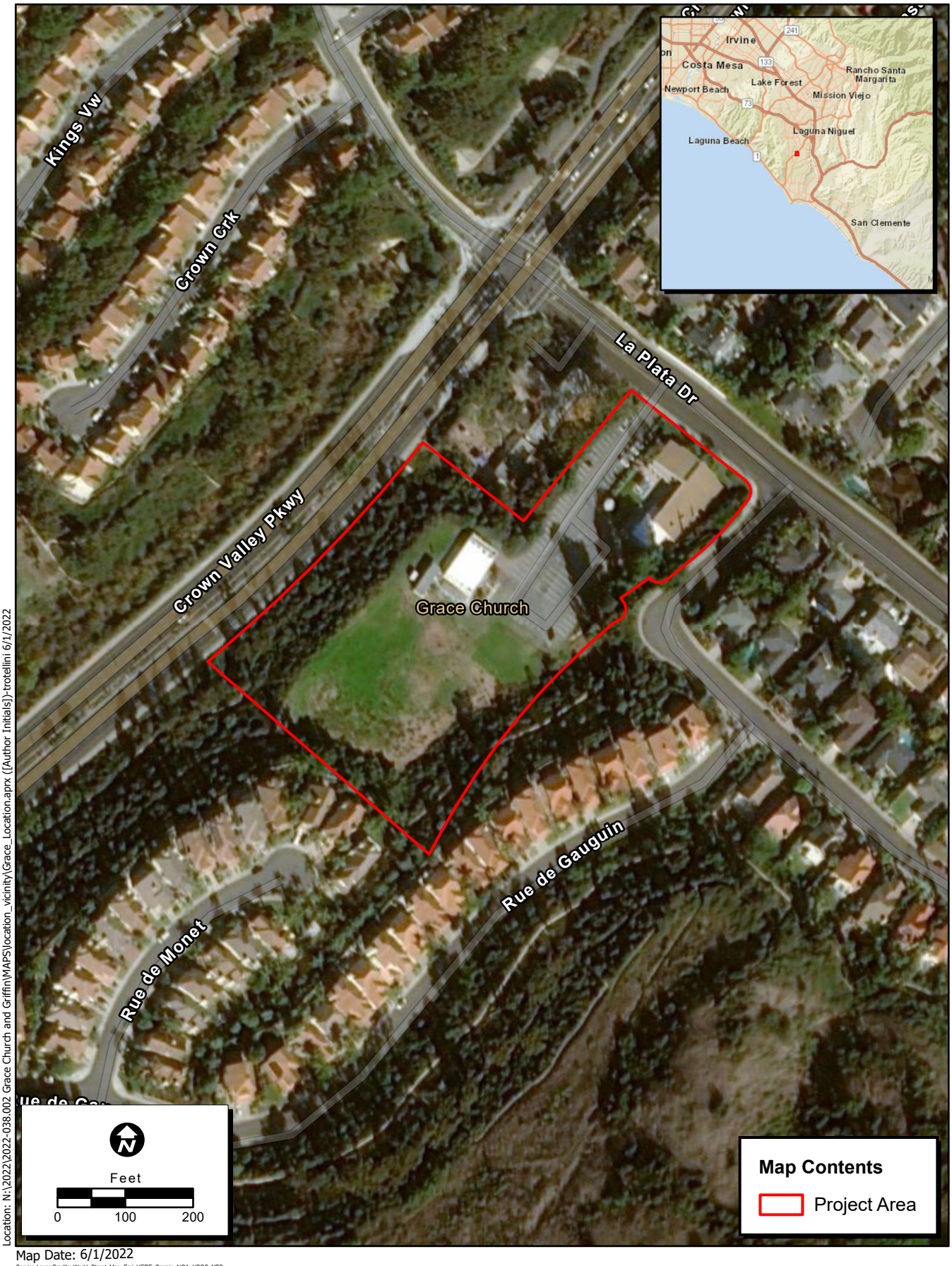
The City of Laguna Niguel is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Grace Church Remodel and Griffin Senior Living Community Project. This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 et seq.) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

The Project Site (APN 653-012-12) is located at 24600 La Plata Drive near the south corner of the Crown Valley Parkway and La Plata Drive, in the City of Laguna Niguel (Figures 1-1 and 1-2). The 5.34-acre Project Site is currently developed with the existing Grace Church, a school facility, and a large open area to the south for school and sports activities. The site is bounded by La Plata Drive and an existing commercial preschool facility on the north-northeast; an ascending slope, Via Valverde and residential housing on the southeast; an ascending slope supporting residential development on the south-southwest; and Crown Valley Parkway on the west. Representative site photographs are available in Figure 1-3.

The property is located approximately 288 feet above sea level and the topography generally slopes downward from east to west, with the western edge of the property located above the grade of the adjacent Crown Valley Parkway. Ascending slope heights on the east and south sides range from about 10 to 50 feet with maximum slope ratios of 2 to 1 (horizontal to vertical). Descending slope heights on the west and north sides range from about 10 to 50 feet at slope ratios of 2 to 1 (horizontal to vertical) or flatter.

According to the Laguna Niguel General Plan, the site is designated Public/Institutional (PI) and is zoned Public/Institutional (PI). The Public/Institutional designation includes a wide range of public, quasi-public and special purpose private facilities that are aimed at providing a variety of governmental or social services to the community (City of Laguna Niguel 2011). Land uses such as senior housing, congregate care facilities, and managed care facilities are permitted in all General Plan land use designations, with the exception of Single Family Detached and Open Space, provided that the Proposed Project does not generate more traffic than the projected traffic generation for the land use intensity identified in the General Plan Community Profile Area for the Project Site (City of Laguna Niguel 2011). The Project proposes zoning to remain Public/Institutional (PI) with a zoning map change for a Managed Care Overlay District (MC) on Parcel 2. The land use designations surrounding the Project Area are characterized by low- and medium-density residential development and open space (City of Laguna Niguel 2011). The Childtime Learning Center is located directly northeast adjacent to the Project Site.



Location: N:\2022\2022-038.002 Grace Church and Griffin\MAPS\location_vicinity\Grace_Location.aprx ([Author Initials])-trotellini 6/1/2022

Map Date: 6/1/2022

Service Layer Credits: World_Street_Map: Esri, HERE, Garmin, NGA, USGS, NPS
Hybrid Reference Layer: Esri Community Maps Contributors, City of Laguna Niguel, County of Los Angeles, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA
World Imagery: Maxar

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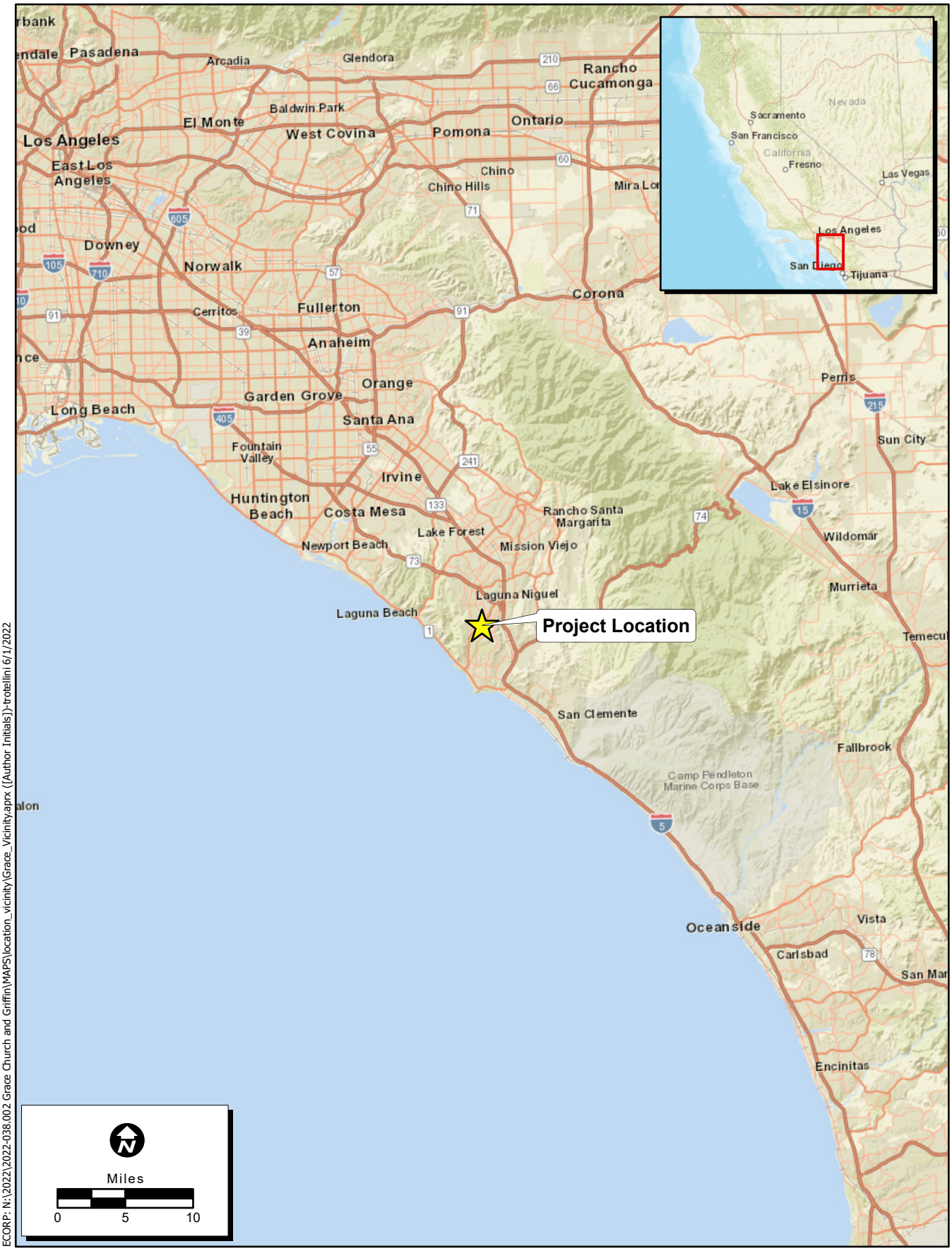
Figure 1-1. Project Location

2022-038.002 Grace Church and Griffin Senior Living



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Map Date:

Service Layer Credits: World_Street_Map: Esri, HERE, Garmin, NGA, USGS, NPS
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Figure 1-2. Project Vicinity

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2022-038.002 Grace Church and Griffin Senior Living

Photo 1. Project Area overview from northwestern corner (view southwest; April 8, 2022).

Photo 2. Project Area overview from southern boundary (view northeast; April 8, 2022).

Photo 3. Grace Church building (view south; April 8, 2022).

Photo 4. Representative photo of ground visibility in southern portion of Project Area (detail; April 8, 2022).

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2.0 PROJECT DESCRIPTION

2.1 Project Background

The 5.34-acre Project Site is currently occupied by a small community church (Grace Church) with approximately 200 parish families. From 2008 to 2018, the site also housed The Grace Classical Academy, an elementary school with approximately 110 students and 15 staff members. Since the elimination of the school operations, Grace Church no longer needs a large site. Previous entitlements for the Church include a Site Development Permit (SP 88-163) for the development of the site and a Use Permit (UP 08-08) for the school operations.

2.2 Project Characteristics

The Project proposes to subdivide the existing 5.34-acre parcel into two new parcels. Parcel 1 would include Grace Church on 1.65 acres; Parcel 2 would include the Griffin Senior Living Community on 3.69 acres. Griffin Living proposes to design, develop, build, own, and operate the Laguna Niguel Senior Living Center. Griffin Living is also assisting Grace Church of Laguna Niguel in the redesign, remodel, and renovation of their existing church facilities. The site is currently zoned Public/Institutions (PI). As Senior developments are only permitted in the City's Managed-Care Facility Overlay Zone, a Zoning Amendment for Parcel 2 would also be required. (Figure 2-1).

2.2.1 Grace Church Remodel

The Project proposes to construct a 3,822 SF second-story addition to the existing one-story Grace Church. The new addition would add additional meeting areas and offices. The church façade would be remodeled to complement the proposed senior living facility. The Grace Church remodel would add 462 SF net increase in its church facilities, providing two new Americans with Disabilities Act (ADA)-compliant bathrooms and the relocation of classrooms and offices from the modular buildings to the second floor of the main church building. Upon the completion of the remodel of the main church building and upon receipt of an Occupancy Permit, the existing 3,360 SF modular buildings and restrooms would be vacated and removed from the Church property (Figure 2-2). Both the Church and proposed Sr. Living Center would have access from a new driveway on Crown Valley Parkway, as well as access to La Plata Drive through the Grace Church property and the driveway at 24600 La Plata Drive.

Table 2-1. Grace Church Remodel Summary

Building Description	Existing SF	Revised Area SF	Total Proposed Area SF
Modular Building SF	3,360	(3,360)	-
Main Church Building SF	7,590	3,822	11,412
Total Building SF	**10,950**	**462**	**11,412**

LEGEND

ACCESSIBLE PATH OF TRAVEL

PROPERTY LINE

NOTES:

1) ALL NECESSARY IMPROVEMENTS FOR PROPOSED ALMC ON PARCEL 1 WILL BE GRANTED THROUGH RECORD USE EASEMENTS

2) CHURCH RESURFACING, STRIPING, LIGHTING AND LANDSCAPING WILL BE INSTALLED DURING CONSTRUCTION OF ALMC BUILDING.

3) LA PLATA DRIVE ENTRY IMPROVEMENTS AND MONUMENTS TO BE PART OF ALMC APPLICATION.

GRACE CHURCH REMODEL:

LOT AREA: 2 ACRES

LOT COVERAGE: 9.93%

EXISTING CHURCH BUILDING AREA: 7,590 SQ.FT.

PROPOSED ADDITIONAL AREA:

FIRST FLOOR:	1,186 SQ.FT.
SECOND FLOOR:	2,536 SQ. FT.
TOTAL ADDITIONAL AREA:	3,722 SQ. FT.

TOTAL: PROPOSED AREA: 11,312 SQ. FT.

AL/MC:

BUILDING 1 GROSS AREA

Occupancy	Area (SF)
First Floor (at grade)	
BLDG 1 AL FIRST FL	24,822
Second Floor	
BLDG 1 AL SECOND FL	20,551
	45,373 sq ft

BUILDING 2 GROSS AREA

Occupancy	Area (SF)
Basement	
BLDG 2 ALMC BASEMENT	12,678
First Floor (at grade)	
BLDG 2 MC FIRST FL	22,178
Second Floor	
BLDG 2 AL SECOND FL	22,178
	57,034 sq ft

BUILDING 3 GROSS AREA

Occupancy	Area (SF)
Basement	
BLDG 3 PARKING GARAGE	24,484
	24,484 sq ft

GROSS BUILDING AREA

Occupancy	Area (SF)
Basement	
BASEMENT	16,979
PARKING GARAGE	21,526
First Floor (at grade)	
FIRST FLOOR	48,433
Second Floor	
SECOND FLOOR	43,925
	130,863 sq ft

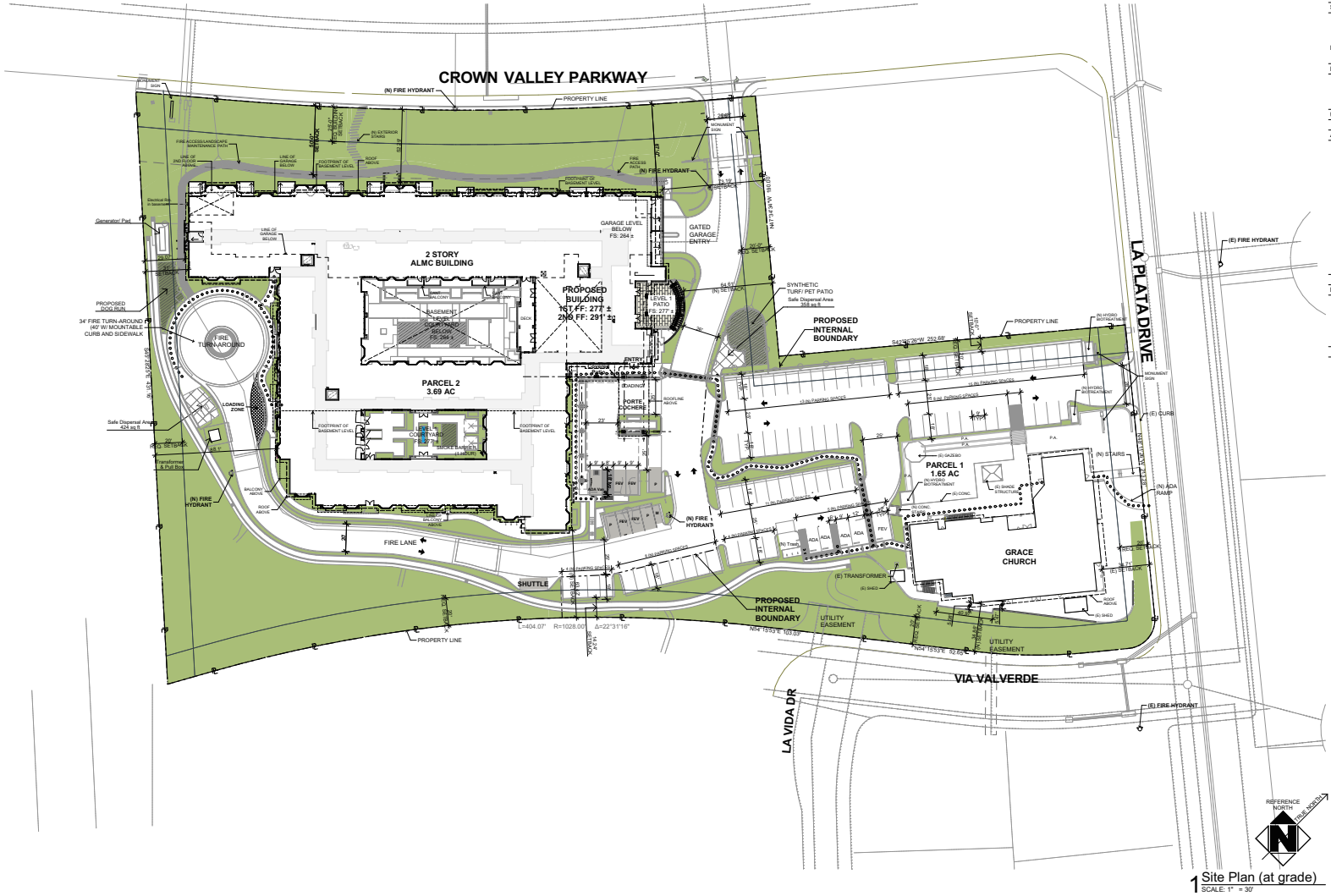
UNIT MIX

Unit Name	Unit Type	Beds	Qty	Area (SF)	Total (SF)
AL					
AL-0a	ASSISTED LIVING - STUDIO	1	17	490	8,330
AL-0b	ASSISTED LIVING - STUDIO	1	1	631	631
AL-0c	ASSISTED LIVING - STUDIO	1	1	577	577
AL-0d	ASSISTED LIVING - STUDIO	1	1	564	564
AL-0e	ASSISTED LIVING - STUDIO	1	1	572	572
AL-1a	ASSISTED LIVING - 1 BED	1	35	633	22,155
AL-1b	ASSISTED LIVING - 1 BED	1	6	702	4,212
AL-1c	ASSISTED LIVING - 1 BED	1	1	836	836
AL-1d	ASSISTED LIVING - 1 BED	1	1	691	691
AL-1e	ASSISTED LIVING - 1 BED	1	7	653	4,571
AL-1f	ASSISTED LIVING - 1 BED	1	3	640	1,920
AL-2a	ASSISTED LIVING - 2 BED	2	2	930	1,860
AL-2b	ASSISTED LIVING - 2 BED	2	1	1,100	1,100
		80	77		48,019 sq ft
MC					
MC-1a	MEMORY CARE - 1 BED	1	21	483	10,143
MC-1b	MEMORY CARE - 1 BED	1	1	491	491
MC-1c	MEMORY CARE - 1 BED	1	1	557	557
MC-1d	MEMORY CARE - 1 BED	1	1	482	482
MC-1e	MEMORY CARE - 1 BED	1	7	474	3,318
		31	31		14,991 sq ft
		111	108		63,010 sq ft

PARKING SUMMARY

Story		Qty.
Basement	ADA Car	2
Basement	ADA Van	1
Basement	FEV	7
Basement	P	44
		54
First Floor (at grade)	ADA Van	1
First Floor (at grade)	FEV	4
First Floor (at grade)	M	1
First Floor (at grade)	P	3
First Floor (at grade)	SHUTTLE	1
		10
		64

FEV = FUTURE ELECTRIC VEHICLE CHARGING SPACE
M = MOTORCYLE PARKING
P = STANDARD PARKING SPACE
ADA = ACCESSIBLE PARKING SPACE



1 Site Plan (at grade)
SCALE: 1" = 30'

IPA IRWIN PARTNERS ARCHITECTS
245 Fischer Avenue, Suite B-2 Costa Mesa CA 92626
(714) 557 2448 www.ipaoc.com
ARCHITECTURE PLANNING CONSULTING

Laguna Niguel Senior Living Center and Grace Church Remodel
Griffin Living
24600 La Plata Drive
Laguna Niguel, CA 92677

PARCEL 2
ALMC
Site Plan
A0
PROJECT NO: 19016
PLOT DATE: 5/9/2022
19016 Laguna Niguel

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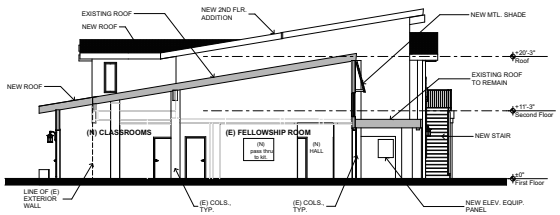
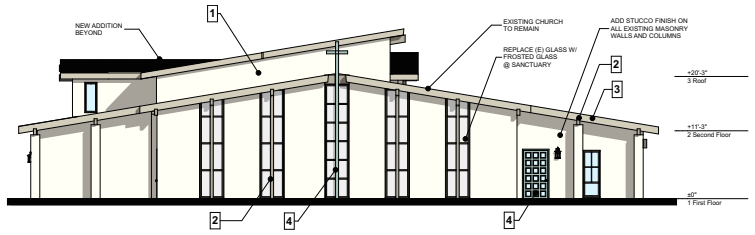
Figure 2-1. Conceptual Site Plan

2022-038.002 Grace Church Remodel and Griffin Senior Living



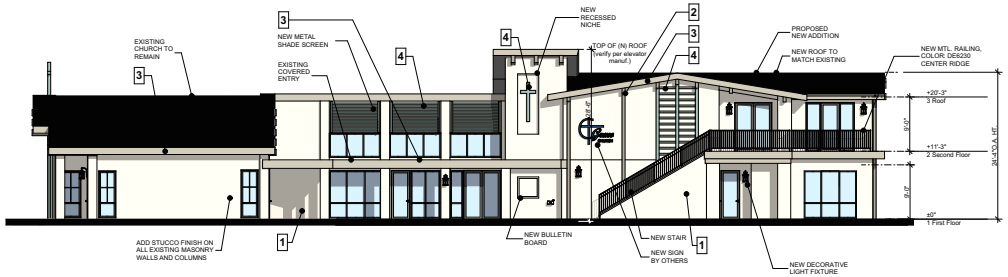
SECTION A

SCALE: 1/8" = 1'-0"



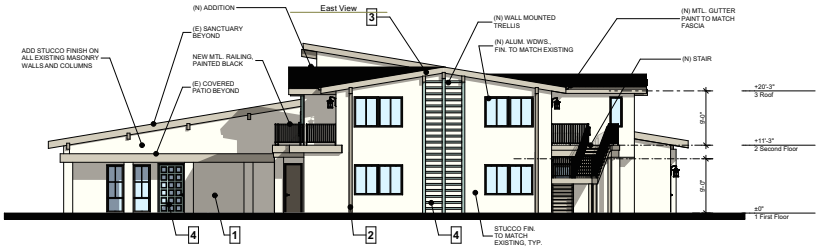
East Elevation

SCALE: 1/8" = 1'-0"



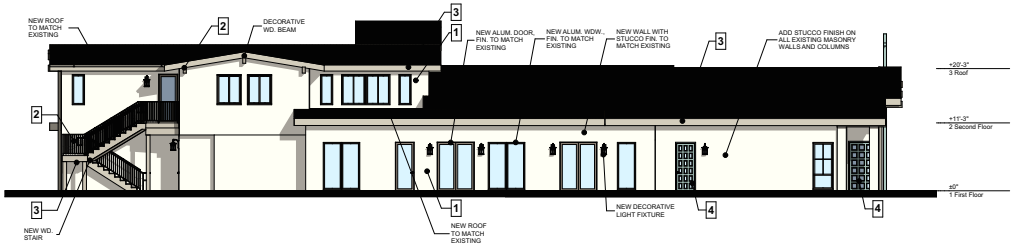
North Elevation

SCALE: 1/8" = 1'-0"



West Elevation

SCALE: 1/8" = 1'-0"



South Elevation

SCALE: 1/8" = 1'-0"

1

STUCCO :

DUNN EDWARDS DEW 339 BONE CHINA

2

WOOD BEAMS, POSTS, RAILINGS:

DUNN EDWARDS DE 6230 CENTER RIDGE

3

FASCIA, TRIM:

DUNN EDWARDS DE 6229 CALICO ROCK

4

DECORATIVE WOOD DOORS, METAL SHADE SCREENS, TRELLIS, CROSSES:

DUNN EDWARDS DET 606 MEEK MOSS GREEN

IRWIN PARTNERS ARCHITECTS
245 Fischer Avenue, Suite B-2 Costa Mesa CA 92626
(714) 557 2448 www.ipaoc.com
ARCHITECTURE PLANNING CONSULTING

Laguna Niguel Senior Living Center and Grace Church Remodel
Grace Church
24600 La Plata Drive Laguna Niguel CA 92677

PARCEL 1
GRACE CHURCH
Exterior Elevations-Proposed
A2.16
PROJECT NO: 19016
PLOT DATE: 5/6/2022
20014 Laguna Niguel Grace Church .pln

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2-2. Grace Church Elevations

2022-038.002 Grace Church Remodel and Griffin Senior Living

The planned renovation and expansion of Grace Church would be completed in one phase and consist of interior and exterior modifications. The new additions and improvements include the following:

First Story

The first story of Grace Church would receive several modifications and enhancements: five (5) new classrooms, expanded fellowship room entry, and enlargements to storage restrooms and the kitchen.

Second Story

The new second story would consist of three (3) new offices, two (2) restrooms, and a youth fellowship room. The new offices and youth room would free up space on the first floor for other functions.

Sanctuary

The Sanctuary space would be expanded by demolishing the existing offices abutting either side. The Sanctuary would accommodate 232 seats. It would also get a new fit and finish.

Fellowship Rooms

A new entry area would be added to the Fellowship room to allow the congregation to greet one another more easily before services.

Classrooms

The Project would add five (5) new classrooms for Christian education in addition to the already existing classroom.

Multi-Purpose Rooms

The Project would add two multipurpose rooms on either side of the existing sanctuary. These multipurpose rooms would be separated from the main sanctuary by two separate curtain walls. This would allow for more uses in the future for special events.

Offices

The offices have been moved to the second story to make room for new classrooms on the first floor.

Youth Fellowship Room

The new youth room would be an area designed for the younger members of the congregation. It would be designed to function in several different ways depending on the need. A curtain wall would be installed through half of the room to allow for more flexibility in its uses.

Restrooms

Two new restrooms would be added on the second story to service the new offices and Youth Fellowship room.

Exterior

The exterior of Grace Church would receive several modification and enhancements including a new cross and signage, new light fixtures, new doors, new windows, a new stairway leading to the second story, new gutters, new covered patio, decorative metal screen on the second story, and a new roof to match the existing.

2.2.2 Senior Living Center

The proposed Senior Living Center includes a 108-unit, state-licensed assisted living and memory care community employing 60+ full time personnel, where seniors would enjoy comfortable living, dining, social and recreational opportunities, and wellness programs. The Senior Living Center would provide 77 suites for senior assisted living care and 31 suites provided for senior memory care in its own secure neighborhood on the entry level. The 130,863 SF Senior Living Center would be a 2-story building over a basement, including a below-grade garage with parking stalls and other community uses (Figures 2-3 and 2-4). At peak time there would be 30 employees on site.

Front Entry and Lobby

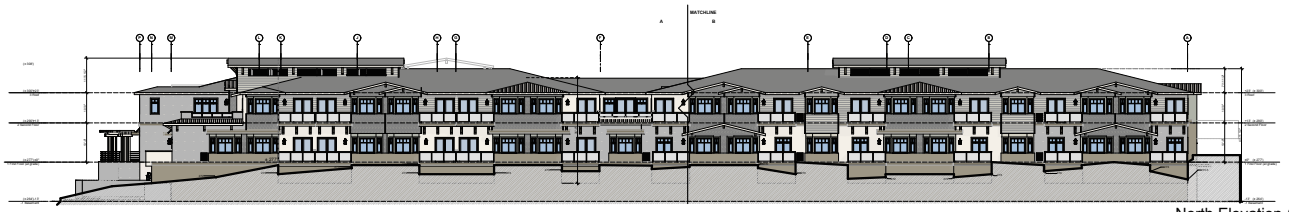
The front entry and lobby would provide a lobby for the gathering of arriving and departing seniors, and first-time visitors. The front entry is near 10 front parking spaces and drop off locations, and used for the facility's town car, and shuttle transportation. Employees, visitors, and residents using public transportation would also enter at the front entry from nearby bus stops.

Parking Garage Entry and Service Area

The parking garage entries provide elevator and stairway access to the main lobby for residents, visitors, and guests. There would also be service access to the service area for deliveries and staff entrance. Emergency personnel would have access to all entrances and exits to assist in their response times. Bicycle storage would be provided for employees commuting to work via bicycle by the service entrance on the west side of the building.

Marketing Office

The marketing office would provide an area in which potential seniors and their families may discuss, thoughts, questions and concerns about becoming a member of the Sr. Living Center.



01 North Elevation-Overall
SCALE: 1/16" = 1'-0"

A North Elevation
SCALE: 1/8" = 1'-0"

B North Elevation
SCALE: 1/8" = 1'-0"

R1 Accent Roofing -
Standing Seam Metal
CUSTOM-BILT METALS
color: PREWEATHERED GALVALUME

R2 Primary Roofing -
Flat Concrete
EAGLE CONCRETE ROOFING
SHAKE PROFILE
color: 5589 BROWN GRAY RANGE

A Accent Stucco,
DR/WDW Trim @ Stucco
DUNN EDWARDS
DE 6229 CALICO ROCK

B Stucco, Fascia, DR/WDW Trim @ Siding
DUNN EDWARDS
DEW 339 BONE CHINA

C Shingle siding, Accent stucco
DUNN EDWARDS
DE 6077 PEBBLE WALK

D Beams, Corbels, Top rail,
& Louvers @ Roof
DUNN EDWARDS
DE 6230 CENTER RIDGE

E Siding
JAMES HARDIE HARDIEPLANK LAP SIDING-
Custom Colonial Smooth, or eq.
DUNN EDWARDS
DE 6241 LUNAR LANDING

F Decorative shutters, Entry Door
DUNN EDWARDS
DET 606 MEEK MOSS GREEN

S1 Stone Veneer
ELDORADO STONE
ROUGH CUT,
color: VINEYARD TRAIL

1 Vinyl Windows
MILGARD, or eq.,
color: BRONZE

2 Vinyl Doors
MILGARD, or eq., color: BRONZE

3 Temp. Glass Guardrail

4 Metal / Cable Guardrail,
painted black
TOP RAIL painted DE6230

5 Metal Louver Vent,
painted Bronze to match
doors and windows
Trim DEW 339 Bone China

6 Decorative Wd. Bracket,
painted
DUNN EDWARDS
DE 6230 CENTER RIDGE

7 Decorative Light Fixture

8 Metal Roll-Up Overhead Door,
color: Bronze

9 Decorative Wood Shutter,
painted DET 606 MEEK MOSS GREEN

10 Wood Trellis, Wood Columns
painted
DUNN EDWARDS
DEW 339 BONE CHINA

11 Gutters painted RGS "Musket" or eq.
Downspouts painted to match
adjacent surface

IPA IRWIN PARTNERS ARCHITECTS
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Laguna Niguel Senior Living Center and Grace Church Remodel
Griffin Living
24600 La Plata Drive
Laguna Niguel, CA 92677

PARCEL 2
ALMC
Elevations
A1.5
PROJECT NO: 19016
PLOT DATE: 5/6/2022
19016 Laguna Niguel

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2-3. Senior Center Elevations
2022-038.002 Grace Church Remodel and Griffin Senior Living

AERIAL VIEW OF PROJECT

Planning Submittal #4

Griffin Living

Crown Valley Parkway (C.V.P.) - Conceptual Rendering

LAND CONCERN
LANDSCAPE ARCHITECTURE
1750 DEERE AVE, SANTA ANA, CA 92705
O 949.250.4822 www.landconcern.com

LAGUNA NIGUEL SENIOR ASSISTED LIVING & MEMORY CARE

LAGUNA NIGUEL, CA

SCALE: 1" = 10'

APN#921-330-052 PA19-0940 August 27, 2021 | L-3

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2-4. Conceptual Site Rendering

2022-038.002 Grace Church Remodel and Griffin Senior Living

Seniors' Suites

Studio, 1-bedroom, and 2-bedroom options would be available for assisted living seniors, and studio suites are available for memory care seniors. The facility would provide 108 units and 111 beds, including 77 suites for senior-assisted living care and 31 suites provided for senior memory care in its own secure neighborhood on the entry level. All suites include a handicap accessible bathroom with toilet, sink, and shower. Staff members perform visual checks on all suites throughout the evening. In addition, suites would include a state-of-the-art wireless emergency call system with daily check-in feature and a secure resident door system for resident security and management auditing.

Exam Rooms

Exam rooms would provide space for nursing assessment, medical history review and physical examination. An exam room with an exam table and locked medical supplies required for these examinations would be provided. This room is in close proximity to the nurses' station and provides additional privacy in a secure environment. The exam rooms also allow for third-party medical providers to visit seniors and perform onsite evaluations.

Group Activity Rooms

Group activity rooms would provide the opportunity for different activities and group events to be conducted simultaneously based on the many daily-scheduled senior activities.

Bistro and Dining Rooms

The bistro would provide a café-style galley for coffee, chilled beverages, condiments, fresh fruit and snacks with a patio and outdoor seating.

The Senior Assisted Living Dining Room would be located on the courtyard level and would serve three meals a day. A separate Senior Memory Care dining room, located on the entry level in the secured neighborhood, would serve three meals a day and provides views to the courtyard. Meals are served in a scheduled manner for all memory care seniors.

Outdoor Courtyards

There are two courtyards with direct access from the inside and visible from inside common areas: one Senior Assisted Living courtyard and the Senior Memory Care courtyard. The design provides a quiet, shaded, reflective environment for seniors to experience and interact with the outdoor environment to relax with nature. The Assisted Living Courtyard would include waterfalls and water pools, shade structures, pavilion seating areas, sensory gardens, patios, grass courts and boardwalks to provide a reflective area for seniors, as well as activity spaces for group programs in the internal garden.

The Memory Care area is a controlled and safe environment that allows seniors to get fresh air and commune with nature while enjoying water reflection pools and sculptures in shaded and private spaces and a loop pathway for uninterrupted walking around the courtyard.

Outdoor Dog Park

A small, designated area for seniors to walk their dogs would be provided at the west entrance to the building. The dog park features a pet relief area, benches, and is surrounded by landscaping.

Exercise Rooms

An Exercise Room would provide for group activities and personalized training with equipment specifically designed for physical fitness programs for all health levels.

Building Access

All entrances and exits would be controlled and monitored to provide a safe and secure environment. Key fobs would allow assisted living seniors to safely leave and return independently. All rooms in the assisted living areas can be opened from the inside without a key.

Secured Neighborhood

The secured neighborhood would provide safety and security for the memory care residents. The Senior Memory Care neighborhood provides for a dining room, nurses' station, suites/bathrooms, group activity rooms, and an indoor courtyard. All services provided within the neighborhood are in close proximity to required equipment, supplies, and personnel to create a comprehensive and cohesive living environment. Additionally, the hallways are designed to form a loop pathway for uninterrupted walking through the hallways within the secure neighborhood.

Parking Summary

The church would provide seventy-six (76) standard parking spaces, four (4) ADA accessible spaces, one (1) electric vehicle (EV) space, and one (1) motorcycle space for a total of 82 spaces. The church parcel would also provide three (3) bicycle parking spaces.

At the surface level, the assisted living facility would provide three (3) standard spaces, one (1) ADA van space, four (4) EV spaces, one (1) motorcycle space, one (1) shuttle space, and three (3) bicycle parking spaces. At the garage level, the assisted living facility would provide forty-four (44) standard spaces, one (1) ADA van space, two (2) ADA-accessible spaces, and seven (7) EV spaces. Overall, the assisted living facility would provide sixty-four (64) total parking spaces.

2.2.3 Phasing

A three-phase construction program is proposed, commencing with the Grace Church expansion. Phase 1 would expand and remodel the church, provide ADA access from La Plata Drive, and maintain the existing parking lot. The church would temporarily use existing modular classrooms during remodeling, then demolish the modular classrooms and associated hardscape upon completion of the renovations. Phase 2 consists of the lot subdivision and would split the 5.34-acre lot into two parcels. Phase 3 would construct the assisted living facility and associated right-of-way improvements; and redevelop and expand existing

the parking lot, including the parking lot and site improvements on Parcel 1. Construction staging areas would be located within the Project Site.

2.2.4 Earthwork and Utilities

Excavation and grading would include approximately 67,000 cubic yards (CY) of cut, 3,000 CY of fill, 35,000 CY of over-excavation, and a net export of 64,000 CY. Retaining walls would be constructed, mostly in cut conditions to support the ascending slopes, along the perimeter of the development area. Utilities for the new facility including water, sewer and dry utilities would be connected to existing infrastructure in Crown Valley Parkway. A minimum of 15% of the Senior Living building roof area is proposed to be plumbed as a 'solar ready roof' for future installation.

2.3 Project Timing

Construction of the Proposed Project is estimated to begin in Fall 2023 and complete in Summer 2026. Phase 1 would commence in September 2023 for approximately 8 months. Phase 2 would commence in December 2023 for approximately two weeks. Phase 3 would commence in January 2024 for approximately 29 months.

2.4 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

2.4.1 Parcel 1 – Grace Church

- Amendment To SP-88-163
- Tentative Parcel Map (Proposed Tentative Map 2021-101)
- Amendment To Use Permit 08-08 (remove the operation of a K-8th grade private school)

2.4.2 Parcel 2 – Griffin Senior Living Community

- Zoning Map Change - Public/Institutional (PI) with Managed Care Overlay District (MC)
- Use Permit
- Site Development Permit (sign program, alternative parking standards, alternative development standards potentially for the height, site plan, and architectural design)

2.5 Consultation With California Native American Tribe(s)

The following California Native American tribes traditionally and culturally affiliated with the Project Area have been notified of the Project:

- Juaneño Band of Mission Indians
- Juaneño Band of Mission Indians, Acjachemen Nation - Belardes

- Juaneño Band of Mission Indians, Acjachemen Nation - Romero
- La Jolla Band of Luiseno Indians
- Soboba Band of Luiseno Indians
- Pauma Band of Luiseno Indians
- San Luis Rey Band of Mission Indians
- Pala Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians

The Juaneño Band of Mission Indians, Acjachemen Nation – Belardes have requested consultation pursuant to Public Resources Code section 21080.3.1. A summary of the consultation process, including the determination of significance of impacts to tribal cultural resources, is provided in Section 4.18 of this Initial Study.

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 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 on the following pages.

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

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the 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 Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.	☐

2/17/2023

Amber Gregg
Project Manager

Date

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

City of Laguna Niguel Guidelines

The City's CEQA Manual provides local guidelines, procedures, requirements, and thresholds of significance for the environmental review process within the City consistent with the CEQA Statutes (Public Resources Code Section 21000 et seq.) and State CEQA Guidelines (14 CCR, Division 6, Chapter 3, Section 15000 et seq.) (City of Laguna Niguel 2021). As described in the Laguna Niguel CEQA Manual, views from private properties are not protected under CEQA or by local ordinance and therefore, not part of this aesthetics analysis.

The Laguna Niguel General Plan has mapped Landscape Corridors within the City, also included in the City's CEQA Manual. Landscape Corridors have been "designated for special treatment to provide a pleasant driving environment as well as community enhancement." Projects that fall within a Landscape Corridor shall be analyzed for impacts to that corridor. Crown Valley Parkway is designated as a Landscape Corridor and runs northwest adjacent to the Project Site.

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view (California Department of Transportation [Caltrans] 2019).

There are no officially designated state scenic highways or eligible state scenic highways that traverse the Project Site. The nearest highways that are eligible for a state scenic highway designation are Pacific Coast Highway, approximately 3 miles southwest of the site, State Route 74 approximately 3.3 miles to the east, and Interstate 5 approximately 1.5 miles to the east (Caltrans 2019).

Existing Visual Character of the Project Site

The Project Site is located within a suburban setting on a northwest-facing hillside, bound by La Plata Drive to the northeast, Crown Valley Parkway to the northwest, and single-family homes to the south. The property is located approximately 288 feet above sea level and the topography generally slopes downward from east to west, with the western edge of the property located above the grade of the adjacent Crown Valley Parkway. Ascending slope heights on the east and south sides range from about 10 to 50 feet with maximum slope ratios of 2 to 1 (horizontal to vertical). Descending slope heights on the west and north sides range from about 10 to 50 feet at slope ratios of 2 to 1 (horizontal to vertical) or flatter.

The Project Site is surrounded by residential uses and an arterial roadway (Crown Valley Parkway) that emit light from exterior sources (i.e., street lighting, building illumination, security lighting, and landscape lighting), which is common in the area.

Proposed Visual Character of the Project Site

The Project proposes to subdivide the existing 5.34-acre parcel into two new parcels. Parcel 1 would include Grace Church on 1.65 acres; Parcel 2 would include the Griffin Senior Living Community on 3.69 acres. The 130,863 SF Senior Living Center would be a 2-story building over a basement, including a below-grade garage with parking stalls and other community uses. The Senior Living Center would reach a maximum height of 35′-0″. The footprint and roofline of the remodel and expansion of the main church building would remain roughly unchanged. The remodel would include the adding of a second story under the existing roof line and modernization of the exterior with enhanced architectural elements. The church reaches a maximum height of 28′-6″.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

No Impact.

Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. The Project Site is in an urban area of Laguna Niguel and surrounded mostly by residential development. The Proposed Project would include a new 2-story Senior Living Center and architectural renovations to the existing Grace Church. No views of the Pacific Ocean exist from the Project Site because of obstructions by trees, buildings, rooflines, and existing topography. No mountains, forests, or urban skylines can be seen from the Project Area either. There are public vantage points west of the Project Site along Crown Valley Parkway with long-distance views, including mountains to the north. However, the proposed development would not obstruct these views.

The Project Site does not constitute a scenic vista and the Proposed Project would not block public views of a scenic vista. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No Impact.

The Project Site is partially improved with the existing Grace Church on the east side of the property, and modular buildings and playfields on the southwestern side of the property. Though ornamental trees and landscaping occur adjacent to the church and scattered throughout undeveloped portions of the site, these trees are not considered scenic resources. The trees are typical of ornamental landscaping in urban areas of southern California. Furthermore, the Project Site is not within a state scenic highway, nor is the Project Site visible from any officially designated scenic highways. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒

No Impact.

Crown Valley Parkway is designated a Landscape Corridor in the City's General Plan Figure OS-3. City Municipal Code requires a minimum 25-foot setback along Landscape Corridors. The Project would provide a 54.4-foot landscaped buffer/setback between the new development and Crown Valley Parkway. The landscaped buffer would be designed according to the required landscaping standards and would retain a landscape character similar to that of the Crown Valley Parkway Landscape Corridor. The proposed landscape design would result in no impacts to the Landscape Corridor designation.

The Senior Living Center would not exceed 35 feet in height, which is equal to the height limit in the Public/Institutional Zone. This height limit is also compatible with surrounding land uses and topography. Views across Crown Valley Parkway from residential areas at higher elevations east of the proposed Senior Living Center would not be impeded by the Proposed Project. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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.

Since the Project Site is partially vacant and undeveloped, the Proposed Project would alter and intensify lighting on the Project Site by introducing new lighting sources associated with building lighting (interior and exterior), security lighting, and parking area lights. The Project would comply with City Zoning Code Section 9-1-45.14, which outlines lighting intensity in nonresidential parking lots and adjacent uses. Light sources, intensity, and color would be designed and located to achieve security or decorative lighting goals without causing an adverse impact on neighboring properties through light spillover. Further, proposed landscaping and common open space areas would soften the impact of new light and glare sources.

Sub article 7, *Signs*, of the Laguna Niguel Zoning Code details standards regulating signage within the City that the Project would be required to adhere to. Compliance with the applicable lighting provisions of the Zoning Code would be enforced through the City's development review and building plan check process.

The residences off Rue de Monet have pad elevations approximately 312 feet above mean seal level (amsl) and the tallest point of the Senior Living Center would measure approximately 312 feet amsl. Therefore, development of the Project would not cast shade on shadow sensitive uses.

Despite new sources of lighting, development of the Proposed Project is not expected to generate a substantial increase in light that would result in a significant impact.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

"Forest land" as defined by Public Resources Code Section 12220(g) is "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

"Timberland" as defined by Public Resources Code Section 4526 means "…land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other

forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

"Timberland zoned Timberland Production" is defined by Public Resources Code Section 51104(g) as "...an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h."

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project Site is classified as Urban and Built-Up Land. The site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2022). The Project Site is zoned Public/Institutional and is not zoned as forest land or agriculture (City of Laguna Niguel 2011). The Project Site and surrounding properties are not currently used for agriculture or timberland production.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

According to the Laguna Niguel Official General Plan Map, no land in the City is designated for agricultural uses (City of Laguna Niguel 2012). The Project Site is currently developed with the existing Grace Church, an existing school facility, and a large open area to the south for school and sports activities. The California Mapping and Monitoring Program, Important Farmlands Map does not list the soils on the Project Site as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Therefore, the Proposed Project would not convert 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 would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

No Impact.

The Project Site is not located on land zoned for agricultural use. According to the California Important Farmland Finder, the Project Site is mapped as Urban and Built-Up Land and not an agricultural preserve subject to a Williamson Act contract (DOC 2022). The Proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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))?	☐	☐	☐	☒

No Impact.

The Project is located on the existing Grace Church site and is surrounded by low-density residential land uses. The Project Site is not located on land designated for forest land, timberland, or timberland zoned timberland production. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact.

The Project Site is not zoned for forest land, timberland, or timberland production (DOC 2022). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

The Project Site and surrounding properties are not currently designated for agriculture. The Project Site areas to the north, east, south, and west are located on land designated as Urban and Built-Up Land (DOC 2022). Development on the Project Site would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The City of Laguna Niguel is located within Orange County. CARB has divided California into regional air basins according to topographic features. The City of Laguna Niguel portion of Orange County is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the U.S. Environmental Protection Agency and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter, nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of Orange County encompassing the City of Laguna Niguel and the Project Site is designated as a nonattainment area for the federal O_3 and fine particulate matter ($PM_{2.5}$) standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and coarse particulate matter (PM_{10}) (CARB 2019).

The local air quality regulating authority in Orange County portion is the South Coast Air Quality Management District (SCAQMD). The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Orange County portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

Rule 201 & Rule 203 (Permit to Construct & Permit to Operate) – Rule 201 requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.

Rule 402 (Nuisance) – This rule prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 (Fugitive Dust) – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.

c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Rule 1113 (Architectural Coatings) – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce Reactive Organic Gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

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.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

No Impact.

As part of its enforcement responsibilities, the United States Environmental Protection Agency (USEPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project Site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, the Southern California Association of Governments (SCAG), and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Project is subject to the SCAQMD's AQMP.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a Project include forecasts of Project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in following Tables 4.3-2, 4.3-3, and 4.3-4, with implementation of Mitigation Measure **AQ-1** the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during both construction and operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Tables 4.3-2 and 4.3-4 below, with implementation of Mitigation Measure **AQ-1** the Proposed Project would be below the SCAQMD regional thresholds for construction and operations. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in Laguna Niguel. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Laguna Niguel General Plan is referenced by SCAG in order to assist forecasting future growth in Laguna Niguel.

The Proposed Project Site has a General Plan land use designation of *Public/Institutional (PI)*. As previously described, the Public/Institutional designation includes a wide range of public, quasi-public and special purpose private facilities that are aimed at providing a variety of governmental or social services to the community (City of Laguna Niguel 2011). Land uses such as senior housing, congregate care facilities, and managed care facilities are permitted in all City General Plan land use designations, provided that the proposed land use does not generate more traffic than the projected traffic generation for the land use intensity identified in the General Plan Community Profile Area for the site (City of Laguna Niguel 2011). The Project is not proposing to amend the City General Plan, is consistent with all land use designations applied to the site and would not increase the number of people residing in the area beyond that

anticipated. It is noted that the existing land use on the Project Site currently generates approximately 411 daily trips on average (RK Engineering Group, Inc. 2021b), and that the Proposed Project would actually result in the reduction of 122 daily trips for a total of 289 daily trips (RK Engineering Group, Inc. 2021b). Thus, the Proposed Project would not generate more traffic than the projected traffic generation for the land use intensity identified in the General Plan Community Profile Area for the site. Additionally, the Project Site can be identified for its "location efficiency". Location efficiency describes the location of the Project Site relative to the type of urban landscape its proposed to fit within, such as an 'urban area', 'compact infill', or 'suburban center'. In general, compared to the statewide average, a project could realize Vehicle Miles Traveled (VMT) reductions up to 65 percent in an urban area, up to 30 percent in a compact infill area, or up to 10 percent in a suburban center (California Air Pollution Control Officers Association 2021), and thus reductions in air pollutant emissions.

The Project is consistent with the City of Laguna Niguel General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and RCPG. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 201, 402, 403, and 1113. SCAQMD Rule 402 prohibits the 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. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project is consistent with the land use designation and development density presented in the City's General Plan and therefore, would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals and policies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Air pollutant emission impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Orange County coupled with details associated with construction timing, phasing, and duration provided by the Project Applicant. The specific construction equipment anticipated to be employed during construction has also been provided by the Project Applicant. Operational air pollutant emissions were based on the Project Site plans and traffic trip generation rates from RK Engineering Group, Inc. (2021).

Construction Impacts

Regional Construction Significance Analysis

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions would be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive particulate matter emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated the Proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-1. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 4.3-1. Unmitigated Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Year One (Phase 1 Church Renovation & Phase 2 Demolition)	10.46	107.40	84.48	0.18	6.75	4.90
Construction Year Two (Phase 1 Church Renovation, Phase 3 Site Preparation, Phase 3 Grading, & Phase 3 Construction)	10.53	131.34	97.33	0.33	29.06	13.25
Construction Year Three (Phase 3 Construction)	2.53	23.03	24.40	0.04	2.33	1.39
Construction Year Four	2.36	21.25	24.08	0.04	2.21	1.29

Table 4.3-1. Unmitigated Construction-Related Emissions (Regional Significance Analysis)						
Construction Year	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
(Phase 3 Construction)						
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-1, emissions of the O_3 precursor, NO_x, on the peak day(s) of construction in both the first and second years of construction would exceed the SCAQMD significance thresholds of 100 pounds per day. Therefore, Mitigation Measure AQ-1 is required in order to reduce NO_x emissions to levels below the significance threshold.

Mitigation Measure **AQ-1** would mandate the use of Tier 4 Certified engines for the Project offroad construction equipment used during Project construction. The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the USEPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis-Con, and Yanmar). On August 27, 1998, the USEPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 horsepower and increasingly more stringent Tier 2, Tier 3, and Tier 4 standards for all equipment with phase-in schedules from 2000 to 2015. As a result, all off-road, diesel-fueled construction equipment manufactured from 2006 to 2015 has been manufactured to Tier 3 standards. The Tier 3 standards can reduce NO_x emissions by as much as 64 percent and particulate matter emissions by as much as 39 percent. On May 11, 2004, the USEPA signed the final rule introducing Tier 4 emission standards, which are currently phased-in over the period of 2008-2015. The Tier 4 standards require that NO_x emissions be further reduced by about 90 percent. All off-road, diesel-fueled construction equipment manufactured in 2015 or later have been manufactured to Tier 4 standards.

Table 4.3-2 shows the results of construction emissions with implementation of Mitigation Measure AQ-1.

Table 4.3-2. Mitigated Construction-Related Emissions (Regional Significance Analysis)						
Construction Year	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year One (Phase 1 Church Renovation & Phase 2 Demolition)	2.61	12.78	96.38	0.18	1.51	0.63
Construction Year Two (Phase 1 Church Renovation, Phase 3 Site Preparation, Phase 3 Grading, & Phase 3 Construction)	3.21	44.46	111.60	0.33	11.93	4.58
Construction Year Three (Phase 3 Construction)	0.81	3.37	27.54	0.04	0.85	0.30
Construction Year Four (Phase 3 Construction)	0.80	3.55	27.37	0.04	0.85	0.30
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.
Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

As shown in Table 4.3-2, adherence to Mitigation Measure **AQ-1** would ensure that the Proposed Project would be constructed in a manner that daily pollutants would be generated at levels below SCAQMD significance thresholds. With implementation of Mitigation Measure **AQ-1**, criteria pollutant emissions generated during construction of the Proposed Project would not 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. Further, since the Project's emissions do not exceed SCAQMD thresholds, no exceedance of the ambient air quality standards would occur, and no regional health effects from Project criteria pollutants would occur. As such, with the implementation of Mitigation Measure **AQ-1**, the Project would have a less than significant impact.

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project Site include low- and medium-density residences adjacent to the northern, southwestern, southern, and eastern boundaries of the site. Additionally, the Childtime Learning Center is located directly northeast adjacent to the Project Site. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance*

Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level Proposed Projects.

For this Project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is the Capistrano Valley, SRA 21. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. As previously described, the SCAQMD has produced lookup tables for projects that disturb one, two and five acres. The Proposed Project would disturb just under three acres during construction. Thus, the interpolated LST threshold value for a three-acre site, as derived from the SCAQMD mass rate LST look-up tables, was employed from the LST lookup tables. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptors to construction activity as a result of the Project are residences located directly adjacent to the Project Site (<25 meters). Notwithstanding, the SCAQMD Methodology explicitly states: "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-3 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire site.

Table 4.3-3. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction Year One (Phase 1 Church Renovation)	2.62	24.65	0.08	0.08
Construction Year One (Phase 2 Demolition)	8.90	66.92	0.32	0.22
Construction Year Two (Phase 1 Church Renovation & Phase 3 Site Preparation)	11.83	96.15	7.36	3.14
Construction Year Two (Phase 1 Church Renovation & Phase 3 Grading)	11.51	91.46	7.35	3.13
Construction Year Two (Phase 1 Church Renovation & Phase 3 Construction)	5.24	49.30	0.16	0.16
Construction Year Three (Phase 1 Church Renovation & Phase 3 Construction)	2.62	24.65	0.08	0.08
Construction Year Three (Phase 1 Church Renovation & Phase 3 Construction)	2.62	24.65	0.08	0.08

Table 4.3-3. Construction-Related Emissions (Localized Significance Analysis)				
Activity	**Pollutant (pounds per day)**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
SCAQMD Localized Significance Threshold (3.0 acre of disturbance)	*153.00*	*1,263.33*	*8.00*	*5.33*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.
Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Emission estimates account for implementation of Mitigation Measure AQ-1.

Table 4.3-3 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$ demonstrates that the Project would likely not adversely impact the neighboring receptors in the vicinity of the Project.

This impact is less than significant, and no mitigation is required.

Long-Term Operational Impacts

Regional Operational Significance Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use. As previously described, operational air pollutant emissions were based on the Project Site plans and traffic trip generation rates from RK Engineering Group, Inc. (2021). Long-terms operational emissions attributable to the Project are identified in Table 4.3-4 and compared to the operational significance thresholds promulgated by the SCAQMD.

Table 4.3-4. Operational-Related Emissions (Regional Significance Analysis)						
Emission Source	**Pollutant (pounds per day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer Emissions						
Area	31.63	2.34	63.83	0.14	8.29	8.29
Energy	0.04	0.36	0.18	0.00	0.02	0.02
Mobile	0.76	0.75	7.64	0.02	2.09	0.56
Total:	**32.43**	**3.46**	**71.66**	**0.16**	**10.42**	**8.89**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area	31.63	2.34	63.83	0.14	8.29	8.29
Energy	0.04	0.36	0.18	0.00	0.02	0.02
Mobile	0.75	0.81	7.56	0.02	2.09	0.56
Total:	**32.42**	**3.52**	**71.57**	**0.16**	**10.42**	**8.89**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.
Notes: Emission projections predominately based on CalEEMod model defaults for Orange County. Average daily vehicle trips provided by RK Engineering Group, Inc. (2021).

As shown in Table 4.3-4, the Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants during operation.

As previously described, the Orange County portion of the SoCAB is listed as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and PM_{10} (CARB 2019). O_3 is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. Particulate matter can adversely affect the human respiratory system. As shown in Table 4.3-4, the Proposed Project would result in increased emissions of the O_3 precursor pollutants ROG and NO_x, PM_{10}, and $PM_{2.5}$, however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the SCAQMD is contained in the SCAQMD 2016 AQMP. The AQMP provides control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SCAQMD are designed to meet the objectives of the AQMP and in doing so achieve attainment status

with state and federal standards. As noted above, the Project would increase the emission of these pollutants, but would not exceed the thresholds of significance established by the SCAQMD for purposes of reducing air pollution and its deleterious health effects.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a Proposed Project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied.

This impact is less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Less than Significant Impact.

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the Project Site include low- and medium-density residences adjacent to the northern, southwestern, southern, and eastern boundaries of the site. Additionally, the Childtime Learning Center is located directly northeast adjacent to the site.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Area is designated as a nonattainment area for federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$, and PM_{10} standards (CARB 2019). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-2 and Table 4.3-3, with implementation of Mitigation Measure **AQ-1** the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant of concern. PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O_3 and NOx, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. A less than significant impact would occur.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The Project would not have a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance

from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more 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 SoCAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's (SCAQMD's) *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District, the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Proposed Project is anticipated to result in 289 daily traffic trips (RK Engineering Group, Inc. 2021b). Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values.

This impact is less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Less than Significant Impact.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and would rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. This impact is less than significant.

4.3.3 Mitigation Measures

AQ-1: Prior to the certificate of construction-related permits for the Grace Church Remodel and Senior Living Facility Project, the Project Applicant shall demonstrate to the satisfaction of the City of Laguna Niguel Planning Division that the following measure would be implemented during Project construction.

- All offroad equipment of greater that 50 horsepower used in Project construction shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

4.4 Biological Resources

4.4.1 Environmental Setting

ECORP Consulting, Inc. (ECORP) prepared a Biological Resources Assessment for the Project in June 2022 (Appendix B). ECORP biologists performed a literature review using the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB; CDFW 2022) and the California Native Plant Society's (CNPS) Electronic Inventory (CNPSEI; CNPS 2022) to determine the special-status plant and wildlife species that have been documented on or near the Project Site. ECORP searched CNDDB and CNPSEI records within the Project Site boundaries as depicted on U.S. Geological Survey 7.5-minute "San Juan Capistrano, California" topographic quadrangle, plus the surrounding eight topographic quadrangles. The CNDDB and CNPSEI contain records of reported occurrences of federally or state-listed endangered, threatened, proposed endangered or threatened species, California Species of Special Concern (SSC), and/or other special-status species or habitat that may occur within or near the Project Site.

A field survey was conducted by walking the entire Project Area and 500-foot buffer, where accessible, (Biological Survey Area [BSA]) to determine the vegetation communities and wildlife habitats. The biologist documented the plant and wildlife species present within the BSA and the location and condition of the BSA were assessed for the potential to provide habitat for special-status plant species and wildlife species.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

The literature review and database searched identified 45 special-status plant species and 58 special-status wildlife species that have been documented near the Project Site. A list was generated from the results of the literature review and the database search, and the Project Site was evaluated for suitable habitat that could support any of the special-status plant species and the BSA was evaluated for suitable habitat that could support any of the special-status wildlife species on the list. Based on the results of the biological resources assessment, all 45 special-status plant species returned during the literature review are presumed to be absent from the Project Site due to lack of suitable habitat within the Project Site, the Project Site being outside the known elevation range for that species, and/or the species not being observed during the biological resources assessment survey. In addition, 53 of the 58 special-status wildlife species returned during the literature review are presumed to be absent from the BSA due to lack of suitable habitat within the BSA, the BSA being outside the known range for that species, and/or the species not being observed during the biological resources assessment survey. Three special-status bird species were found to have a moderate potential to occur within the BSA, including Cooper's hawk (*Accipiter cooperii*), least Bell's vireo (*Vireo bellii pusillus*), and yellow warbler (*Setophaga petechia*); however, the moderate potential for occurrence for both the least Bell's vireo and yellow warbler are only applicable to the riparian corridor across Crown Valley Parkway that exists approximately 220 feet northwest of the Project Site. Two special-status bird species returned during the literature review, southwestern willow flycatcher (*Empidonax trailed extimus*) and western yellow-billed cuckoo (*Coccyzus americanus*), were found to have a low potential to occur in the previously mentioned riparian corridor.

Due to the high level of disturbance in the vicinity of the Project Site and because the riparian corridor is adjacent to Crown Valley Parkway, a heavily trafficked street, it is anticipated that Project activities would not have any significant impact on special-status species that could potentially occur within the riparian corridor.

The Project Site has the potential to support nesting migratory birds protected under the federal Migratory Bird Treaty Act. The buildings, structures, and landscape vegetation present within the Project Site provide suitable nesting substrate for multiple species of songbirds and raptors. As described in Mitigation Measure **BIO-1** below, the Project applicant shall implement all necessary measures to avoid nesting birds during Project construction activities.

Impacts would be less than significant with mitigation incorporated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 U.S. Fish and Wildlife Service?	☐	☐	☒	☐

Less than Significant Impact.

The Project Site does not support any native habitat communities and was characterized as developed, disturbed, and landscaped. Areas characterized as developed were observed to have infrastructure present and are devoid of vegetation due to lack of growing substrate. Developed areas included church buildings, driveways, and the parking lot. Areas characterized as disturbed were observed to have been heavily influenced by human actions, were mostly devoid of native vegetation, and lacked any signs of development. Vegetation in these areas was dominated by ruderal nonnative and invasive species. Areas characterized as landscaped primarily consisted of ornamental plant species commonly used in landscaping and residential areas. A riparian corridor was observed approximately 220 feet northwest of the Project Site and consisted of willows (*Salix* sp.), Fremont's cottonwood (*Populus fremontii*), and mulefat (*Baccharis salicifolia*).

Due to the high level of disturbance in the vicinity of the Project Site and because the riparian corridor is adjacent to Crown Valley Parkway, a heavily trafficked street, it is anticipated that Project activities would not have any significant impact on the riparian corridor. Furthermore, the Project Site is not located within United States Fish and Wildlife Service (USFWS)-designated critical habitat for any federally listed species. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

Jurisdictional waters were not observed within the Project Site during the biological resources assessment survey; therefore, an aquatic resources delineation was not performed. A riparian corridor was observed within the BSA approximately 220 feet northwest of the Project Site; however, Project activities are not anticipated to have any impact on this aquatic resource. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

Due to the high level of disturbance in the vicinity of the Project Site and because the Project Site is adjacent to Crown Valley Parkway, a heavily trafficked street, it is anticipated that Project activities would not interfere substantially with the movement of any wildlife species, wildlife corridors, or impede the use of native wildlife nursery sites. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Section 9-1-92.3 of the City's Municipal Code provides local regulations for landscaping requirements and tree preservation. Subsections A through G discuss requirements for project landscaping including, but not limited to, overall landscaping design, landscaping for Project street frontage, landscaping for Project boundaries, and landscaping for Project interiors. Subsection H discusses tree preservation, which requires new projects to preserve the existing trees to the extent possible and include measures to protect existing trees before and after construction. In addition, if the decision-making authority determines that significant existing trees cannot be saved, they may require replacement with new specimen-size trees having a cumulative trunk diameter of up to two times the cumulative trunk diameter of the trees to be removed.

Landscaping vegetation and ornamental trees present within the Project Site have the potential to be protected under Section 9-1-92.3, Subsections A through H of the City of Laguna Niguel Municipal Code. Project activities would comply with the City Municipal Code, as described in Mitigation Measure **BIO-2**.

Impacts would be less than significant with mitigation incorporated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

The Natural Community Conservation Act, which can be found in California Fish and Game Code Sections 2800– 2840, authorizes the preparation of Natural Community Conservation Plans (NCCPs) and Habitat Conservation Plans (HCPs) to protect natural communities and species while allowing for a reasonable amount of development. The Orange County NCCP/HCP, which was reviewed and approved by CDFW (at that time, California Department of Fish and Game) and USFWS in 1996, addresses the protection and management of coastal sage scrub habitat and coastal sage scrub-obligate species, as well as other covered habitats and species, and mitigates anticipated impacts on those habitats.

The Project Site contains nonnative vegetation cover. Wildlife and plant species protected under the Orange County NCCP/HCP were not observed within the Project Site during the biological resources assessment. In addition, the City of Laguna Niguel is not a participating entity of the NCCP/HCP. No impact would occur.

4.4.3 Mitigation Measures

BIO-1: All vegetation clearing, and ground disturbance activities shall be conducted outside of the nesting bird season (typically February 1 through August 31 for raptors and March 15 through August 31 for the majority of migratory bird species). If vegetation clearing activities and/or ground disturbance activities cannot be conducted outside of the nesting bird season, nesting bird surveys shall be conducted by a qualified avian biologist within the Project Site plus a 500-foot buffer (if feasible) prior to the start of construction (within three days prior to construction). If nesting bird surveys are required to be conducted, they shall include all songbirds and raptors, including the special-status bird species that were determined to have a moderate or low potential to occur within the riparian corridor. If an active nest is identified during the survey, the biologist shall establish an appropriately sized disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

BIO-2: Pursuant to Laguna Niguel Municipal Code Section 9-1-92.3, Subsections A-H, landscape vegetation and ornamental trees shall be protected to the extent possible during construction activities. If it is determined that significant existing trees cannot be protected, the City shall require replacement with new specimen-size trees having a cumulative trunk diameter of up to two times the cumulative trunk diameter of the trees to be removed.

Furthermore, if Project activities require the removal of landscape vegetation that would put the Project in violation of the City ordinance requirements, then replacement landscaping vegetation shall be provided.

4.5 Cultural Resources

4.5.1 Environmental Setting

A Cultural Resources Inventory Report was prepared by ECORP in June 2022 (Appendix C) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project Area and assess the sensitivity of the Project Area for undiscovered or buried cultural resources. The cultural context of the Project Area including regional and local prehistory, ethnography, and regional and Project Area histories can be found in the report in Appendix C.

The analysis of cultural resources was based on a records and literature search conducted at the South Central Coastal Information Center of the California Historical Resources Information System at California State University-Fullerton on February 23, 2022, a literature review, and a field survey on April 8, 2022. The literature search included the results of previous surveys within a 1-mile (1,600 meters) radius of the Proposed Project location. All cultural resources encountered during the survey were recorded using the California Resources Agency Department of Parks and Recreation (DPR) 523-series forms approved by the California Office of Historic Preservation. The resources were photographed, mapped using a handheld Global Positioning System receiver, and sketched as necessary to document their presence using appropriate DPR forms.

In addition to the records search, ECORP contacted the California Native American Heritage Commission (NAHC) on February 23, 2022, to request a search of the Sacred Lands File for the Project Area.

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐

Less than Significant Impact.

Thirty-five previous cultural resource investigations have been conducted in or within 1 mile of the property, covering approximately 90 percent of the total area surrounding the property within the records search radius (Appendix C). Of the 35 studies, two were conducted within the Project Area and the other 33 were within the 1-mile radius. The records search also determined that three previously recorded pre-contact and historic-era cultural resources are located within 1 mile of the Project Area (Appendix C). Of these, two are believed to be associated with Native American occupation of the vicinity, and one is a historic-era site associated with the development of the City of Laguna Niguel. There are no known

previously recorded cultural resources located within the Project Area. Thus, the Project would have no impact on previously recorded cultural resources.

As a result of the 2022 survey by ECORP, one new cultural resource was identified within the Project Area. Resource GC-001, Grace Church, is a historic-period religious building constructed in 1972. The church building has been impacted from modern updates and renovations since its construction in 1972. In line with the Project's purpose and need, the proposed modifications would support the church's expanded congregation. The footprint and roofline of the remodel and expansion of the main church building would remain roughly unchanged. The remodel would include an additional second story under the existing roof line and modernization of the exterior with enhanced architectural elements. These proposed plans have been submitted to and reviewed by the City of Laguna Niguel. Furthermore, the City of Laguna Niguel does not consider the church to be a historical resource for the purposes of CEQA. Therefore, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Due to the presence of alluvium along Sulphur Creek, the presence of alluvium within the Project Area, and the likelihood of pre-contact archaeological sites located along perennial waterways, there exists a moderate potential for buried pre-contact archaeological sites in the Project Area. Furthermore, the search of the Sacred Lands File by the NAHC indicate positive for the presence of Native American cultural resources in the Project Area. Implementation of Mitigation Measure **CUL-1** would reduce impacts to less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

No human remains or dedicated cemeteries were identified during the cultural resources records search, literature review, or buried site sensitivity analysis. However, compliance with California Health and Safety Code Section 7050.5, which governs the discovery, notification, disposition, and treatment of discovered human remains and related grave goods, would be adhered to during Proposed Project construction. The discovery of human remains would require handling in accordance with Public Resources Code (PRC) Section 5097.98, which states that if human remains are discovered during construction, construction

activity shall be halted, and the area shall be protected until consultation and treatment can occur as prescribed by law. With the implementation of Mitigation Measure **CUL-1**, impacts to humans remains would be less than significant.

4.5.3 Mitigation Measures

CUL-1: If subsurface deposits believed to be cultural and/or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius, as appropriate and using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the Lead Agency. The agency shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The archaeologist shall notify the County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (Section 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). This will also include either recording the site with the NAHC or the

appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

4.6 Energy

4.6.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity.

Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity, closely followed by renewables, large hydroelectric and nuclear (California Energy Commissions [CEC] 2022). Southern California Edison (SCE) provides electrical services to Perris through state-regulated public utility contracts. Southern California Edison, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The SoCalGas provides natural gas services to the Project Area. SoCalGas services approximately 21.6 million customers, spanning roughly 20,000 square miles of California.

The California Public Utilities Commission (CPUC) regulates SCE. The CPUC has developed energy efficiency programs such as smart meters, low-income programs, distribution generation programs, self-generation incentive programs, and a California solar initiative. Additionally, the CEC maintains a power plant data base that describes all of the operating power plants in the state by county. Orange County contains 19 power plants generating electricity, of which 11 are natural gas-fired, four are powered by the incineration of biomass, three are hydro-powered, and one is powered by solar (CEC 2021).

Existing Transmission and Distribution Facilities

The components of transmission and distribution systems include the generating facility, switching yards and stations, primary substation, distribution substations, distribution transformers, various sized transmission lines, and the customers. The United States contains over a quarter million miles of transmission lines, most of them capable of handling voltages between 115 kilovolts (kv) and 345 kv, and

a handful of systems of up to 500 kv and 765 kv capacity. Transmission lines are rated according to the amount of power they can carry, the product of the current (rate of flow), and the voltage (electrical pressure). The electric power supply grid within Orange County is part of a larger supply network operated and maintained by SCE that encompasses a large portion of the Southern California region. This system ties into yet a larger grid known as the California Power Pool that connects with the San Diego Gas and Electric and Pacific Gas and Electric Companies. These companies coordinate the development and operation, as well as purchase, sale, and exchange of power throughout the State of California. Within Orange County, SCE owns most of the transmission and distribution facilities.

The California Independent System Operator (CAISO) manages the flow of electricity across the high-voltage, long-distance power lines (high-voltage transmissions system) that make up 80 percent of California's and a small part of Nevada's grid. This nonprofit public benefit corporation keeps power moving to and throughout California by operating a competitive wholesale electricity market, designed to promote a broad range of resources at lower prices, and managing the reliability of the electrical transmission grid. In managing the grid, CAISO centrally dispatches generation and coordinates the movement of wholesale electricity in California. As the only independent grid operator in the western U.S., CAISO grants equal access to 26,000 circuit miles of transmission lines and coordinates competing and diverse energy resources into the grid where it is distributed to consumers. Every five minutes, CAISO forecasts electrical demand and dispatches the lowest cost generator to meet demand while ensuring enough transmission capacity for delivery of power.

Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g. of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all residential uses in Orange County from 2016 to 2020 is shown in Table 4.6-1. As indicated, the demand has increased since 2016.

Table 4.6-1. Residential Electricity Consumption in Orange County 2016-2020

Year	Electricity Consumption (kilowatt hours)
2020	7,765,257,819
2019	6,971,093,261
2018	6,845,180,955
2017	6,815,346,458
2016	6,711,072,435

Source: CEC 2021

The natural gas consumption associated with all residential uses in Orange County from 2016 to 2020 is shown in Table 4.6-2. As indicated, the demand has increased since 2016.

Table 4.6-2. Residential Natural Gas Consumption in Orange County 2016-2020	
Year	**Natural Gas Consumption (therms)**
2020	387,083,078
2019	382,135,884
2018	339,030,950
2017	343,528,866
2016	337,827,012

Source: CEC 2021

Automotive fuel consumption in Orange County from 2017 to 2021 is shown in Table 4.6-3. Fuel consumption demand has increased since 2017.

Table 4.6-3. Automotive Fuel Consumption in Orange County 2016-2020		
Year	**Total On-road Fuel Consumption**	**Total Off-road Fuel Consumption**
2021	1,350,661,000	35,279,988
2020	1,205,052,000	35,672,431
2019	1,364,877,000	34,691,398
2018	1,364,877,000	33,697,756
2017	1,346,344,000	32,699,090

Source: CARB 2021

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Less than Significant Impact.

The impact analysis focuses on the four sources of energy that are relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity and natural gas estimated to be consumed by the Project is quantified and compared to that consumed by all residential land uses in Orange County. Similarly, the amount of fuel necessary for Project construction is calculated and compared to that consumed by off-road equipment in Orange County, and the amount of fuel necessary for Project operations is calculated and compared to that consumed by on-road vehicles in Orange County.

The analysis of electricity and natural gas usage is based on CalEEMod modeling conducted by ECORP (see Appendix A), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB's EMFAC2021 computer program, which provides projections for typical daily fuel usage in Orange County (see Appendix D). The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. Energy consumption associated with the Proposed Project is summarized in Table 4.6-4 (see Appendix D).

Table 4.6-4. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Building Energy Consumption		
Electricity Consumption	638,991 kilowatt-hours	0.008 percent
Natural Gas Consumption	14,414 therms	0.003 percent
Automotive Fuel Consumption		
Project Construction Year One	25,320 gallons	0.071 percent
Project Construction Year Two	107,291 gallons	0.304 percent
Project Construction Year Three	55,961 gallons	0.158 percent
Project Construction Year Four	24,729 gallons	0.070 percent
Project Operations	49,423 gallons	0.003 percent

Source: Refer to Appendix A for building energy consumption calculations and Appendix D for Fuel Consumption calculations.
Notes: The Project increases in electricity and natural gas consumption are compared with all of the residential buildings in Orange County in 2020, the latest data available. The Project increases in construction and operations automotive fuel consumption are compared with the countywide fuel consumption in 2021, the most recent full year of data, for all off- and on-road vehicles, respectively.

Operations of the Proposed Project would include electricity and natural gas usage from lighting, space, and water heating. As shown in Table 4.6-4, the annual electricity consumption due to operations would be 638,991 kilowatt-hours resulting in an imperceivable increase (0.008 percent) in the typical annual electricity consumption attributable to all residential uses in Orange County. However, this is potentially a conservative estimate. In September 2018 Governor Jerry Brown Signed Executive Order B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Carbon neutrality refers to achieving a net zero carbon dioxide (CO_2) emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide targets for Greenhouse Gas (GHG) emission reduction. Governor's Executive Order B-55-18 requires CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." Furthermore, the Project's increase in natural gas usage of 0.003 percent across all residential uses in the County would also be negligible. For these reasons, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the physical building and infrastructure would be temporary, lasting only as long as Project construction. As further indicated in Table 4.6-4, the Project's gasoline fuel consumption during the one-time construction period is estimated to be 25,320 gallons during the first year of construction, 107,291 gallons during the second year of construction, 55,961 gallons during the third year of construction, and 24,729 gallons during the fourth year of construction. This would increase the annual construction related fuel use in the county by 0.071 percent, 0.304 percent, 0.158 percent, and 0.07 percent, respectively. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Project is estimated to generate approximately 289 daily trips (RK Engineering Group, Inc. 2021b). As indicated in Table 4.6-4, this would in the consumption of approximately 49,423 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.003 percent. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to Orange County. Further, a liberal approach was taken for vehicle trip estimation to ensure potential impacts due to operational gasoline usage were adequately accounted. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Less than Significant Impact.

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project would be built to the *Energy Efficiency Standards for Residential and Nonresidential Buildings*, as specified in Title 24, Part 6, of the CCR (Title 24). Title 24 was established in 1978 in response to a legislative

mandate to reduce California's energy consumption. Title 24 is updated approximately every three years; the 2016 standards became effective January 1, 2017. The 2019 Title 24 updates went into effect on January 1, 2020. The 2019 Energy Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Energy Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 Energy Standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Additionally, in January 2010, the State of California adopted the California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. The code was subsequently updated in 2013. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. In furtherance of the Title 24 and current energy standards, the Project proposes a minimum of 15% of the Senior Living building roof area be plumbed as 'solar roof-ready' and the surface parking area will include EV charging stations.

For these reasons, this impact would be less than significant.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

In April 2021, Stoney-Miller Consultants prepared a site-specific geotechnical report for the Project Site (Appendix E). The purpose of this report is to provide a preliminary geotechnical feasibility review of the subject property for development of the planned Senior Living Facility. Based on this study, the planned development is considered to be feasible from a geotechnical standpoint.

Geomorphic Setting

The Project Site is in the Los Angeles Basin, which is part of the Peninsular Ranges Geomorphic Province of California. The Peninsular Ranges are characterized by a series of northwest-trending mountain ranges separated by valleys. More locally, the site is within the San Joaquin Hills, which consist of moderate to steep hillside terrain underlain by sedimentary bedrock. The San Joaquin Hills are traversed by streams and drainage divides that slope south and southwest toward the coastline. Typically, the drainages are partially filled by poorly consolidated colluvial and alluvial deposits overlying the deeper formational bedrock materials.

Regional Seismicity and Fault Zones

An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown

geologic evidence of surface displacement in the last 11,000 years is considered "inactive." There are no active or potentially active fault traces in the City.

The closest published active fault to the site is the San Joaquin Hills blind thrust fault, approximately 3.6 miles from the site. Other active faults in the vicinity of the site include the offshore extension of the Newport-Inglewood Fault Zone, approximately 5.1 miles west, the Palos Verdes Fault, approximately 20.4 miles to the northwest, the Coronado Bank Fault, approximately 21.2 miles to the south, and the San Andreas Fault, approximately 51.2 miles to the northeast (Appendix E). No known active faults are mapped as crossing the site or surrounding regions in close proximity to the site, nor is the site and surrounding region depicted on any current Alquist-Priolo Earthquake Fault Zone Maps issued by the State of California.

Soils

Much of the site is composed of engineered fill from previous construction activities in the 1970's and 1980's. According to the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey database, soils on the Project Site consist of Alo clay, 15 to 30 percent slopes, dry; Alo clay, 30 to 50 percent slopes, warm MAAT, Major Land Resource Area (MLRA); Botella clay loam, 2 to 9 percent slopes, warm MAAT, MLRA 19; Calleguas clay loam, 50 to 75 percent slopes, eroded; and Sorrento loam, 2 to 9 percent slopes, warm MAAT, MLRA 19 (NRCS 2022).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

i) As stated previously, the Project Site is not within a State of California defined Alquist-Priolo Earthquake Fault Hazard Zone and no known active faults transect the site. However, similar to much of Southern California, the Project Site may be subject to some level of damaging ground shaking as a result of movement along the major active (and potentially active) fault zones that characterize this region. The potential threat to the site from a surface rupture hazard is considered low. Excavations in excess of 20 feet are planned to grade the site and construct the Senior Living Center building, which would be mitigated by use of shoring and layback of slopes to stable configurations. Seismic design of structures would be in accord with the California Building Code (CBC) (CCR Title 24). Implementation of Mitigation Measure **GEO-1** would ensure impacts are less than significant.

ii) Construction of the Proposed Project would be subject to applicable ordinances and requirements of the current CBC (CCR Title 24). The CBC provides requirements for foundation strength, tie-downs, shear strength, and other building requirements designed to withstand significant ground-shaking. Implementation of Mitigation Measure **GEO-1** would ensure impacts are less than significant.

iii) The site is not located in a "zone of required investigation" for seismic hazard from liquefaction. The site-specific geotechnical investigation determined that the site has a low and limited potential for ground settlement (less than 1/2-inch) due to seismic ground motion (Appendix E). Seismic design of structures, including retaining walls, would be in accord with the California Building Code. Implementation of Mitigation Measure **GEO-1** would ensure impacts are less than significant.

iv) Portions of the Project Site are located within a "landslide zone of required investigation" (Appendix E). Construction projects within a landslide hazard zone require geotechnical reports to address and mitigate the potential vulnerability of structural integrity during earthquakes.

Landslides have occurred in the Sulphur Creek area in the geologic and historic past. Commonly these have been limited to surficial failures, but ancient, deep-seated landslides that were likely associated with the climate and topography of the last glaciation are also identified in geologic reports published by the State of California (Appendix E). Previous documentation indicates an absence of landsliding and the presence of relatively horizontal Capistrano formation bedrock materials (Appendix E). The site-specific geotechnical investigation found the property to be underlain with intact Capistrano formation bedrock materials. Construction of the Project would comply with applicable measures of the California Building Code regarding construction in a landslide zone and other seismic safety measures. Implementation of Mitigation measure **GEO-1** would ensure impacts are less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Erosion is a condition that could adversely affect development on any site. Site grading could temporarily exacerbate erosion conditions, but implementation of erosion control measures would limit such effects.

The Construction General Permit, adopted by the State Water Resources Control Board (SWRCB) as Water Quality Order 2009-0009-DWQ (effective July 1, 2010), is required for soil disturbance activities that would be greater than 1 acre.

The Project is expected to disturb an area greater than 1 acre and is subject to the requirements of the Construction General Permit. The Project would require substantial excavation and grading, including approximately 67,000 CY of cut, 3,000 CY of fill, 35,000 CY of over-excavation, and a net export of 64,000 CY. Retaining walls would be constructed, mostly in cut conditions to support the ascending slopes, along the perimeter of the development area. Several Best Management Practices (BMPs) would be implemented during construction, including sediment and erosion control measures to prevent pollutants from leaving the site. With construction of retaining walls, and the installation of landscape and irrigation systems, implementation of applicable existing standards and requirements for grading and construction would reduce erosion potential. All slopes are or would be constructed at 2 to 1 (horizontal to vertical) or flatter. Such slopes are stable with normal grading practices. Planned pad areas would be designed to channel flow to approved drainage structures. With implementation of GEO-1, impacts from soil erosion and loss of topsoil would be rendered less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than Significant Impact.

No landslides were identified onsite during prior grading or during the site-specific subsurface investigation (Appendix E). The onsite earth materials are almost solely comprised of engineered fill soils (silts and clays) and sedimentary bedrock (siltstones and clay stones) which have consistencies ranging from firm to hard. As a result, these soils have very little to no chance of landsliding, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

According to the U.S. Department of Agriculture Web Soil Survey database, soils on the Project Site consist of Alo clay, 15 to 30 percent slopes, dry; Alo clay, 30 to 50 percent slopes, warm MAAT, MLRA; Botella clay loam, 2 to 9 percent slopes, warm MAAT, MLRA 19; Calleguas clay loam, 50 to 75 percent slopes, eroded; and Sorrento loam, 2 to 9 percent slopes, warm MAAT, MLRA 19 (NRCS 2022).

The onsite soils have been tested to have a medium to high expansion potential (Appendix E). Site grading would include compaction of soil materials at an above optimum moisture content and flatwork, pavements, floor slabs, and retaining walls would be engineered to mitigate effects of expansive soil. Implementation of mitigation measure GEO-1 would ensure impacts are less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

The site is served by a new sewer main that connects to the existing 12" sewer main located in Crown Valley Parkway. All onsite wastewaters would be disposed directly to the existing sewer system and not to a septic system nor use of any leach fields onsite. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

Due to the Project Site currently consisting of predominately engineered artificial fill, the site does not contain any unique geological features and the likelihood of unearthing subsurface paleontological resources during construction is considered to be very unlikely. However, it is possible that undiscovered paleontological resources could be encountered during ground-disturbing activities in native material within the bedrock that may contain such resources. Damage to or destruction of a paleontological resource would be considered a potentially significant impact and mitigation is required. Implementation of Mitigation Measure GEO-2 would ensure steps are taken to reduce impacts to paleontological resources in the event that they are discovered during construction, reducing this impact to a less than significant level and no further mitigation is required.

4.7.3 Mitigation Measures

GEO-1: The Project Applicant shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (*Feasibility Geotechnical Evaluation of Southern Portion of Property Proposed Grace Church Assisted Living and Memory Care Facility Adjacent 24600 La Plata Drive, Laguna Niguel, California.* Stoney-Miller Consultants, Inc. 2021).

GEO-2: If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as CO_2, methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. As previously stated, to provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds described above were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA

practitioners and lead agencies with regard to determining whether GHG emissions from a Proposed Project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City of Laguna Niguel CEQA Manual sets a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation does not mean such small projects do not help the State achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with

statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

Additionally, the Project is assessed for consistency with the SCAG 2020 RTP/SCS, which establishes an overall GHG target for the Project region consistent with the 2030 target date of Senate Bill 32.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Less than Significant Impact.

GHG emissions-related impacts were assessed in accordance with methodologies recommended by the SCAQMD and the City of Laguna Niguel CEQA Manual. Where GHG emission quantification was required, emissions were modeled using CalEEMod, version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction generated GHG emissions were calculated using CalEEMod model defaults for Orange County coupled with details associated with construction timing, phasing, and duration provided by the Project Applicant. The specific construction equipment anticipated to be employed during construction has also been provided by the Project Applicant. Operational air pollutant emissions were based on the Project Site plans, and traffic trip generation rates from RK Engineering Group, Inc. (2021).

Construction Significance Analysis

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO2e (Metric Tons/ Year)
Total Construction Emissions	2,166

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 2,166 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG

emissions would cease. Consistent with SCAQMD recommendations, Project construction GHG emissions have been amortized of the expected life of the Project, which is considered to be 30 years per the SCAQMD. The amortized construction emissions are added to the annual average operational emissions (see Table 4.8-2).

Operational Significance Analysis

Operation of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in Table 4.8-2.

Table 4.8-2. Operational-Related Greenhouse Gas Emissions

Emission Source	CO_2e (Metric Tons/ Year)
Construction Emissions (amortized over the 30-year life of the Project)	72
Area Source	37
Energy	191
Mobile	305
Waste	82
Water	37
Total	**724**
SCAQMD Significance Threshold	*3,000*
Exceed SCAQMD Threshold?	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.
Notes: Emission projections predominately based on CalEEMod model defaults for Orange County. Average daily vehicle trips provided by RK Engineering Group, Inc. (2021).

As shown in Table 4.8-2, operational-generated emissions would not exceed the SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO_2e annually. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions would normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State OPR, CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. The 3,000 metric tons of CO_2e per year value represents less than one percent of future 2050 statewide GHG emissions target.

This impact is therefore less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

No Impact.

The City of Laguna Niguel does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. However, Laguna Niguel is a member city of the SCAG. SCAG's 2020 RTP/SCS, adopted September 3, 2020, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for the year 2035 and establishes an overall GHG target for the region consistent with the statewide GHG-reduction targets for 2035. Specifically, the region has been tasked by CARB to achieve a 19 percent per capita reduction by the end of 2035.

The Proposed Project's consistency with the RTP/SCS goals is analyzed in detail in Table 4.8-3. As discussed in Table 4.8-3, the Project would not conflict with applicable RTP/SCS strategies.

Table 4.8-3. Consistency with SCAG's RTP/SCS Goals

SCAG Strategies	Compliance with Goal
Focus Growth Near Destinations and Mobility Options • Emphasize land use patterns that facilitate multimodal access to work, educational, and other destinations. • Focus on regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets. • Plan for growth near transit investments and support implementation of first/last mile strategies. • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses. • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	**Consistent:** The Proposed Project is a residential, infill development that would result in the densification of the area, specifically through the construction of a senior living facility on currently underutilized nonresidential land (i.e., a vacant, unused portion of an existing church property). The Project is considered infill development as it proposes to develop a property surrounded by urban uses, thereby enhancing the physical design of the urban environment by instigating land use diversity. The increases in land use diversity and mix of uses in the Project Area would reduce vehicle trips and VMT by encouraging non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions. The Proposed Project would provide a convenient proximity to transit options for its residents, with two bus stops located directly adjacent to the site on Crown Valley Parkway. It is noted that the existing land use on the Project Site currently generates approximately 411 daily trips on average (RK Engineering Group, Inc. 2021b),

Table 4.8-3. Consistency with SCAG's RTP/SCS Goals

SCAG Strategies	Compliance with Goal
• Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations). • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	and that the Proposed Project would actually result in the reduction of 122 daily trips for a total of 289 daily trips (RK Engineering Group, Inc. 2021b).
Promote Diverse Housing Options • Preserve and rehabilitate affordable housing and prevent displacement. • Identify funding opportunities for new workforce and affordable housing development. • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply. • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	**Consistent**: The Project would provide 108 senior living dwellings units. The Project seeks to meet the needs of senior seeking assisted living housing, at various price levels, and provide housing in close proximity to a place of worship and public transit.
Leveraging Technology Innovations • Promote low emission technologies such as neighborhood electric vehicles, shared ride hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space. • Improve access to services through technology, such as telework and telemedicine as well as other incentives such as a mobility wallet. • Identify ways to incorporate micro-power grids in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	**Consistent**: The Project Site is served by an existing bus route immediately adjacent to the Project Site, and the Project would also provide secure bicycle parking for Project employees. Nine electric vehicle (EV) spaces are also proposed. In regard to telecommuting, the Project is a senior assisted living facility which would require employees to physically be on-site for patient care. However, doctors may provide telemedicine options for their patients, thereby reducing the number of patient vehicle trips particularly for routine appointments and check-ups that do not require the patient to be physically present at the hospital.
Support Implementation of Sustainable Policies • Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions. • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations. • Support local jurisdictions in the establishment of EIFDs, CRIAS, or other tax	**Not Applicable.** These strategies are not directly applicable to the Project. The Project would not interfere with SCAG's efforts to work with local jurisdictions, communities, and other planning organizations to implement sustainable policies.

Table 4.8-3. Consistency with SCAG's RTP/SCS Goals

SCAG Strategies	Compliance with Goal
increment or value capture tools to finance sustainable infrastructure and development projects including parks and open space. • Work with local jurisdictions/communities to identify opportunities and assess barriers for implementing sustainability strategies. • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region. • Continue to support long range planning efforts by local jurisdictions. • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.	
Promote Green Region • Support development of local climate adaptation and hazard mitigation plans as well as project implementation that improves community resiliency to climate change and natural hazards. • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration. • Integrate local food production into the regional landscape. • Promote more resource efficient development focused on conservation, recycling and reclamation. • Preserve, enhance and restore regional wildlife connectivity. • Reduce consumption of resource areas, including agricultural land. Identify ways to improve access to public park space.	**Not Applicable**: Strategies regarding climate adaptation, food production, wildlife connectivity, agricultural lands, and park space are not applicable to the Project. However, the Project would support energy conservation, a reduction in heat islands, and recycling efforts. The Project would be constructed in accordance with energy efficiency standards effective at the time building permits are issued. The current 2019 Energy Code is estimated to decrease energy consumption when compared to the 2016 Title 24 Energy Code. The Project would be served by Southern California Edison (SCE), which has achieved 38 percent renewables as of 2019, and is required to achieve 44 percent by 2024. The Project's energy-related GHG emissions would decrease as SCE increases its renewables.

Implementing SCAG's RTP/SCS would greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. As shown, the Proposed Project would in no way conflict with the stated goals of the RTP/SCS; therefore, the Proposed Project would not interfere with SCAG's ability to achieve the region's year 2035 mobile source GHG reduction targets outlined in the RTP/SCS, and it can be assumed that regional mobile emissions would decrease in line with the goals of the RTP/SCS. The Proposed Project is consistent with the land use designation and development intensity for the site in the City of Laguna Niguel General Plan, which is referenced by SCAG in order to assist planning for integrated land use and transportation planning in the region. The Proposed Project would not conflict with the SCAG RTP/SCS GHG-reduction targets. As such, the Project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. No impact would occur.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

The City is currently preparing a Local Hazard Mitigation Plan (LHMP) in accordance with the Federal Disaster Mitigation Act of 2000. The LHMP will serve as the City's long-term roadmap for community resiliency and will present strategies for reducing the City's vulnerability to the impacts of identified hazards in the community (City of Laguna Niguel 2022).

4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 activities would involve the use of typical materials, such as vehicle fuels, paints, oils, transmission fluids, and solvents. The types and amounts of hazardous materials that would be used in connection with the church and occupancy of the 108 proposed senior dwelling units would be typical of residential uses, such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products used in normal vehicles operations. These substances can be hazardous in high concentrations; however, the routine and proper use of these standard construction and household products would not result in significant hazards due to small quantities of use. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than Significant Impact.

Construction personnel maintain supplies on-site for containing and cleaning small spills of hazardous materials such as diesel and gasoline fuels, paints, solvents cement, and asphalt. Furthermore,

construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the National Pollution Discharge Elimination System permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non stormwater discharges from the construction site. BMPs for hazardous materials may include, but are not limited to, off- site refueling, placement of generators on impervious surfaces, establishing cleanout areas for cement, etc.

While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with the Proposed Project and the potential for accident or upset are less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) 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.

The Childtime Learning Center, an educational daycare, is located immediately adjacent to the northeast of the Project Site. However, as discussed above, the transport, use, and storage of these products would comply with all Federal, State, and local laws regulating management and use of hazardous materials. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC), the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the state.

The California Environmental Protection Agency's Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated on the Project Sites and/or the adjacent properties and businesses (California Environmental Protection Agency 2022). The list, although mostly covering the requirements of Section 65962.5, has always been incomplete as it does not indicate if a specific site was at one time included in the abandoned site program.

The list is a compilation of five separate websites that include: 1- DTSC's Envirostor that identifies waste or hazardous substances sites, 2- GeoTracker that identifies underground storage tanks for which an unauthorized release report was filed, cleanup sites, and all solid waste disposal facilities from which there is a mitigation of hazardous waste for which a regional board has notified DTSC., 3- a pdf of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit, 4- a list of cease and desist orders and clean up and abatement orders, and 5- a list of hazardous waste facilities subject to corrective action.

1. DTSC's Envirostor indicated that that Project Site was not identified as a hazardous waste or substances site (DTSC 2022a, 2022b).

2. GeoTracker did not identify the site as an underground storage tanks for which an unauthorized release report was filed, a cleanup site, or a solid waste disposal facility from which there is a mitigation of hazardous waste for which a regional board has notified DTSC (SWRCB 2022).

3. A list of solid waste disposal sites with waste constitutes about hazardous waste levels outside the waste management unit was also checked. No records were listed.

4. The list of Cease and Desist Orders and Clean Up and Abatement Orders did not include the Project Site location.

5. The list of hazardous facilities submit to corrective action do not include the Project Site location.

As the Proposed Project is not listed on one of the five websites provided to fulfill the Cortese List, the Proposed Project would not create a significant hazard to the public or the environment. There are no hazardous waste facilities and sites with known contamination, or sites where there may be reasons to investigate further located on the Project Site or in its vicinity. There would be no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

The Project Site is located approximately 13 miles northwest of the John Wayne International Airport and is not located within its land use plan. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Less than Significant Impact.

The City's police and fire departments, the Orange County Sheriff 's Department (OCSD), and the Orange County Fire Authority (OCFA) are responsible for coordinating all emergency management activity in the City and implementing the County's Emergency Operations Plan (EOP). The County's EOP addresses how the County should respond to extraordinary events or disasters (aviation accidents, civil unrest and disobedience/riot, dam and reservoir failure, disease, earthquake, flood, etc.) from preparedness phase through recovery.

In the event of a wildfire or other emergency, law enforcement and fire agencies issue evacuation warnings or evacuation orders for affected areas. These notices may be issued in conjunction with a particular zone. Authorities may use zone designations or specify another area in emergency alerts, media releases, and on social media to notify residents which areas are under an evacuation warning or order. The City has an evacuation zone map that includes nine all-hazard evacuation zones throughout the entire City that are broken down by neighborhood location. The Project Site is in zone 04. Major evacuation routes for the Project Site and surrounding areas include La Paz Road, Crown Valley Parkway, and Moulton Parkway.

The Project would comply with the goals, objectives, and mitigation measures outlined in the County's EOP to reduce risks associated with natural and human-caused hazards. All construction vehicles and equipment would be stationed in a designated area on-site within the Project Site boundaries. The Project would require limited offsite improvements, and thus construction of new infrastructure (e.g. water lines or sewers) may require trenching or other limited localized activities which may cause traffic lane closures

and traffic congestion delays. However, access along surrounding roadways would be maintained throughout Project construction activities.

Upon completion, emergency access to site would be available at one entryway on La Plata Drive and a second entryway on Crown Valley Parkway. There would be an interior primary drive aisle which would run through the center and length of the Project connecting church and Senior Living Center and parking areas, allowing for fire access throughout the site. Emergency personnel would have access to all entrances and exits to assist in their response times. As such, impacts to emergency response and evacuation plans would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Less than Significant Impact.

According to the City of Laguna Niguel CEQA Manual (2021) the Project Site is located within Recommended Ember Zone 2/High. However, the Proposed Project is located within an urbanized area and would not exacerbate fire risk or impacts to the environment. The Orange County Fire Authority (OCFA) provides emergency response to fire incidents in the City of Laguna Niguel. As discussed above, in the event of a wildfire or other emergency, law enforcement and fire agencies issue evacuation warnings or evacuation orders for affected areas. Upon completion, emergency access to site would be available at one entryway on La Plata Drive and a second entryway on Crown Valley Parkway.

Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The Project design would be submitted to and approved by the City's Fire Department prior the issuance of building permits. Impacts would be less than significant.

4.9.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

Regional Hydrology

The Project Site is in the Aliso Creek Watershed, which spans 35 square miles within the South Orange County Water Management Area. The Aliso Creek Watershed is a long, narrow coastal canyon with headwaters in the Cleveland National Forest. The Aliso Creek Watershed encompasses portions of the cities of Aliso Viejo, Dana Point, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest,

and Mission Viejo. Stormwater runoff leaving the site is routed via existing storm drainpipe to the Sulphur Creek Channel (Orange County Flood Control District [OCFCD] Facility No. J301). Sulphur Creek Channel continues to Sulphur Creek Reservoir about 1.25 miles downstream. After leaving the reservoir, the drainage merges with Aliso Creek which drains into the Pacific Ocean, approximately four miles away.

Existing Site Hydrology and On-Site Drainage

In the pre-project condition, the site is divided into three Drainage Management Areas (DMAs) noted as DMA 1, DMA 2, and DMA 3 (Appendix F and G). Stormwater runoff leaving the site is routed via existing storm drainpipe to the Sulphur Creek Channel (OCFCD Facility No. J301). Sulphur Creek Channel continues to Sulphur Creek Reservoir about 1.25 miles downstream. After leaving the reservoir, drainage merges with Aliso Creek which drains into the Pacific Ocean, approximately miles away. Under pre-Project conditions, 174,949 SF (75.1%) of the Project Site contains pervious surfaces and 57,914 SF (24.9%) contain impervious surfaces.

DMA 1 is approximately 2.7 acres and is located along the Northeast portion of the property. Stormwater from this DMA is conveyed primarily through surface and exits the site via a curb drain within La Plata Drive. From there, stormwater is conveyed via the existing gutter to an existing catch basin located near the intersection of La Plata Drive and Crown Valley Parkway. Stormwater entering this catch basin is routed via existing storm drainpipe to the Sulphur Creek Channel (OCFCD Facility No. J301).

DMA 2 is approximately 2.2 acres and is located in the center of the site. Stormwater from this DMA is conveyed primarily through surface and exits the site via parkway drains within Crown Valley Parkway. After exiting the property, stormwater if conveyed to an existing catch basin inlet along the Project frontage. After entering the catch basin, stormwater is routed via existing storm drainpipe to the Sulphur Creek Channel (OCFCD Facility No. J301).

DMA 3 is approximately 1.3 acres and is located along the Southwest portion of the property. Stormwater from this DMA is conveyed primarily through surface and exits the site via parkway drains within Crown Valley Parkway. After existing the property via the parkway drain with Crown Valley Parkway, storm water will be conveyed via existing curb and gutter to an existing catch basin located downstream and south of the site.

Proposed Site Hydrology and On-Site Drainage

Consistent with the pre-development condition, the post-developed condition maintains three DMAs, noted as DMA 1, DMA 2, and DMA 3 (Appendix F and G). Under post-Project conditions, 85,599 SF (36.8%) of the site would contain pervious surfaces consisting of grasses, shrubs, and trees. Approximately 147,264 SF (63.2%) would contain impervious surfaces including structures, a parking lot, and sidewalks.

DMA 1 is approximately 2.0 acres and is located along the Northeast portion of the property. Stormwater from this DMA will be treated by bio-filtration and conveyed via private storm drain and will exit the site via a parkway drain within La Plata Drive. From there, stormwater is conveyed via the existing gutter to an existing catch basin located near the intersection of La Plata Drive and Crown

Valley Parkway. Stormwater entering this catch basin is routed via existing storm drain pipe to the Sulphur Creek Channel (OCFCD Facility No. J301).

DMA 2 is approximately 2.6 acres and is located in the center of the site. Stormwater from this DMA will be treated by bio-filtration and conveyed via private on-site storm drain that will connect to an existing public catch basin within Crown Valley Parkway. An underground detention system located beneath the parking lot will provide stormwater detention as required to reduce peak flow run-off to the pre-developed condition. Stormwater exiting the site via the existing catch basin is routed via existing storm drain pipe to the Sulphur Creek Channel (OCFCD Facility No. J301).

DMA 3 is approximately 1.7 acres and is located along the Southwest portion of the property. Stormwater from this DMA will be treated by bio-filtration and conveyed via private on-site storm drain will exit the site via a parkway drain within Crown Valley Parkway. An underground detention system located beneath the fire department turnaround will provide stormwater detention as required to reduce peak flow run-off to the pre-developed condition. After existing the property via the parkway drain with Crown Valley Parkway, storm water will be conveyed via existing curb and gutter to an existing catch basin located downstream and south of the site.

Low Impact Development

To satisfy the Low Impact Development requirements, water quality treatment measures will be implemented in each Drainage Management Area (DMA). This Project does not propose the use of harvesting BMPs as sources of reclaimed water are available for irrigation of the Project's open space areas. Based on Section 2.8 of the South Orange County Technical Guidance Document (Orange County Public Works 2017), if sufficient reclaimed water supply is available to meet the project's demand for use, then the project is allowed to consider harvest and use to be infeasible. As infiltration and stormwater reuse were determined to be infeasible, the proposed biofiltration facilities are non-infiltration type systems, and are designed treat runoff prior to discharge to the storm drain system – refer to the Water Quality Plan (Appendix F and G). Proposed BMP's for each DMA include:

DMA 1 improvements consist of a reconstructed parking lot and a modernized and expanded church building. Interlocking pavers are used in-lieu of asphalt pavement at the driveway entrance to La Plata. Runoff will be treated by several biofiltration BMPs (Focal Point biofiltration BMP, or similar devices) that are dispersed throughout the DMA.

DMA 2 improvements include the newly constructed driveway access to Crown Valley, parking lot improvements, the northeast portion of the assisted living building and the assisted living courtyard. Interlocking pavers are used in-lieu of asphalt pavement at the driveway entrance to Crown Valley Parkway and around the motor court entrance to the assisted living building. Runoff will be treated by several biofiltration BMPs (Focal Point biofiltration BMP, or similar devices) that are dispersed throughout the DMA. An underground detention facility (R-Tank or similar device) is proposed under the parking lot to account for hydromodification.

DMA 3 improvements include the proposed fire access road and turn-around, the southeast portion of the assisted living building, and the memory card courtyard. Interlocking pavers are used in-lieu of

asphalt pavement at the fire access road turn-around. Runoff will be treated by several biofiltration BMPs (Focal Point biofiltration BMP, or similar devices) that are dispersed throughout the DMA. An underground detention facility (R-Tank or similar device) is proposed under the fire department turn-around to account for hydromodification.

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Less than Significant Impact.

As described within the Project's Preliminary Hydrology Report and Preliminary Water Quality Management Plan (WQMP) (Appendix F and G) the proposed development would adequately mitigate stormwater treatment, detention and comply with the current San Diego Regional Water Board MS4 Permit and the City of Laguna Niguel requirements. Construction activities would be conducted in accordance with the SWPPP, which would construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non stormwater discharges from the construction site. BMPs for hazardous materials may include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing cleanout areas for cement, etc. Biotreatment systems spread throughout the site would provide adequate pass-through treatment of runoff for maintaining stormwater quality, and underground detention structures would detain stormwater onsite to meet the allowable mitigated peak flow rate. Therefore, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

No Impact.

The Moulton Niguel Water District (MNWD) provides water to the Project Site. MNWD relies on imported water from the Municipal Water District of Orange County and local recycled water. Groundwater resources are not significantly utilized. Therefore, development of the Proposed Project would not substantially deplete groundwater supplies.

The Project does not propose to directly infiltrate stormwater and release the stormwater onsite through percolation, nor does it propose any pumping of groundwater. The Proposed Project would connect to

the City's sewer system and would not utilize any onsite septic systems. Therefore, there would be no decrease to the groundwater supplies nor interference with groundwater recharge. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒

Less than Significant Impact.

i) This Project includes substantial grading and excavation to accommodate the senior living facility and manufactured slopes. Proposed earthwork has the potential to result in erosion/siltation during and after construction. Proposed improvements, including landscaped and installation of terrace drains, would mitigate these potential impacts. Furthermore, biotreatment devices and catch basin filters would assist in removing sediment from stormwater runoff. Therefore, the Project is not expected to result in erosion or siltation either on- or off-site. Impacts would be less than significant.

ii) The Project would increase the of impervious surfaces and therefore has the potential to increase surface runoff. To mitigate this potential impact to less than significant, underground detention facilities would reduce peak stormwater runoff. Drainage from the northerly portion of the site (DMA 1) would be collected and treated in biofiltration devices, then routed through underground pipes and a parkway culvert to La Plata Drive. Inlets would collect runoff from the descending slopes, which are self-mitigating, and route the drainage through the site via storm drains. Surface runoff from DMAs 2 and 3 would be collected and treated in biotreatment devices, and then routed through storm drains to a detention basin and

released in a controlled manner to Crown Valley. These patterns are similar to the existing drainage patterns; peak flows and time of concentration would be controlled by appropriately sized underground detention basins and outflow pipes. Impacts would be less than significant.

iii) The Project is required by the Orange County Hydrology Manual to mitigate runoff so that post-development peak flows do not exceed pre-development peak flows. Stormwater runoff would drain in a similar fashion as the existing condition, to La Plata or Crown Valley Parkway, and be directed via public storm drains to Sulphur Creek Channel (OCFCD Facility No. J301). As stated in ii) above, biotreatment systems spread throughout the site would provide adequate pass-through treatment of runoff for maintaining stormwater quality, and underground detention structures would detain stormwater onsite to meet the allowable mitigated peak flow rate. Therefore, impacts would be less than significant.

iv) The Project is located in the following Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map: Orange County, California and incorporated areas, Panel 437 of 539, on map number 06059C0437J, effective date 12/03/2009. Per these maps, the site is located entirely in Zone X "Area of Minimal Flood Hazard." This area is determined to be outside the 0.2% annual chance floodplain (FEMA 2009). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

No Impact.

According to the Geotechnical Report, based on the geographical location of the site and existing topographical pad elevation of 290 feet amsl, there is no risk of tsunami nor seiche nor mudflow risks, and consequently no risk of pollutants due to inundation. Furthermore, the Project is not located within a flood hazard zone. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Less than Significant Impact.

Implementation of the Proposed Project would not directly deplete groundwater supplies or interfere substantially with groundwater recharge such that a net deficit in aquifer volume or a lowering of the local groundwater table level would occur. As described within the Project's Preliminary Hydrology Report and

Preliminary WQMP the proposed development would adequately mitigate stormwater treatment, and comply with the current Regional MS4 Permit, South Orange County Technical Guidance Document, and the City of Laguna Niguel requirements to ensure that surface and groundwater quality are not adversely affected during construction. Proprietary biotreatment systems spread throughout the site would provide adequate pass-through treatment of runoff for maintaining stormwater quality, and underground detention structures will detain stormwater onsite to meet the allowable mitigated peak flow rate. Impacts would be less than significant.

4.10.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The Project Site (APN 653-012-12) is located at 24600 La Plata Drive near the southeast corner of the Crown Valley Parkway and La Plata Drive, in the City of Laguna Niguel. Site topography generally slopes downward from east to west. Elevations at the 5.34-acre Project Site range from 340 feet above mean sea level (asl) at the uppermost slopes to the east, to 250 feet asl at Crown Valley Parkway to the west. The Project Site includes the existing Grace Church, modular buildings, and playfields associated with the former Grace Church Academy.

The land uses surrounding the Project Area are characterized by single family residences to the north, east and west, the Childtime Learning Center immediately adjacent to the northeast, and landscape corridor open space across Crown Valley Parkway to the west (City of Laguna Niguel 2012).

Previous entitlements for the Church include a Site Development Permit (SP 88-163) for the development of the site and a Use Permit (UP 08-08) for the school operations. Entitlement actions needed for the Church component of the Project would include an amendment to SP 88-163 and Tentative Parcel Map, and amendment to Use Permit 08-08 to remove the operation of a K-8th grade private school. Project entitlement actions needed to establish the senior living facility component would include a Zoning Map Change, Use Permit, and Site Development Permit. A Site Development Permit would be needed for the sign program, alternative parking standards, and alternative development standards potentially for the height, site plan, and architectural design.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

No Impact.

The Project Site is a developed church with modular classrooms, grounds and playfields associated with the former Grace Church Classical Academy at the site. The church remodel and development of the senior living facility on the site would not physically divide the established community. No barriers would be created that would separate persons from other areas of the community or alter connectivity between areas of the community. As such, no impacts would occur. No mitigation measures are required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than Significant Impact.

4.11.2.1 Consistency with General Plan

The land use designation for the Project Site is Public/Institutional. The Public/Institutional designation includes a wide range of public, quasi-public and special purpose private facilities aimed at providing a variety of governmental or social services to the community. Senior Housing/Congregate Care/Managed Care is identified as a typical permitted use in areas with a Public/Institutional use designation.

4.11.2.2 Lot Subdivision (Per Tentative Parcel Map 2021-101)

The proposed split of the existing parcel (APN 653-012-12) into two Parcels (1 and 2) would be required to implement the senior living facility component and provide funds for the church remodeling. Although a necessary condition for Project development, the lot split in and of itself would not result in any significant environmental impact.

4.11.2.3 Consistency with Managed Care Overlay District (Sec. 9-1-54.2)

The Project meets requirements for application of the City's Managed Care Overlay District (MC) pursuant to Municipal Code Section 9-1-54.2. This Code section specifies the MC overlay district may only be applied in combination with either the RM multifamily, CN neighborhood commercial, CC community

commercial, or PI public institutional districts. The Project is located entirely within the existing PI (Public Institutions) zoning district.

The MC overlay district must be applied only to properties or areas where managed care facilities would be compatible with surrounding uses in terms of noise, traffic, visual impacts, suitable living environment for managed care residents, and the ability of nearby nonresidential uses to carry on normal activities necessary to their viability. As evidenced in corresponding noise, transportation, and aesthetics sections of this environmental document, the Project's impacts on the surrounding neighborhood would be less than significant, or less than significant with mitigation measures. Church activities following the proposed remodel would occur much the same as with existing conditions. Activities associated with the proposed senior living facility would occur mostly during the day, within the building's activity areas or courtyards, Significant noise impacts are not anticipated. The senior living facility grading design building and building placement within the Project Site would minimize visual impacts from surrounding vantage points. Moreover, no significant impact is anticipated on the ability of a nearby non-residential use, the Childtime Learning Center, to carry on normal activities.

With the proposed MC district zoning map change and approval of a Use Permit in accordance with Municipal Code Section 9-1-114, the senior living facility would meet the requirements of the MC Overlay District. The Site Development Permit would establish Project specific environmental standards for the sign program, parking standards, and height, site plan, and architectural design. As such, it is anticipated no environmental impact associated with conflicts with land use plans, policies or regulations would occur.

4.11.3 Mitigation Measures

No mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

The mineral resources in Orange County consist of deposits of regionally significant aggregate resources identified by the California Department of Conservation, Divisions of Mines and Geology. Mineral Resource Zones (MRZs) are commercially viable mineral or aggregate deposits, such as sand, gravel, and other construction aggregate. These significant sand and gravel resources for the Orange County region are located in portions of the Santa Ana River, Santiago Creek, San Juan Creek, and Arroyo Trabuco. Orange County's petroleum resources are located in Huntington Beach, Newport Beach, Seal Beach, and the Brea/La Habra foothill regions. The Project Site is not located near any of these areas (County of Orange 2012).

The entire City of Laguna Niguel is mapped within MRZ-1 and MRZ-3 by the California Department of Conservation (DOC 2022). MRZ-1 identifies areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. MRZ-3 identifies areas containing mineral deposits, the significance of which cannot be evaluated from available

data. However, there are no areas in the City designated by the General Plan or Zoning Code for mineral resources or mineral resource activities (City of Laguna Niguel 2021). The Project Site is located in MRZ-1.

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

According to the City of Laguna Niguel General Plan, there are no areas in the City designated by the General Plan or Zoning Code for mineral resources or mineral resource activities (City of Laguna Niguel 2021). Therefore, implementation of the Proposed Project would not result in the loss of any known mineral resources. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

According to the City of Laguna Niguel General Plan, there are no areas in the City designated by the General Plan or Zoning Code for mineral resources or mineral resource activities (City of Laguna Niguel 2021). Therefore, implementation of the Proposed Project would not result in the loss of any such resources or resource recovery sites delineated on a local general plan, specific plan or other land use plan. No impact would occur.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic,

community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson, Inc. 2006).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.

Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.

A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.

A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Noise Sensitive Land Uses

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. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest existing noise-sensitive land uses to the Project Site include;

Residential uses located approximately 112 feet to the south from the nearest proposed building façade of the Project Site.

Residential uses located approximately 148 feet to the east from the nearest proposed building façade of the Project Site.

The Childtime Day Care located 75 feet to the north from the nearest proposed building façade of the Project Site.

Residential uses located at approximately 285 feet to the east from the Project property line across the Crown Valley Parkway.

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through peak particle velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Existing Ambient Noise Environment

The most common and significant source of noise in the City of Laguna Niguel is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential and commercial) that generate stationary-source noise. The Project Site is bound mainly by residential land uses. As shown in Table 4.13-1 below, the ambient recorded noise level range over the course of a 24-hour day range from 52.3 CNEL to 69.7 CNEL on the Project Site.

Existing Ambient Noise Measurements

The Project Site currently accommodates an existing 7,590 square foot church building and 3,360 square foot modular building and restrooms. In order to quantify existing ambient noise levels in the Project Area, RK Engineering Group, Inc. (RK Engineering Group, Inc. 2021a; Appendix H) conducted four 24-hour noise measurements starting on March 17, 2021 and extending through March 18. The noise levels were measured using Piccolo-II Type 2 integrating-averaging sound level meter. These 24-hour noise measurements are representative of typical existing noise exposure on the Project Site during a typical 24-hour day. The noise monitoring locations were selected based on the proximity and location to adjacent sensitive receptors. The average noise levels and location of each noise measurement are listed in Table 4.13-1. The noise measurement locations are presented on Figure 3-1.

Table 4.13-1. Existing (Baseline) Noise Measurements

Location Number	Location	Start Date	Time	CNEL
1	Approximately 260 feet from the northern property line and approximately 160 feet from the centerline of the Crown Valley Parkway.	March 17, 2021	12:00 a.m. – 11:00 p.m.	69.7
2	Approximately 100 feet from the southern property line and approximately 55 feet from the eastern property line.	March 17, 2021	12:00 a.m. – 11:00 p.m.	52.7
3	Church parking lot, approximately 240 feet from La Plata Drive.	March 18, 2021	12:00 a.m. – 11:00 p.m.	52.3

Table 4.13-1. Existing (Baseline) Noise Measurements				
Location Number	**Location**	**Start Date**	**Time**	**CNEL**
4	approximately 20 feet from the centerline of La Plata Drive, near the Church entrance.	March 18, 2021	12:00 a.m. – 11:00 p.m.	67.1

Source: Measurements were taken by RK Engineering Group, Inc. with a Piccolo-II Type 2 integrating-averaging sound level meter.
Notes: CNEL is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime.

As shown in Table 4.13-1, the ambient recorded noise level during the span of the 24-hour noise measurements was 52.3 CNEL to 69.7 CNEL.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?	☐	☒	☐	☐

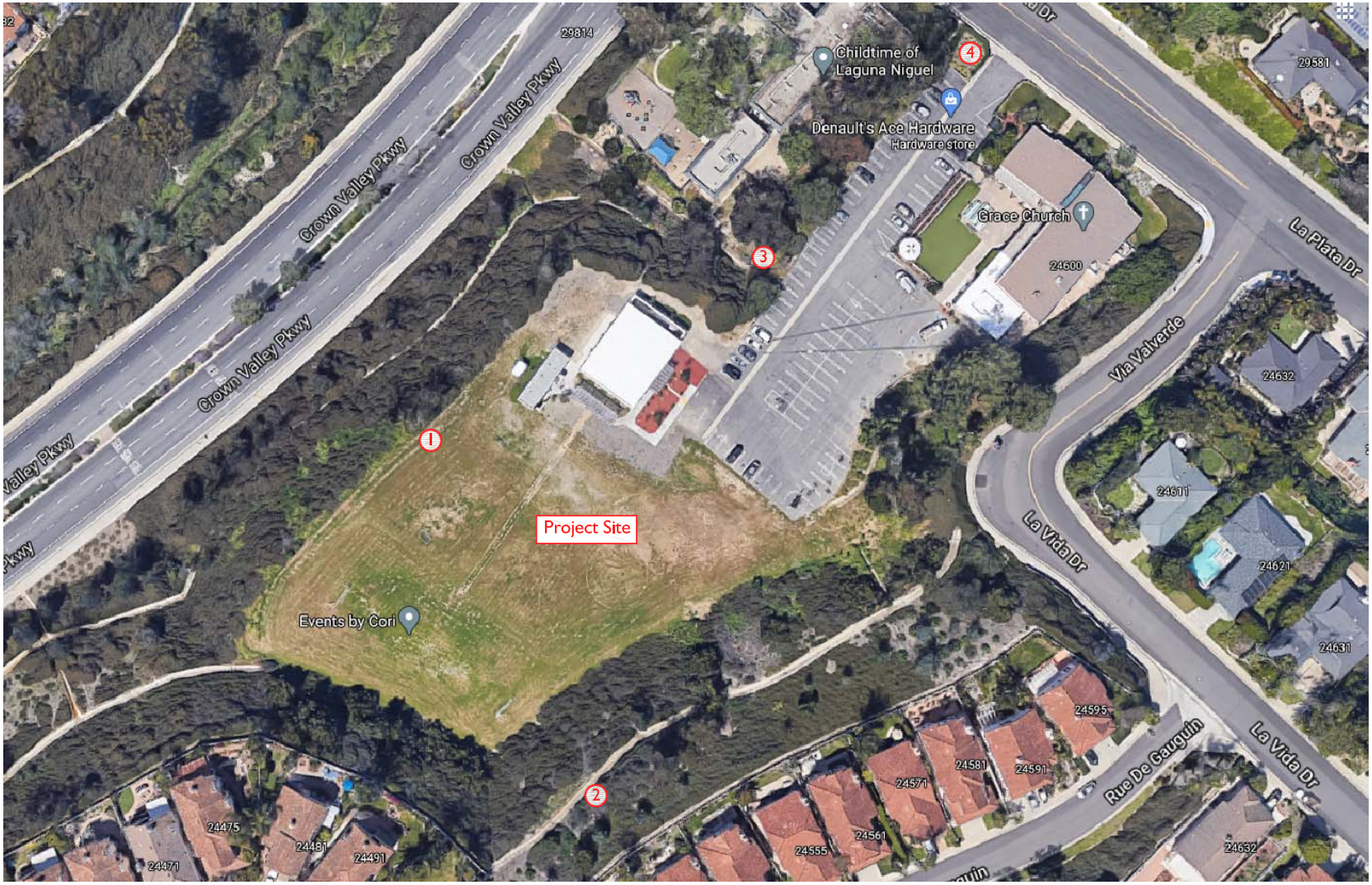
Less than Significant with Mitigation Incorporated.

Project Onsite Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, building construction, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

Exhibit C

Noise Monitoring Locations



Legend:

① = 24-Hour Sound Level Measurement (SLM) Locations

= Project Site

N

2936-2021-01

LAGUNA NIGUEL SENIOR LIVING CENTER & GRACE CHURCH REMODEL NOISE IMPACT STUDY, City of Laguna Niguel, CA

RK engineering group, inc.

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 4-1. Noise Study Measurement Locations

2022-038.002 Grace Church Remodel and Griffin Senior Living

The nearest existing noise-sensitive receptors to the Project Site are the Childtime Day Care and numerous residential properties. Section 6-6-7 (5) of the City's Municipal Code states that noise sources associated with construction are prohibited between 8:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sundays or Federal holidays. Additionally, according to the City of Laguna Niguel CEQA Manual (2021), construction activity adjacent to residential receptors shall not exceed 80 dBA.

The Noise Impact Study prepared by RK Engineering Group, Inc. (2021) calculated the construction noise levels at 100 feet for the various construction phases using the FHWA Roadway Construction Noise Model Version 1.1. The results of this are presented in Table 4.13-2.

Table 4.13-2. Project Construction Noise Levels at 100 Feet

Phase	Equipment	Quantity	Equipment Noise Levels at 100 Feet (dBA L_{eq})	Combined Noise Level (dBA L_{eq})
Demolition	Concrete/Industrial Saws	1	*76.6*	**80.4**
	Excavators	3	*70.7*	
	Rubber Tired Dozers	2	*71.1*	
Grading	Excavators	2	*70.7*	**81.3**
	Graders	1	*75.0*	
	Rubber Tired Dozers	1	*71.7*	
	Tractors/Loaders/Backhoes	3	*74.0*	
Building Constructing	Cranes	1	*66.6*	**80.3**
	Forklifts	3	*65.0*	
	Generator Sets	1	*71.6*	
	Tractors/Loaders/Backhoes	3	*74.0*	
	Welders	1	*64.0*	
Paving	Pavers	2	*68.2*	**75.2**
	Paving Equipment	2	*67.0*	
	Rollers	2	*67.0*	
Architectural Coating	Air Compressor	1	*67.7*	**67.7**
Worst Case Construction Phase Noise Level - L_{eq} (dBA)				**81.3**

Source: RK Engineering Group, Inc. 2021a

As shown in Table 4.13-2, there are multiple construction phases where the noise level would exceed the City's threshold of dBA L_{eq} at 100 feet. It is recommended that the implementation of temporary noise barriers be used during Project construction. Noise barriers or enclosures can provide a sound reduction

of 35 dBA or greater (Western Electro-Acoustic Laboratory, Inc. [WEAL] 2000). To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In the case of Project construction, an enclosure/barrier would only be necessary along the northern site boundary, adjacent to the Childtime Day Care.

Mitigation Measure **NOI-1** requires a temporary noise barrier or enclosure to be positioned between Project construction and the Childtime Day Care to the north in a manner that breaks the line of sight between the construction equipment and this receptor. This measure is necessary to reduce impacts to a less than significant level. Implementation of Mitigation Measure **NOI-1** (see below) would substantially reduce construction-generated noise levels. As previously described, noise barriers or enclosures such as that recommended in Mitigation Measure **NOI-1** can provide a sound reduction 35 dBA or greater (WEAL 2000), which would be a reduction robust enough to maintain construction noise levels less than 80 dBA L_{eq}. Temporary noise barriers can consist of a solid plywood fence and/or flexible sound curtains, such as an 18-ounce tarp or a 2-inch-thick fiberglass blanket attached to chain link fencing or other structural frame. Therefore, Project construction would not exceed 80 dBA L_{eq} City construction noise standard at the nearby noise- sensitive receptors with implementation of Mitigation Measure **NOI-1** and therefore potential health-related effects (physical damage to the ear) from construction noise are unlikely. Additionally, implementation of Mitigation Measure **NOI-2** is required to further reduce noise associated with construction impacts on the nearby noise sensitive uses. Therefore, the impact would be less than significant with implementation of Mitigation Measures **NOI-1** and **NOI-2**.

Offsite Construction Worker Traffic Noise

Project construction would result in minimal additional traffic on adjacent roadways over the timeframe that construction occurs. According to the Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The Project Site is accessible from Crown Valley Parkway with is classified as a major roadway within the city (City of Laguna Niguel 1989). Per the City's average daily traffic counts (2017), the roadway segment of Crown Valley Parkway that traverses the Project Site has an average daily traffic count of 25,800 vehicles.

According to the California Emissions Estimator Model, which is used to predict the number of worker commute trips, the maximum number of construction workers traveling to and from the Project Site during a single construction phase would not be expected to exceed 13,420 trips in total (86 construction worker trips and 13,334 haul truck trips). Thus, the Project construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the Project. For these reasons a less than significant impact would occur.

Project Land Use Compatibility

The City of Laguna Niguel uses the land use compatibility table, presented in the General Plan Noise Element, which provides the City with a tool to gauge the compatibility of new land uses relative to the noise environment. This table identifies normally acceptable, normally unacceptable, conditionally acceptable and clearly unacceptable exterior noise levels for various land uses. As previously described, the Project is proposing the construction of a 108-unit senior living facility. Uses such as this are classified as multiple family residential land use in the City's General Plan.

Traffic noise along Crown Valley Parkway is the primary source of ambient noise impacting the Project Site. Based on information provided in the City's General Plan and calculations from RK Engineering Group, Inc. (2021), noise levels at the proposed senior living facility were calculated to be 72.0 dBA CNEL at the first-floor receptors and 71.8 dBA CNEL at the second- floor receptors, which are noise levels that exceed the City's noise standard for multiple family residential land use of 70 CNEL. Noise levels between 71.8 and 72.0 dBA CNEL fall within the "normally unacceptable" range per the General Plan. This requires a detailed analysis of noise reduction requirements and noise insulation features in the design plans for new development. As previously described, to be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Additionally, noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. Therefore, the Project is required to implement Mitigation Measure **NOI-3**. Mitigation Measure **NOI-3** requires the construction of a noise barrier wall to shield all habitable patio/balcony areas fronting Crown Valley Parkway. With the noise reduction that would be achieved from the implementation of a wall set forth in Mitigation Measure **NOI-3**, the Project would be considered an appropriate noise environment to locate the proposed land use. The Project's impacts would be less than significant with implementation of Mitigation Measure **NOI-3**.

Operational Offsite Traffic Noise

Project is proposing the expansion of existing church facilities and as well as the construction of a 108-unit senior living facility. According to the Traffic Impact Study prepared by RK Engineering Group, Inc. (2021b), the Project would result in a reduction of 122 daily trips compared to existing conditions. Therefore, the Project would not result in a generation of offsite traffic noise and no impact would occur.

Operational Onsite Stationary Noise

Potential stationary noise sources related to long-term operations on the Project Site would include vehicular traffic noise circulating within the parking lot and Heating, Ventilation, and Air Conditioning (HVAC) equipment noise. Parking lot noise would occur from vehicle engine idling and exhaust, doors slamming, people talking, and the occasional horn honking. The Project is expected to take access from Crown Valley Parkway and La Plata Drive. The parking lot noise would occur on the northern and eastern sides of the Project Site. It should be noted that the Project would consist of a subterranean parking

garage that would shield most of the parking lot activities on the site. However, the noise analysis still considers potential impacts from all vehicular movements coming in and out the site and circulating on in the parking lot. HVAC equipment would be located on the roof of each building. All rooftop HVAC equipment would be shielded from the line of sight of the adjacent uses within roof wells.

Daytime and nighttime stationary noises impacts were calculated by RK Engineering Group, Inc. (2021) and are presented in Table 4.13-3. The noise analysis considers all Project noise sources operating simultaneously with the exception of exhaust vent and pool equipment noise during nighttime.

Table 4.13-3. Project Exterior Noise Levels

Receptor	Location	Existing Hourly Ambient Measurement (L_{eq})[1]	Project Noise Contribution (L_{eq})	Combined Noise Level (Existing Plus Project) (L_{eq})	Standard (L_{eq})	Exceed Standard?
Daytime						
Receiver at PL-1	East	47.1	37.7	47.6	*55*	No
Receiver at PL-2	North	46.5	38.9	47.2	*55*	No
Receiver at PL-3	South	47.1	36.4	47.5	*55*	No
Receiver at PL-4	West	62.5	31.2	62.5	*55*	**Yes**
Nighttime						
Receiver at PL-1	East	37.3	37.6	40.5	*50*	No
Receiver at PL-2	North	39.4	38.2	41.9	*50*	No
Receiver at PL-3	South	37.3	36.4	39.9	*50*	No
Receiver at PL-4	West	51.3	30.9	51.3	*50*	**Yes**

Source: RK Engineering Group, Inc. 2021a

As shown in Table 4.13-3, noise due to Project operations would be below the daytime and nighttime noise standards at all locations except the Receiver at PL-4. However, as shown, the ambient noise environment currently exceeds the daytime and nighttime noise standards at Receiver at PL-4. Additionally, according to RK Engineering Group, Inc. (2021), a change of 3 to 5 dBA is commonly used in the industry as an indicator of a potential impact. Typically, the human ear can barely perceive a change in noise of 3 dBA and a 5 dBA change is considered readily perceptible. As shown, the Project's contribution to the noise environment would be less than 3 dBA. Thus, the Project's contribution to the noise environment would not be perceived. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Less than Significant Impact.

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment at 25 feet distant are summarized in Table 4.13-4.

Table 4.13-4. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Caltrans 2020; Federal Transit Administration (FTA) 2018

The City's CEQA Manual has adopted the Caltrans vibration or groundborne criteria to determine vibration damage impacts. The Caltrans (2020) recommended standard of 0.2 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. The nearest structure of concern to the construction site is the Childtime Day Care located 75 feet to the north from the nearest proposed construction activities.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-4 and the construction vibration assessment methodology published by the Federal Transit Administration (FTA), it is possible to estimate the potential Project construction vibration levels (FTA 2018). The FTA provides the following equation:

$$[PPVequip = PPVref \times (25/D)^{1.5}].$$

Table 4.13-5 presents the expected Project related vibration levels at a distance of 75 feet.

Table 4.13-5. Onsite Construction Vibration Levels at 75 Feet

Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Small Bulldozer	Vibratory Roller			
0.0171	0.0146	0.0067	0.0005	0.0404	**0.0404**	0.2	**No**

Notes: [1]Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-4 (FTA 2018).

As shown in Table 4.13-5, vibration as a result of onsite construction activities on the Project Site would not exceed 0.2 PPV at the nearest structure. Thus, onsite Project construction would not exceed the recommended threshold.

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Therefore, the Project would not result in groundborne vibration impacts during operations.

This impact is less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact.

The Project Site is located approximately 13 miles northwest of the John Wayne International Airport. According to the City of Santa Ana General Plan Noise Element Figure N-3 (2010), the Project Site is

outside of the 60 CNEL Noise Contour. Thus, the Proposed Project would not expose people working on the Project Site to excess airport noise levels. No impact would occur.

4.13.3 Mitigation Measures

NOI-1: In order to reduce construction noise, during the demolition, site preparation, grading, building construction, paving and architectural coating phases, a temporary noise barrier or enclosure shall be positioned between Project construction and the Childtime Day Care to the north in a manner that breaks the line of sight between the construction equipment and this receptor to the extent feasible. The composition, length, height, and location of the temporary noise control barrier and/or enclosure walls should be adequate to assure proper acoustical performance and withstand structural failure.

NOI-2: The Project improvement and building plans will include the following requirements for construction activities:

- The Project shall post signage in a readily visible location along the frontage of the Project Site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to a designated construction noise disturbance coordinator.
- The Project shall ensure all contractors implement construction best management practices to reduce construction noise levels. Best management practices would include the following:
    - All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
    - Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
    - If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
    - Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
    - Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
    - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

NOI-3: In order to reduce traffic noise experienced on the Project Site, a five-foot noise barrier wall shall be provided to shield all habitable patio/balcony areas fronting Crown Valley Parkway. The barriers weight shall be at least 3.5 pounds per square foot and be without decorative cutouts or line-of-site openings between the shielded areas and the Project Site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking. The noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block.
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot.
- Transparent glass (3/8 inch thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

4.14 Population and Housing

4.14.1 Environmental Setting

According to the State Department of Finance (DOF), the City's estimated population in January 2022 was approximately 64,316 persons (DOF 2022). The total number of housing units is estimates at 27,822 units (DOF 2022). The proposed Senior Living Center would generate approximately 111 new senior residents and 60 new jobs/employees on-site.

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	☐	☐	☒	☐

Less than Significant Impact.

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without implementation of the Project. For example, development of a project may require additional housing, goods, and services associated with the population increase caused by, or attracted to, the new project. Growth induced from a project may result in significant adverse impacts if the growth is not consistent with the land use plans and growth management plans and policies for the area affected. Thus, it is important to assess the degree to which the growth accommodated by a project would conflict with any applicable land use plan, policy, or regulation.

Development of the Project would increase residents and employees on the Project Site. The Project proposes 108 senior dwelling units and 111 beds. The residential units would introduce approximately 111 residents to the Project Site and the City. Although many of the Senior Living Facility residents may come from the Laguna Niguel community, It is conservatively assumed that all residents are new residents to the area. According to the State DOF, the City's estimated population in January 2022 was approximately 64,316 (DOF 2022); thus, the Project would increase population by approximately 0.17 percent. The proposed Senior Living Center would generate approximately 60 new jobs/employees on-site.

Construction activities associated with the Proposed Project would provide short-term employment opportunities. These jobs would be temporary and are expected to be filled by the local labor force. Therefore, construction activities associated with the Proposed Project would not indirectly stimulate the need for additional housing or services. The Proposed Project would not extend roads and supporting infrastructure. Modifications to existing infrastructure would be conducted to specifically service the Project Site as opposed to servicing the greater surrounding areas. Therefore, the Proposed Project would not induce indirect population growth by extending infrastructure to previously undeveloped areas.

As the Proposed Project would not indirectly stimulate the need for additional housing or services or result in the need for extended roads or addition of new infrastructure, indirect impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact.

The Project would develop residential senior housing units on a mostly vacant lot. As described above, the current Project Site does not contain any residential structures and no people live on the property under existing conditions. The Proposed Project would not remove housing; therefore, it would not displace substantial numbers of people and would not necessitate the construction of housing elsewhere. The Project would, in fact, increase the availability of housing in the area. No impact would occur.

4.14.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

Police Services

The City contracts police services from the OCSD. The City operates a Sheriff 's substation in City Hall. Sheriff Deputy's response time varies because assigned patrols are usually in the field and do not have a fixed starting point. Currently the City provides approximately one officer per 2,000 residents.

Fire Services

The City partners with the OCFA for fire and emergency medical services. Three OCFA fire stations are within the City limits. OCFA Station No. 5 at 23600 Pacific Island Drive is approximately one mile southeast of the Project Site and provides fire and emergency services to the Project Site. OCFA has a performance goal of arriving at a core emergency from receipt of the call at the dispatch center within 7 minutes and 30 seconds, 90 percent of the time.

Schools

The Capistrano Unified School District provides school services to residents of Laguna Niguel. The Project Site is within the attendance areas of the following schools: Moulton Elementary School (K-5) at 29851 Highlands Avenue, Niguel Hills Middle School (6-8) at 29070 Paseo Escuela, and Dana Hills High School (9-12) at 33333 Golden Lantern in Dana Point.

Parks

Park services are provided by the City's Parks and Recreation Department. Nearby parks to the Project Site include Upper Ranch Park, Crown Valley Community Park, La Hermosa Park, and La Plata Park. There are also two regional parks in Laguna Niguel near the Project Site. Laguna Niguel Regional Park is approximately 1.4 miles north of the Project Site, and Salt Creek Corridor Regional Park is approximately 1.5 miles south.

Other Public Facilities

The City is a member of the Orange County Public Libraries system, which is a network of community libraries throughout the county. The Laguna Niguel Library is located at 30341 Crown Valley Parkway.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

Less than Significant Impact.

Development of the Project would increase residents and employees associated with the new Senior Living Center, resulting in an expected increase in demand for fire and police protection services. The Project proposes 108 senior dwelling units and 111 beds. As discussed in Section 4.14, Population and Housing, the residential units would introduce approximately 111 residents to the Project Site and the City. Though many of these residents may already reside within the Laguna Niguel Community, It is conservatively assumed that all residents are new residents to the area. For comparative purposes, the City's estimated population in January 2022 was approximately 64,316 (DOF 2022); thus, the Project would increase population by approximately 0.17 percent. The proposed Senior Living Center would generate approximately 60 new jobs on-site.

The Proposed Project would result in an increased demand for police and fire protection, and emergency medical response services resulting from the new senior community. However, although the demands for public services would increase with the Proposed Project beyond existing conditions, the increase in population and housing would be consistent with assumptions in the General Plan which provides the basis for future planning purposes. Development with modern materials and in accordance with current standards, inclusive of fire-resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance fire safety and would support fire protection services. With the City's regular coordination with OCSD and reviewing staffing levels in concert with population and geography during service contract renewals, it is expected that the Project would not result in substantial adverse impacts on police protection services such that new or expanded facilities would be required due to the Project's minimal

impact to population increase. The Project Site is in an urbanized area surrounded by residential uses currently served by the OCSD. Patrols to existing residential communities currently pass by the Project Site. The addition of the Proposed Project would not change the patrol areas or require additional staffing. Therefore, the Project would not result in the need to construct new or physically alter existing facilities and no significant impacts would occur related to fire or police services.

Due to the nature of the Proposed Project, it is not expected that the Project would introduce a new school-age population or significantly increase demand of recreational facilities. Impacts would be less than significant.

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

The City of Laguna Niguel Department of Parks and Recreation owns and maintains 541 acres contained in 24 public parks. The City has access to 30 parks, including two of Orange County's regional parks. In addition to providing parkland, the Department offers programs and recreational activities, including an aquatics program, skate park, youth and adult sports, senior activities, youth and teen programs, special events and contracted programs, rental facilities, and trails. Nearby parks to the Project Site include Upper Ranch Park, Crown Valley Community Park, La Hermosa Park, and La Plata Park. There are also two regional parks in Laguna Niguel near the Project Site. Laguna Niguel Regional Park is approximately 1.4 miles north of the Project Site, and Salt Creek Corridor Regional Park is approximately 1.5 miles south.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Project is not expected to significantly impact the City's existing parks or recreational facilities. The Project would offer both active and passive recreational opportunities within the private Senior Living Center complex. Recreational amenities would include indoor activity rooms, exercise rooms, two outdoor courtyards, activity spaces for group programs in the internal garden, and a dog park. These amenities would not be available to the general public. As such, the Applicant would be required to pay a Quimby fee prior to occupancy, pursuant to City requirements. This development fee would help reduce

potential impacts of future development on parks and recreational facilities; thus, deterioration to existing parks and recreation facilities would be less than significant as a result of the Project.

As discussed in Section XIV, Population and Housing, the Project would not increase population beyond what was anticipated in the City General Plan; therefore, the Project would not cause substantial physical deterioration of recreational facilities. The City's Quimby Fee collected prior to occupancy is intended to offset any potential demand for parks and recreational facilities. As such, impacts related to recreation would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Less than Significant Impact.

The Proposed Project would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. The Project would offer both active and passive recreational opportunities within the private Senior Living Center. Recreational amenities would include indoor activity rooms, exercise rooms, two outdoor courtyards, activity spaces for group programs in the internal garden, and a dog park. These amenities would not be available to the general public. However, the City's Quimby Fee collected prior to occupancy is intended to offset any potential demand for parks and recreational facilities. Impacts would be less than significant.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

RK Engineering prepared a site-specific traffic impact analysis to evaluate the Project from a traffic and circulation standpoint and to determine whether the Proposed Project would have a significant traffic impact on the environment (Appendix I). A field review of the study area in February 2021 was conducted to determine the existing traffic controls and intersection geometrics for roadway facilities near the Project Site. Utilizing the May 2019 pre-COVID-19 pandemic traffic count data for the Crown Valley Parkway/La Paz Road intersection, 2021 traffic count data at the Crown Valley Parkway/La Paz Road intersection was projected by application of a one percent (1%) annual growth rate.

Study Area

The traffic analysis evaluates the Proposed Project from a traffic and circulation standpoint in accordance with the City of Laguna Niguel Transportation Assessment Guidelines. The study area consists of level of service analysis for the following study intersections:

- Crown Valley Parkway (NS) / La Plata Drive (EW)
- Crown Valley Parkway (NS) / Project Access 1 (EW)
- Project Access 2 (NS) / La Plata Drive (EW)

Analysis Methodologies

In accordance with the City of Laguna Niguel Transportation Assessment Guidelines (November 2020), the methodology used to assess the operation of signalized intersections is known as Intersection Capacity Utilization (ICU). To calculate an ICU, the volume of traffic of the intersection is compared with the capacity of the intersection. ICU is usually expressed as ratio (V/C). This V/C ratio represents the adequacy of an intersection to accommodate the vehicular demand. Level of service (LOS) is used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety.

The Highway Capacity Manual 6th Edition methodology is used to calculate level of service at unsignalized study area intersections. For intersections with stop control on the minor street only, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street, and the level of service is determined based on the vehicle delay of the worst individual movement or movements sharing a single lane.

The traffic analysis evaluates the Proposed Project from a traffic and circulation standpoint in accordance with County of Orange Congestion Management Program (CMP) and City of Laguna Niguel Transportation Assessment Guidelines (November 2020). In accordance with the City of Laguna Niguel Transportation Assessment Guidelines, the following criteria shall be used in determining whether the addition of the Project should be considered to have significant traffic impacts:

- A signalized intersection to degrade from an acceptable LOS D or better to LOS E or LOS F; or
- The volume to capacity (V/C) ratio to increase by more than 0.01 at a signalized intersection operating at LOS E or LOS F.

If an intersection is operating at LOS E or worse and a significant impact is anticipated (V/C ratio increase of more than 0.01), improvement is needed to improve intersection operations equal to the Project-generated impact on the operation of the intersection. If an impact drops from LOS D or above to LOS E or F, improvement is required to bring the LOS back to the acceptable threshold level (LOS D) as a part of the Project approval. No improvement is required for intersections operating at above the acceptable threshold.

The study intersection level of service has been evaluated for the following study scenarios for AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods.

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2022) Without Project Conditions
- Opening Year (2022) With Project Conditions

The study intersections are all currently operating at an acceptable LOS (LOS D or better) during the peak hours for Existing Conditions.

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒

No Impact.

Based on Institute of Transportation Engineers (ITE) trip generation rates, the Proposed Project is forecast to generate approximately 289 daily trips which include approximately 21 AM peak hour trips and approximately 29 PM peak hour trips. As previously noted, the Proposed Project will displace the former K-8 private school use with a maximum capacity of 100 students. Based on ITE trip generation rates, the existing land use generates approximately 411 daily trips which include approximately 91 AM peak hour trips and approximately 26 PM peak hour trips.

When compared to the existing land use, the Proposed Project is forecast to generate approximately 122 fewer net daily trips which include approximately 70 fewer net AM peak hour trips and approximately 3 additional net PM peak hour trips. Also, when compared to the existing land use which generated traffic in short bursts during school pick-up and drop-off times, the Proposed Project is expected to have a traffic generation that is more evenly distributed throughout the day and peak periods.

As stated above, the traffic impact analysis has been conducted pursuant to the City of Laguna Niguel Transportation Assessment Guidelines (November 2020) and CEQA requirements. As such the traffic analysis evaluates the Proposed Project from a traffic and circulation standpoint in accordance with County of Orange CMP and City of Laguna Niguel Transportation Assessment Guidelines.

Consequently, there will not be any conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒

No Impact.

Effective July 1st, 2020, the longstanding metric of roadway LOS, which is typically measured in terms of vehicle delay, roadway capacity and congestion, is no longer be considered a significant impact under CEQA. Pursuant to CEQA Guidelines, Section 15064.3, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision 15064.3(b)(2) of the CEQA Guidelines, regarding roadway capacity, a project's effect on automobile delay cannot constitute a significant environmental impact. The City of Laguna Niguel has prepared Transportation Assessment Guidelines, detailing the appropriate VMT methodologies, thresholds of significance, and feasible mitigation measures. The traffic analysis follows the practices and recommendations in the City of Laguna Niguel Transportation Assessment Guidelines.

Based on the City's guidelines in regard to VMT, land use projects that meets any one of the following screening criteria would be expected to cause a less than significant CEQA transportation impact without having to conduct a detailed VMT analysis:

- Small Projects
- Redevelopment Projects
- Projects Located in a Low VMT Area
- Projects Located in Transit Priority Areas
- Locally Serving Land Use Projects
- Affordable Housing Projects

Based on the screening criteria, the Proposed Project would be expected to cause a less than significant CEQA transportation impact as the City's screening thresholds for *Small Projects* is met. The screening thresholds for Small Projects is as follows:

Small Projects

Projects that would generate less than 500 vehicle trips per day based on the latest ITE Trip Generation Manual are presumed to be less than significant. As with other types of transportation analysis, the trip generation of the current uses, which have been determined to constitute the CEQA baseline conditions, could be reduced from the Proposed Project so only net trips are assessed. A project demonstrating fewer

and/or shorter trips leading to lower VMT than existing conditions may be presumed to be less than significant.

As shown in Appendix I, even without accounting for the existing use that will be displaced, the Proposed Project is forecast to generate approximately 296 daily trips which is much less than the 500-trip threshold for small projects. Hence, the Proposed Project is screened out and is deemed to not result in any significant VMT impacts per the City's adopted thresholds.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) 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 with Mitigation Incorporated.

The proposed driveway on Crown Valley Parkway is planned to be located approximately 240 feet south of the Crown Valley Parkway/La Plata Drive intersection. The new access would provide a second point of entrance/exit for the Project Site, reducing the amount of traffic on the existing access on La Plata Drive.

As requested by the City, a sight distance evaluation was included in the traffic impact analysis to determine the adequacy of sight distance at the proposed right-in/right-out driveway on Crown Valley Parkway. The traffic impact analysis determined adequate sight distance can be accommodated for the proposed driveway approach. Based on the field observation and review of the project development plan the proposed driveway is expected to be designed in a manner where the approaching slope on the driveway does not interfere with the line of sight of the driver before joining the edge of Crown Valley Parkway. Obstructions such as monumentation, landscaping, and roadway signage and features would be restricted within a limited use area to a maximum height of 128.6 inches to ensure the line of sight is maintained for this driveway approach. The existing Grace Church Monument sign, located just south of the proposed driveway, would need to be removed/relocated to maintain the limited use area.

The current design provides approximately 100 feet of uninterrupted throat length from the curbline of Crown Valley Parkway to the first drive aisle. The current design meets the minimum throat length per the City's code. According to the latest site plan, the proposed accessway width is 28 feet at the driveway entrance and tapers to 26 feet after approximately 30 feet. Figure 7-2 of the site-specific traffic impact analysis (Appendix I) shows that the driveway throat is wide enough to accommodate delivery trucks and large vehicles turning into the Project Site without conflicting with exiting traffic. To help further improve ingress and egress to the Project Site, implementation of Mitigation Measure **TRANS-1** would ensure impacts are less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☐	☒

No Impact.

The OCFA provides emergency response to fires and hazardous materials incidents in the City of Laguna Niguel. The City's Police Services in conjunction with the American Red Cross and OCSD Emergency Management, has developed an emergency preparedness program. These planning efforts provide direction and guidance for officials, and citizens, in the event of emergency; including emergencies related to major fires and/or explosions, industrial accidents, traffic control, and hazardous materials spills (City of Laguna Niguel 2022).

Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The Project design would be submitted to and approved by the City's Fire and Police Departments prior the issuance of building permits. During Project operation, Crown Valley Parkway would still be available as a major evacuation route. No policy or procedural changes to an existing risk management plan, emergency response plan, or evacuation plan would be required due to Project implementation. Therefore, Project construction would not alter response times or performance objectives. No impact would occur.

4.17.3 Mitigation Measures

TRANS-1: To help further improve ingress and egress to the Project Site, the Project Applicant shall implement the following measures:

- The Project Site access driveway on Crown Valley Parkway shall provide a minimum width of 28 feet along the driveway throat (minimum of 30 feet from the curbline of Crown Valley Parkway).
- **The Project shall provide a minimum curb radius of 25 feet for the southerly curb return on the Crown Valley Parkway driveway to improve the inbound flow of traffic.**

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include Tribal Cultural Resources (TCRs), the potential significance of project impacts, type of

environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

- Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    - included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
    - included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
    - a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.18.2 AB 52 Consultation

ECORP contacted the NAHC on February 23, 2022, to request a search of the Sacred Lands File for the Area of Potential Effect (APE). This search determines whether or not the California Native American tribes within the APE have recorded Sacred Lands inside or near the project area. The NAHC responded on April 14, 2022 to indicate that the search of the Sacred Lands File was positive for the presence of Native American cultural resources. The NAHC recommended that the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes be contacted for additional information.

In addition, the following California Native American tribes traditionally and culturally affiliated with the Project Area were notified of the Project on April 7, 2022:

- Juaneño Band of Mission Indians
- Juaneño Band of Mission Indians, Acjachemen Nation – Belardes (as recommended by the NAHC)
- Juaneño Band of Mission Indians, Acjachemen Nation - Romero
- La Jolla Band of Luiseno Indians
- Soboba Band of Luiseno Indians
- Pauma Band of Luiseno Indians
- San Luis Rey Band of Mission Indians
- Pala Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians

Of the tribes notified, only one tribe responded to the opportunity to consult. On April 19, 2022 the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes requested consultation pursuant to Public Resources Code section 21080.3.1. In its response, the tribe requested information about the age of the modular building and the results of the records searches carried out for the Project. The City responded on June 2, 2022 via email to indicate that the modular building was placed on the property in 2013 and that information on records search results would be provided under separate cover. On August 30, 2022, the tribe acknowledged receipt of the records search results and recommended a Native American monitor representing the tribe be retained to monitor all ground disturbing activity. Subsequently, pursuant to Public Resources Code Sections 21080.3.2(b)(1) and 21082.3(d)(1), the City concluded consultation under AB 52 in agreement with the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes.

4.18.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	☐	☒	☐	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

AB 52 consultation with the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes has indicated the Project Site is located within the tribe's ancestral territory. Although the tribe has not provided specific information about tribal cultural resources to the City, the results of the Sacred Lands File by the NAHC indicate that there is a sacred site in the immediate vicinity of the Project Area. If a tribal cultural resource is unearthed during ground disturbing activity associated with the Project, that activity could cause a significant adverse change to the resource. Thus, significant impacts may occur from the discovery of unknown TCRs during ground disturbing activities from Project construction. Impacts to unknown or undocumented TCRs would be less than significant with the implementation of Mitigation Measure **TCR-1**, which includes an opportunity for tribal participation in monitoring of subsurface excavations.

4.18.4 Mitigation Measures

TCR-1: The Project Applicant shall retain a Tribal monitor representing the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes to monitor all ground disturbing activity within original ground associated with project construction. Activities subject to monitoring include pavement removal, auguring, boring, grading, excavation, potholing, trenching, grubbing, or disturbance of soils down to 10 feet below existing grade within original soil. Tribal monitoring is not required for the following activities: 1) within soils confirmed by the project engineers to be artificial fill; 2) within original soils below 10 feet; or 3) during above-surface construction activities. The identification of artificial fill shall be the responsibility of the construction supervisor, in consultation with project engineers.

No later than five business days prior to the start of ground disturbing activities, the construction supervisor or their designee shall notify the tribe of the construction schedule. Should the tribe choose not to provide a tribal monitor, or if the monitor does not report to the project location at the scheduled time, or if the monitor is present but not actively observing activity, work may proceed without a monitor as long as the notification was made and documented.

The tribal monitor shall have the authority to temporarily pause ground disturbance within 50 feet of the discovery for a duration long enough to examine potential TCRs that may become unearthed during the activity. If no TCRs are identified, then construction activities shall proceed and no agency notifications are required. In the event that a TCR is identified, the monitor shall flag off the discovery location and notify the City immediately to consult on appropriate treatment.

Upon conclusion of the monitoring, the monitor shall submit a letter report to the City to document the monitoring methods and results.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

Water Service

MNWD would provide service to the Project for domestic water, irrigation, and fire suppression. MNWD relies on imported water from the Municipal Water District of Orange County and local recycled water. Groundwater resources are not significantly utilized. Historically, most of the imported supply has come from the Colorado River Aqueduct. Improvements made to Metropolitan's system now allow greater flexibility in conveying northern California supplies from the State Water Project to Lake Mathews and in incorporating transfers, exchanges, and storage programs into Metropolitan's supply portfolio. Imported water is treated at Metropolitan's Robert Diemer Filtration Plant near Yorba Linda, which has capacity for 520 mgd. In 2020, MNWD imported potable water supplies amounted to 23,083 acre-feet (af).

MNWD currently has 11.4 mgd of capacity for tertiary treatment of recycled water. MNWD also has 1,000 af of seasonal storage for its recycled water distribution system. In 2020, MNWD's tertiary-treated recycled water supplies totaled 5,013 af per year (MNWD 2021).

The Senior Living Center would make a connection to the existing underground water line located within Crown Valley Parkway. The tie-in would be designed and coordinated through MNWD during the building permitting process to ensure the water distribution system meets peak flow rate and fire flow requirements.

Wastewater

MNWD would also provide wastewater services to the Project. Wastewater from the MNWD's service area is treated at three South Orange County Wastewater Authority treatment plants as well as the 3A Treatment Plant, which is jointly owned by Santa Margarita Water District and MNWD. Wastewater generated on the Project Site would be treated at the Regional Treatment Plant on La Paz Road in Laguna Niguel. The new Senior Living Center would make a connection to the existing sewer line within Crown Valley Parkway. Similar to the water system connection, design and coordination of the connection improvements will be made through MNWD during the building permit process to ensure construction requirements are met.

Solid Waste

The City's franchise waste hauler, CR&R Environmental Services provides solid waste collection services to the Project Area. Solid waste is hauled to and disposed at landfills operated by OC Waste and Recycling, primarily at the Prima Deshecha Sanitary Landfill in San Juan Capistrano and the Frank R. Bowerman Sanitary Landfill in Irvine. Documentation demonstrating compliance with the City's debris recycling regulations and with applicable City regulations is required by the City.

Electricity

San Diego Gas and Electric (SDGE) would provide electrical service to the Project. An on-site connection to the existing electrical supply and distribution network within the area surrounding the Project would be made during construction and operation. The existing electrical supply is underground and located within Crown Valley Parkway and La Plata Drive, and tie-in would be identified prior to construction with proper mark out.

Natural Gas

SoCalGas would provide natural gas services to the Project. Similar to the previous services mentioned, on-site connection to the existing nature gas infrastructure would be made during construction for operation. The existing gas line runs under Crown Valley Parkway, and tie-in would be identified prior to construction with proper mark out.

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Less than Significant Impact.

The Grace Church is currently serviced by utilities within La Plata Drive and Crown Valley Parkway. The proposed Senior Living Center would tie-in to existing utilities and services on-site and in Crown Valley Parkway. Minimal abandonment of existing utilities and service systems would be required to accommodate the Project. The increase in demand on utilities and service systems from the Project is considered to be minimal, and the Project will be adequately served by the service providers as described below.

Water. The Senior Living Center would make a connection to the existing underground water line located within Crown Valley Parkway. The tie-in would be designed and coordinated through MNWD during the building permitting process to ensure the water distribution system meets peak flow rate and fire flow requirements. All system improvements would be required to comply with Ordinance No. 15 of the MNWD's Water Rates, Rules, and Regulations that would result in adequate peak flow rate and fire flow requirements. Therefore, the Project would not result in the construction of new or expanded off-site water facilities. Impacts would be less than significant, and no mitigation is required.

Sewer. Grace Church has existing sewer connections within La Plata Drive. The Senior Living Center would make a connection to the existing sewer line within Crown Valley Parkway. Similar to the water system connection, design and coordination of the connection improvements would be made through MNWD during the building permit process to ensure construction requirements are met. The payment of required developer impact fees, assessments, taxes, and other fees will appropriately fund required public services and contribute to the maintenance of public infrastructure serving the Proposed Project. Therefore, the Project would not result in the construction of new or expanded off-site wastewater facilities. Impacts would be less than significant, and no mitigation is required.

Storm Water Drainage. Drainage from the northerly portion of the site (DMA 1) would be collected and treated in biofiltration devices, then routed through underground pipes and a parkway culvert to La Plata Drive. Inlets would collect run-on from the descending slopes, which are self-mitigating, and route the drainage through the site via storm drains. Surface runoff from DMAs 2 and 3 would be collected and treated in biotreatment devices, and then routed through storm drains to a detention basin and released in a controlled manner to Crown Valley Parkway. These patterns are similar to the existing drainage patterns; peak flows and time of concentration would be controlled by appropriately sized underground detention basins and outflow pipes. Impacts to storm drainage facilities would be less than significant.

Dry Utilities. Dry utility providers for the Project would be the same as for the current Grace Church—SDGE for electricity, SoCalGas for natural gas, AT&T for telephone service, and Cox Communications for cable television and data transmission. Compliance with the existing building code and SDGE construction and design regulations would ensure the Project's connection to the existing electrical infrastructure is conducted safely and provides adequate service. Similarly, compliance with the existing building code and SoCalGas construction and design regulations would ensure the Project's connection to the existing natural gas infrastructure is conducted safely and provides adequate service. The Proposed Project would comply with the requirements of the current California Building Energy and Efficiency Standards (Title 24, Part 6) and the CALGreen Building Standards Code (Title 24, Part 11). All new appliances would comply with the 2012 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Therefore, the Project would not result in the construction of new or expanded off-site electrical or natural gas facilities. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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.

According to the Project specific CalEEMod output (Appendix A), Grace Church would consume 0.92 million gallons of water per year (3,000 gallons per day) for indoor and outdoor use. The Senior Living Center would consume 11.5 million gallons of water per year (30,000 gallons per day) for indoor and outdoor use. As detailed in the 2020 Urban Water Management Plan, MNWD has adequate water supplies to meet the demand within its service area, including the Proposed Project, during normal, single-dry, and multiple-dry water years over the next 20- year period (MNWD 2021).

The Senior Living Center would make a connection to the existing underground water line located within Crown Valley Parkway. The tie-in would be designed and coordinated through MNWD during the building permitting process to ensure the water distribution system meets peak flow rate and fire flow requirements. All system improvements would be required to comply with Ordinance No. 15 of the MNWD's Water Rates, Rules, and Regulations that would result in adequate peak flow rate and fire flow requirements. Therefore, the Project would not result in the construction of new or expanded off-site water facilities. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than Significant Impact.

As discussed above, Grace Church has existing sewer connections within La Plata Drive and the Senior Living Center would make a connection to the existing sewer line within Crown Valley Parkway. Wastewater would flow to the 3A Treatment Plant located at 26801 Camino Capistrano, in the City of Mission Viejo. The 3A Treatment Plant has an average flow of 1.8 mgd of wastewater with capacity for an additional 4.2 mgd. Through long-range planning activities, MNWD would be able to accommodate the demand for wastewater treatment generated by the Proposed Project and other projects in its service area.

Similar to the water system connection, design and coordination of the connection improvements would be made through MNWD during the building permit process to ensure construction requirements are met. The payment of required developer impact fees, assessments, taxes, and other fees will appropriately fund required public services and contribute to the maintenance of public infrastructure serving the Proposed Project. Therefore, the Project would not result in the construction of new or expanded off-site wastewater facilities. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Less than Significant Impact.

Solid waste is hauled to and disposed at landfills operated by OC Waste and Recycling, primarily at the Prima Deshecha Sanitary Landfill in San Juan Capistrano and the Frank R. Bowerman Sanitary Landfill in Irvine. According to CalRecycle, the Prima Deshecha Landfill has a remaining capacity of 134,400,000 CY. Maximum daily disposal is limited to 4,000 tons but average daily disposal is currently 1,763 tons. The landfill's estimated closing year is 2102 (CalRecycle 2022a). Similarly, the Frank Bowerman Landfill has a remaining capacity of 170,400,000 CY. Maximum daily disposal is limited to 11,500 tons but average daily disposal is currently 7,621 tons. The landfill's estimated closing year is 2075 (CalRecycle 2022b).

Buildout of the Proposed Project is estimated to generate approximately 164 tons of solid waste per year, a net increase of approximately 99 tons per year, according to the CalEEMod output (Appendix A). Sufficient landfill capacity is available in the region for estimated solid waste generation by the Proposed Project, and Project development would not require an expansion of landfill capacity. Furthermore, the Proposed Project would comply with the California Green Building Code Standards and divert waste in compliance with AB 939. Recyclable materials would be stored and collected in compliance with AB 341, and green waste would be handled in accordance with AB 1826. The Project would also implement the requirements of Section 9-1-45.17 of the Laguna Niguel Municipal Code. Therefore, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

No Impact.

AB 939, the Integrated Waste Management Act of 1989 requires all local governments to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills (California Public Resources Code Sections 40000 et seq.). Cities must divert at least 50 percent of their solid waste generation into recycling. Compliance with AB 939 is measured for each jurisdiction, in part, as actual disposal amounts compared to target disposal amounts. Solid waste diversion in Laguna Niguel is consistent with AB 939.

AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991 required the California Integrated Waste Management Board to develop a model ordinance requiring adequate areas for the collection and loading of recyclable materials in development projects. Local agencies were required to adopt and enforce either the model ordinance or an ordinance of their own by September 1, 1993. Space for recyclable material storage is required by Section 9-1-45.19 of the Laguna Niguel Municipal Code, in conformance with AB 1327. Furthermore, the Proposed Project is required to store and collect recyclable materials in compliance with AB 341 and handle green waste in accordance with AB 1826. The Project would comply with laws and regulations governing solid waste disposal, and no impact would occur.

4.19.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the CAL FIRE Very High Fire Hazard Severity Zone Map, the Project Site is not located within a VHFHSZ (CAL FIRE 2022).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No Impact.

The OCFA provides emergency response to fires and hazardous materials incidents in the City of Laguna Niguel. The City's Police Services in conjunction with the American Red Cross and OCSD Emergency Management, has developed an emergency preparedness program. These planning efforts provide

direction and guidance for officials, and citizens, in the event of emergency; including emergencies related to major fires and/or explosions, industrial accidents, traffic control, and hazardous materials spills (City of Laguna Niguel 2022).

Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The Project design would be submitted to and approved by the City's Fire and Police Departments prior the issuance of building permits. Because the Project Site is not located in or near a VHFHSZ, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

The Proposed Project would not substantially alter the slope, wind patterns, or other factors that could exacerbate wildfire risks. Thus, the Proposed Project would not expose Project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Furthermore, the Project Site is not located in a VHFHSZ (CAL FIRE 2022). No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

The Proposed Project is located within an urbanized area and would not exacerbate fire risk or impacts to the environment. The Project would not require the installation or maintenance of associated infrastructure. Furthermore, the Project Site is not located in a VHFHSZ (CAL FIRE 2022). As such, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No Impact.

The Project is not likely to cause downstream flooding or landslides. The Project would not substantially alter the drainage patterns of the site, and thus would not expose people or structures to significant risks from runoff or post-fire instability. Furthermore, the site is not located in a VHFHSZ (CAL FIRE 2022). No impact would occur.

4.20.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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.

Impacts to biological resources, cultural resources, geology and soils (paleontological resources), and tribal cultural resources are discussed in the respective sections of this Initial Study. Impacts would be less than significant with implementation of Mitigation Measures **CUL-1, GEO-2,** and **TCR-1**.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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 with Mitigation Incorporated.

Impacts from the Proposed Project on transportation, air quality, greenhouse gas emissions and noise are discussed in corresponding sections of this Initial Study. As discussed in their respective sections of this Initial Study document, no significant impacts associated with transportation, air quality, greenhouse gas, or noise have been identified. Impacts from the Proposed Project on transportation, air quality, greenhouse gas emissions and noise are discussed in corresponding sections of this Initial Study. Implementation of the mitigation measures identified in each section of this document would reduce the cumulative impact of the Proposed Project to a less than significant level. Consequently, Project impacts when considered with identified cumulative projects would not be cumulatively considerable.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

As identified in this Initial Study, noise impacts associated with the Proposed Project may have adverse effects on human beings, either directly or indirectly. However, all of the Project's impacts on human beings, both direct and indirect, were identified and mitigated if necessary, to less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

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LIST OF APPENDICES