

**DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE CITY OF PLACENTIA**

**RICH HERITAGE, BRIGHT FUTURE: PLACENTIA
GENERAL PLAN (GENERAL PLAN UPDATE)
(State Clearinghouse No. 2018101031)**

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LIST OF ABBREVIATIONS AND ACROYNMS

AAQS	Ambient Air Quality Standards
AASHTO	American Association of State Highway and Transportation Officials
AAZ	Acoustical Analysis Zone
ADA	Average Daily Attendance
ADT	Average Daily Traffic
ALUC	Airport Land Use Commission
APS	Alternative Planning Strategy
APST	Aboveground Petroleum Storage Tank
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BCC	Bird of Conservation Concern
BEP	Business Emergency Plan
BMPs	Best Management Practices
BNSF	BNSF Railway
BPP	Basin Production Percentage
CAAWS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CA MUTCD	California Manual on Uniformed Traffic Control Devices
Calnero	California Noise
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CERT	Community Emergency Response Team
CESA	California Environmental Site Assessment
CFR	Code of Federal Regulation
CHBC	California Historic Building Code
CHL	California Historic Landmarks
CHP	California Highway Patrol
CIWMA	California Integrated Waste Management Act
CMP	Congestion Management Plan
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
COLA	Cost of Living Adjustment

COP	Community-Oriented Policing
CSUF	Cal-State University Fullerton
CTCs	County Transportation Commissions
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dB	decibel
dba	A-weighted decibel
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fees
DMG	Division of Mines and Geology
DOD	Department of Defense
DOGGR	Division of Oil, Gas and Geothermal Resources
DOT	Department of Transportation
DTSC	Department of Toxic Substance Control
EGPA	Existing General Plan Alternative
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EOC	Emergency Operation Center
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FBFMs	Flood Boundary and Floodway Maps
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Environmental Site Assessment
FHBMs	Flood Hazard Boundary Maps
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FSRS	Fire Suppression Rating Schedule
FTA	Federal Transit Administration
FUDS	Formerly Used Defense Sites
GEIMS	Geographic Environmental Information Management System
GHG	Greenhouse Gas
GP	General Plan
GPU	General Plan Update
GSWC	Golden Shore Water Company
GWRS	Groundwater Replenishment System
HCD	Housing and Community Development
HCM	Highway Capacity Manual
HEER	Home Energy Efficiency Rebate
HERO	Home Energy Renovation Program

HMBEP	Hazardous Materials BEP
HMP	Hazardous Materials Disclosure
HSAS	Homeland Security Advisory System
HSC	Health and Safety Code
HUD	Department of Housing and Urban Development
ICC	International Code Council
ICU	Intersection Capacity Utilization
IPaC	Information Planning and Consultation System
ISO	Insurance Service Office
ITIP	Interregional Transportation Improvement Program
JPA	Joint Powers Agreement
LADOT	Los Angeles Department of Transportation
LBP	Lead-Based Paint
LCFS	Low Carbon Fuel Standards
LEQ	Equivalent Energy Level
LID	Low Impact Development
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
MPAH	Master Plan of Arterial Highways
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MS4s	Municipal Stormwater Permitting Program
MWDOC	Municipal Water District of Orange County
MWELO	Model Water Efficiency Landscape Ordinance
MZC	Municipal Zoning Code
NAAQS	National Ambient Air Quality Standards
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NPA	No Project Alternative
NPDES	National Pollution Discharged Elimination System
NPL	National Priorities List
NPS	National Park Service
NRHP	National Register of Historic Places
OC Basin	Orange County Groundwater Basin
OCCOG	Orange County Council of Governments
OCFA	Orange County Fire Authority
OCFCD	Orange County Flood Control District
OCGP	Orange County General Plan
OCHCA	Orange County Environmental Health Care Agency
OCSD	Orange County Sanitation District
OCTA	Orange County Transportation Authority

OCWD	Orange County Water District
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHP	Office of Historic Preservation
OHWM	Ordinary High-Water Mark
OMR	Office of Mine Reclamation
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSR	Open Space Reserve
OWTS	Onsite Wastewater Treatment Systems
PCR	Public Resources Code
PHI	Points of Historic Interests
PMOA	Placentia Mutual Orange Association
POTW	Publicly-Owned Treatment Works
PPV	peak particle velocity
PYLUSD	Placentia-Yorba Linda Unified School District
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
REMELS	Reference Energy Mean Emission Levels
RHNA	Regional Housing Needs Assessment
RMS	root mean square
RNG	Residential Natural Gas
ROG	Reactive Organic Gases
RPSS	Renewable Portfolio Standards
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAE	Society of Automotive Engineers
SARA	Superfund Amendments and Reauthorization Act
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SEMS	Standardized Emergency Management System
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLCP	Short-Lived Climate Pollutants
SMARA	State Mining and Reclamation Act
SMGB	State Mining and Geology Board
SoCalGas	Southern California Gas
SRA	Source Receptor Area

SROs	Single-Room Occupancy
SRRE	Source Reduction and Recycling Element
STF	State Transportation Facilities
STIP	State Transportation Improvement Progras
SULEV	Super Ultra Low Emissions Vehicle
SWAT	Special Weapons and Tactics Team
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAP	Transportation Assembly Points
TCMs	Transportation Control Measures
TDA	Tom Dodson & Associates
TDM	Transportation Demand Measures
TNM	Traffic Noise Model
TOD	Transit-Oriented Development
TSSP	Traffic Signal Synchronization Program
USACOE	(USACE) U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VdB	vibration decibel
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDR	Waste Discharge Requirements
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facilities
WSA	Water Supply Assessment
YLWD	Yorba Linda Water District
ZEVs	Zero-Emission Vehicles

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CHAPTER 1 – EXECUTIVE SUMMARY

This Executive Summary for the City of Placentia General Plan Draft Environmental Impact Report (DEIR) summarizes the potential environmental effects that are forecast to occur from implementation of the proposed General Plan. It also contains a summary of the Project background, Project objectives, and Project description. A table summarizing potentially significant environmental impacts, mitigation measures, and mitigation responsibility is included at the end of this Executive Summary (Table 1.6-1).

1.1 PROJECT BACKGROUND

The City of Placentia intends to update its General Plan. The City’s existing General Plan was adopted in 1973, however, individual Elements have been updated periodically since that time. The proposed General Plan is a comprehensive update of the previous General Plan and its elements. The General Plan expresses the relationship between community values and vision with how we utilize public land, private land and other community resources. It serves as a long-term document that provides guidance for future programs, projects, and policy within the City. The General Plan examines the impacts from aggregate growth that has been identified within the General Plan Land Use Element. The General Plan forecasts build-out of the City, which is the point at which the City is completely developed with the land uses designated by the General Plan Land Use Element. The future build-out changes based on the remaining acreage available for development that have been proposed in the General Plan are shown in Table 1.1-1 below, which reflects the changes from which the environmental impact analyses provided herein are determined. Table 1-1 is also provided in Chapter 3, Project Description, of this DEIR, which further outlines the purpose of the proposed General Plan, as well as the changes proposed when compared to previous planning documents. Table 1.1-2 identifies the acreage where land use designations have been changed.

**Table 1.1-1
FUTURE BUILD-OUT CHANGES BASED ON NEW LAND USE DESIGNATIONS**

Topic	Existing Condition 2018	Proposed General Plan Buildout	Realistic Assumption of Development or Change
Population (persons)	52,263	70,984	18,721
Housing (dwelling units)	18,179	24,702	6,523
Household Size (person/household)	2.87	2.87	No Change
Non-Residential development (square feet)	7,519,169	22,511,890	Appx. 784,000*
Employment (jobs)	20,158	22,260 (est.)	2,102
Vacant Acreage (acres)	54.5*	0	N/A
Notes: *The City assumes that 18 of the remaining 54.5 undeveloped acres within the City’s boundary will be developed with Non-residential uses at a FAR up to 1.0. This equates to an estimated 784,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. For planning purposes regarding future development, 261,360 square feet of new development is allocated to commercial uses, 261,360 square feet to office uses, and 261,360 square feet to industrial uses.			

**Table 1.1-2
 LAND USE REVISION SUMMARY**

Zone	Current GP Land Use	Proposed GP Land Use	Area in Acres
Zone 1	Light Industrial	High Density Residential	3.65
Zone 2	Industrial	High Density Residential	4.12
Zone 3	Industrial	High Density Residential	6.37
Zone 4	Industrial	High Density Residential	5.03
Zone 5	Parks	Schools & Institution	7.27
Zone 6	Office	Schools & Institution	6.04
Zone 7	Medium Density Residential	Specific Plan	7.51
Zone 8	Planned Community	Specific Plan	17.24
Zone 9	Schools	Schools & Institution	211.51
Zone 10	Specific Plan	Parks	13
Total			281.74

The City of Placentia has prepared this DEIR for the proposed City of Placentia General Plan to evaluate the potential environmental impacts that would result from implementing the proposed General Plan. The focus of the analysis, in accordance with Section 15146 of the State CEQA Guidelines, addresses the general environments effects from aggregate growth identified in the General Plan, as presented in Chapter 3, Project Description.

1.2 INTENDED USE OF THIS ENVIRONMENTAL IMPACT REPORT

This DEIR has been prepared in accordance with the CEQA Statutes and Guidelines, 2019, pursuant to Section 21151 of CEQA. The City of Placentia is the Lead Agency for the Project and has supervised the preparation of this DEIR. This DEIR is an information document which will inform public agency decision makers and the general public of the potential environmental effects, including any significant impacts that may be caused by implementing the proposed Project. Possible ways to minimize significant effects of the proposed Project and reasonable alternatives to the Project are also identified in this DEIR.

This document assesses the impacts, including unavoidable adverse impacts and cumulative impacts, related to the implementation of the General Plan as a planning tool for future growth of the City. This Program DEIR is also intended to support the permitting process of all agencies from which discretionary approvals must be obtained for particular elements of this Project. Other California agency approvals (if required) for which this environmental document may be utilized include:

Aesthetics: Local jurisdictions, Orange County

Air Quality: South Coast Air Quality Management District

Biology: The U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW). U.S. Army Corps of Engineers (USACE), CDFW, and Santa Ana Regional Water Quality Control Board (RWQCB) may need to participate in review of any discharge of fill into or alteration of a streambed for future projects within the City.

Hazards &
Hazardous
Waste:

Orange County Fire Authority and Department of Toxic Substances Control (DTSC) may be involved should for future projects that would store hazardous materials or that would be located on a site contaminated by hazardous materials.

Hydrology &
Water Quality:

The RWQCB will issue Waste Discharge Requirements (WDR), Water Quality Management Plans (WQMPs) and Stormwater Pollution Prevention Plans (SWPPP) for future projects within the City where applicable. To construct future projects (where applicable) within the City a Notice of Intent must be submitted to the State Water Resources Control Board for a General Construction Permit, which is then enforced by the RWQCB. Finally, if any flood hazard areas are affected by future projects within the City, Orange County Flood Control, and FEMA may perform reviews of such projects.

Land Use &
Planning:

Nearby cities, such as the Cities of Yorba Linda, Anaheim, Fullerton, and Brea may be impacted by the implementation of the General Plan through growth resulting from land use designation changes. Additionally, the Southern California Association of Governments (SCAG) is involved in regional planning, and as such will require review of the project to ensure consistency with their regional planning documents. Orange County Fire Authority would require a review of future projects within the City to ensure concurrence with Fire Codes for specific projects, unless the City establishes its own fire department.

Population/
Housing:

SCAG is involved in regional planning, and as such will require review of the project to ensure consistency with the SCAG Regional Housing Needs Assessment.

Transportation:

The City of Yorba Linda, the City of Anaheim, the City of Fullerton, and the City of Brea roadways may be impacted by future growth within the City; similarly, the General Plan will require a review by Caltrans to ensure that State highways and roadways are not adversely impacted. Similarly, the California Highway Patrol may require a review of the document to ensure that changes to State highways and roadways do not adversely impact their ability to access roadways in emergencies. SCAG is involved in regional planning, and as such will require review of the project to ensure consistency with the SCAG Regional Transportation Plan.

No other reviewing or permitting agencies have been identified.

1.3 PROJECT OBJECTIVES

The City of Placentia's vision, which guides the objectives for Rich Heritage, Bright Future: Placentia General Plan (General Plan Update), is described below:

- "The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where

the local economy provides the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic backgrounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational and safety needs of its residents. Through the establishment of quality services, grounded in shared community values, Placentia will remain a pleasant and safe place.”

1.4 PROJECT APPROVALS

This General Plan DEIR will be used as the information source and CEQA compliance document for the following discretionary actions or approvals by the CEQA lead agency, the City of Placentia. CEQA requires that the City of Placentia, the CEQA Lead Agency, consider the environmental information in the project record, including this General Plan DEIR, prior to making a decision regarding whether or not to approve and implement the proposed General Plan. The decision that will be considered by the City of Placentia is whether to approve the General Plan as defined in Chapter 3 of this document and discussed above under Section 1.1. Alternatively, the City can reject the project as proposed. This General Plan DEIR evaluates the environmental effects as outlined above.

The City of Placentia will serve as the CEQA Lead Agency pursuant to the State CEQA Guidelines Section 15015(b)(1). This General Plan DEIR has been prepared by Tom Dodson & Associates (TDA) under the direction of the City of Placentia. TDA was retained to assist the City to perform the independent review of the project required by CEQA before the General Plan DEIR is released. The City of Placentia has reviewed the content of the General Plan DEIR and concurs in the conclusions and findings contained herein.

1.5 IMPACTS

The City of Placentia concluded that an EIR should be prepared to address any potential significant impacts that may result from implementation of the proposed Project. A General Plan DEIR has been prepared for the proposed Project.

Based on data and analysis provided in this DEIR, it is concluded the proposed Project will not result in any significant adverse environmental impacts to any of the 20 topics that make up the current Appendix G of the CEQA Guidelines. All potential impacts were determined to be less than significant without mitigation, based primarily on implementation of General Plan goals and policies, or can be reduced to a less than significant level with implementation of the mitigation measures. Note that the cumulative significant impacts are identified in this document based on findings that the Project’s contributions to such impacts are not considered to be cumulatively considerable which is the threshold identified in Section 15130 of the State CEQA Guidelines. Table 1.5-1 summarizes all of the environmental impacts and proposed mitigation measures identified in this DEIR and will be provided to the decision-makers prior to finalizing the EIR.

The following issues evaluated in the DEIR have been determined to experience less than significant impacts—either with or without mitigation—based on the facts, analysis and findings in this DEIR.

4.2 Aesthetics: As described in Subchapter 4.2 of this DEIR, implementation of the General Plan was determined to be less than significant without the need for the implementation of mitigation. The proposed General Plan also includes goals and policies that would enhance the City’s

physical setting and reduce the incremental aesthetic impact on the region to a level of insignificance. As a result, there will not be any unavoidable Project specific or cumulative adverse impacts to aesthetics from implementing the Project as proposed.

4.3 Agriculture and Timberland Resources: As described in Subchapter 4.3 of this DEIR, there are no agricultural resources within the City, and as such, no impacts would occur. With no agricultural resources at risk of undergoing a change to an alternate land use, there is no potential for adverse impacts from implementing the proposed General Plan. No unavoidable significant impacts to agricultural resources will result from implementing the proposed Project.

4.4 Air Quality: As described in Subchapter 4.4 of this DEIR, air pollution emissions were modeled based on the planned 2040 land use information and anticipated traffic behavior. Mitigation to minimize daily emissions of PM 2.5 from within the City was required to reduce impacts to a level of less than significant. The City as a whole is forecast to reduce or not substantial increase future emissions of criteria air pollutants. The proposed General Plan goals and policies provide for greater opportunities to protect and improve air quality including updated goals and policies that reflect current regulatory requirements, as well as providing opportunities for a better jobs/housing balance to reduce vehicle miles traveled, encouraging energy conservation and new and expanded regional and local transit opportunities, and providing future opportunities to implement mixed-use and transit-oriented developments. As such, it is anticipated that implementation of the proposed General Plan would not result in significant air quality impacts, though mitigation to reduce emissions generated by specific projects would be enforced.

4.5 Biological Resources: As described in Subchapter 4.5, impacts related to biological resources associated with implementation of the General Plan would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of the proposed General Plan. Furthermore, the City is nearly entirely built-out with very few native biological resources of importance remaining that could be disturbed. No mitigation is required to minimize impacts to biological resources from implementation of the General Plan and no unavoidable significant impacts to biological resources will result from implementing the proposed Project.

4.6 Cultural Resources: As described in Subchapter 4.6 of this DEIR, potential cultural resource impacts associated with the proposed Project would be minimal and can be mitigated to a less than significant impact level. Impacts related to cultural resources associated with implementation of the General Plan would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of the proposed General Plan. Furthermore, the City is nearly entirely built-out, which leaves very few vacant parcels of land, the development and disturbance of which could lead to the discovery of cultural resources. As a result, there will not be any unavoidable Project specific or cumulatively significant adverse impacts to cultural resources from implementing the Project as proposed, though mitigation is required to protect cultural resources in the event of accidental discovery.

4.7 Energy: As described in Subchapter 4.7, this DEIR determined that that implementation of the proposed General Plan would not result in wasteful, inefficient, or unnecessary consumption of electricity resources, or could conflict with a state or local plan for renewable energy or energy efficiency. The proposed General Plan goals and policies provide for greater opportunities to protect and improve energy efficiency including updated goals and policies that reflect current regulatory requirements, as well as encouraging energy conservation and sustainable building practices, as well as promoting green development. Mitigation is required to enforce energy

efficient programs. As such, with the implementation of mitigation measures, it is not anticipated that the proposed Project would result in significant energy impacts.

4.8 Geology and Soils: As described in Subchapter 4.8 of this DEIR, potential new development would be located throughout the City and would result in a larger number of structures/people potentially exposed to substantial adverse effects associated with severe ground shaking or ground failure. However, impacts related to geologic and seismic hazards associated with the General Plan would be less than significant by adherence to and/or compliance with building codes and standards and the goals and policies of the proposed General Plan. No unavoidable significant adverse on-site or off-site geology or soil impacts have been identified.

4.9 Greenhouse Gas: As described in Subchapter 4.9 of this DEIR, approximately 580,000 MTCO₂e of GHG emissions will be eliminated over the 20-year planning horizon under the proposed General Plan. The proposed General Plan goals and policies provide for greater opportunities to protect and improve air quality and reduce GHG emissions including updated goals and policies that reflect current regulatory requirements, as well as providing opportunities for a better jobs/housing balance to reduce vehicle miles traveled, encouraging energy conservation and new and expanded regional and local transit opportunities, and providing future opportunities to developed mixed-use and transit-oriented developments. Thus, no unavoidable significant impact to greenhouse gas will result from implementing the proposed Project.

4.10 Hazards and Hazardous Waste: As described in Subchapter 4.10 of this DEIR, the Project requires mitigation measures to address the potential for hazards and hazardous materials impacts associated with future development and redevelopment within the City. Therefore, though there will be some adverse impacts as a result of implementing the Project, specific mitigation measures have been identified to reduce potential Project specific and cumulative (direct and indirect) effects to a less than significant impact level for hazards and hazardous material issues. Thus, the Project is not forecast to cause any unavoidable significant adverse hazards or hazardous material impacts.

4.11 Hydrology and Water Quality: As described in Subchapter 4.11 of this DEIR, development associated with implementation of the General Plan has the potential to make unavoidable alterations in the hydrology of the City. The City's drainage systems are designed to manage whole watersheds and the Orange County Drainage Area Management Plan (DAMP) addresses water quality issues for the whole County. With the limited potential future development within the City and programs to manage hydrology and water quality in place, implementation of the proposed General Plan is not forecast to cause unavoidable significant hydrology or water quality impacts.

4.12 Land Use and Planning: As described in Subchapter 4.12 of this DEIR, the General Plan would lead to greater urbanization and potential for residential development to the extent in which vacant land is available for development or existing, developed parcels are redeveloped. The land use changes proposed are minor, and are intended to accommodate existing non-conforming uses that blend with the surrounding area, re-designate uses that are not compatible with surrounding uses, and satisfy the demand for certain uses that would be generated by the City's projected growth. As such, the General Plan would preserve and improve existing and future physical development by ensuring that adjacent land uses are compatible with one another. Therefore, implementation of the proposed General Plan is not forecast to cause unavoidable significant land use and planning impacts.

4.13 Minerals: The evaluation in Subchapter 4.13 concluded that the City does not contain any known important mineral resources other than existing oil wells and future development within the City has minimal potential to impact unknown mineral resources at a future development site. It is anticipated that impacts related to mineral resources associated with the General Plan would be less than significant by adherence to and/or compliance with goals and policies of either the existing or proposed General Plan. Based on this finding, the proposed Project has no potential to cause any unavoidable adverse impact to mineral resources or values in the area.

4.14 Noise: As described in Subchapter 4.14 of this DEIR, the existing noise setting of the City has a potential to be permanently altered as a result of development associated with the implementation of the General Plan. The noise evaluation presented above indicates that the proposed project does not have the potential to cause potentially significant and unavoidable adverse noise impacts from implementing the General Plan. Noise impacts associated with implementation of the proposed General Plan would be less than significant by adhering to and/or complying with goals and policies in the proposed General Plan. Based on this finding, the proposed Project has no potential to cause any unavoidable adverse noise impacts.

4.15 Population and Housing: As described in Subchapter 4.15 of this DEIR, build-out of the General Plan would contribute growth within the City in population, housing, and employment. It was determined that implementation of the General Plan would not necessitate the construction of additional housing elsewhere. Future development would be subject to compliance with the proposed General Plan goals and policies, and would not require substantial development of unplanned or unforeseen public services and utility/service systems. Furthermore, the City of Placentia General Plan provides the appropriate amount of land designated for residential uses (equaling 24,702 dwelling units at build out), which will accommodate the anticipated population growth and required dwelling units that are anticipated to be necessary as buildout of the General Plan occurs over time. Therefore, implementation of the proposed General Plan would result in less than significant impacts involving population growth. No significant unavoidable population, employment, and housing impacts would occur as a result of buildout of the proposed General Plan.

4.16 Public Services: As described in Subchapter 4.16 of this DEIR, adherence to goals and policies in the proposed General Plan and payment of applicable fees, and adherence to applicable mitigation measures would reduce potential impacts to a less than significant level for fire and emergency services, police services, parks, schools, and library services. Therefore, based on this information, implementation of the General Plan would not have any significant impacts under this issue.

4.17 Recreation: As described in Subchapter 4.17 of this DEIR, goals and policies in the proposed General Plan would reduce potential impacts to a less than significant level for parks and recreation because, though the existing parkland acreage would be deficient by 9.4 acres for the projected City population in 2040, the goals and policies in the General Plan establish a firm link between future population growth and acquisition of additional park land, and, as such, it is assumed that the City will be able to acquire the additional 9.4 acres of parkland over the next approximately 20 years. Based on these findings, the proposed Project would not cause significant unavoidable adverse impacts to the area recreation resources.

4.18 Transportation / Traffic: As described in Subchapter 4.18 of this DEIR, the General Plan has the potential to result in new development—increases in new residential and non-residential land uses—thereby resulting in an increase in population, which would increase the traffic circulating

throughout the City. The General Plan would not result in a significant transportation/traffic impact, though it would require mitigation to address deficiencies in circulation within the City as the City approaches build-out. Based on these findings, the proposed Project would not cause significant unavoidable adverse impacts to the area circulation system.

4.19 Tribal Cultural Resources: As described in Subchapter 4.19 of the DEIR, the General Plan has the potential to result in new development on existing vacant land or through redevelopment of currently developed land, which may contain tribal cultural resources. It is anticipated that impacts related to tribal cultural resources associated with the General Plan would be less than significant by adherence to and/or compliance with the current regulatory requirements for future projects. Future projects within the City would require compliance with AB 52, which would protect Tribal Cultural Resources in areas in which area Tribes believe such resources exist. Furthermore, the City is nearly entirely built-out, which leaves very few vacant parcels of land, the development and disturbance of which could lead to the discovery of tribal cultural resources. Therefore, based on this information, the Project would not cause significant unavoidable adverse impacts to tribal cultural resources.

4.20 Utilities and Service Systems: As described in Subchapter 4.20 of this DEIR, under the proposed General Plan, generation of solid wastes will increase as a result of increase in population and employment opportunities; however, it was determined that nearby landfills have adequate capacity to handle the additional waste generated as the City reaches build-out. Development associated with the proposed General Plan would create additional demand on City's water service providers, which could increase the population of the City above that which is anticipated by water service providers. Implementation of the proposed General Plan goals and policies and mitigation measures WW-1 through WW-4 will ensure that potential water service impacts resulting from new development implemented in a manner consistent with the proposed General Plan would be mitigated to a less than significant level of impact. While the City has not and is not currently experiencing wastewater system deficiencies, the analysis of the City service system found that portions of the City owned wastewater conveyance system is operating without adequate capacity based upon the acceptable standards. Implementation of the proposed General Plan goals and policies and mitigation measures WW-1 through WW-3 would ensure that potential wastewater service impacts resulting from new development implemented in a manner consistent with the proposed General Plan would be mitigated to a less than significant level. With adherence to and implementation of the mitigation measures identified in Subchapter 4.20, as well as through compliance with existing regulations and to the proposed mitigation measures, the proposed Project's potential water, wastewater, recycled water, solid waste, and electric and natural gas impacts can be controlled and will be reduced below a level of significance.

4.21 Wildfire: As described in Subchapter 4.21 of this DEIR, under the proposed General Plan, new development on existing vacant land or through redevelopment of currently developed land, which may exacerbate wildfire impacts should one occur due to expanded development within the City. The Wildfire section of this EIR determined that the potential for wildfire to occur within the City is low due to the distance of the City from nearby hills with wildland fire hazards, as well as the hills limited size/area. As such, development under the General Plan would have a minimal potential to experience wildfire hazards, and as such, based on this information, the Project would not cause significant unavoidable adverse impacts under wildfire hazards.

The Executive Summary of potential Project impacts is presented in Table 1.5-1.

1.6 ALTERNATIVES

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require an evaluation of alternatives to the proposed action. Section 15126 of the State CEQA Guidelines indicates that the “discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of not significant....” The State Guidelines also state that “a range of reasonable alternatives to the project....which could feasibly attain the basic objectives of the project” and “The range of alternatives required in an EIR is governed by ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” The detailed analyses of the alternatives evaluated are provided in Chapter 5 of this DEIR. This evaluation addresses those alternatives for feasibility and a range of alternatives required to permit decision-makers a reasoned choice between the alternatives. Refer to Table 1.6-1 for a tabular comparison of alternatives (found at end of chapter).

The proposed Project objectives the City of Placentia’s is for a rich heritage and a bright future where “the citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local economy provides the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic backgrounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational and safety needs of its residents. Through the establishment of quality services, grounded in shared community values, Placentia will remain a pleasant and safe place.” In this instance the DEIR analysis in Chapter 4 has reached a finding that there are no unavoidable significant adverse effects from implementing the Project as proposed in Chapter 3, the Project Description.

1.6.1 No Project Alternative

One of the alternatives that must be evaluated in an environmental impact report (EIR) is the “no project alternative,” regardless of whether it is a feasible alternative to the proposed Project, i.e., would meet the project objectives or requirements. Under this alternative, the environmental impacts that would occur if the proposed Project is not approved and implemented are identified. Under the no project alternative (NPA), the General Plan would not be implemented and the current General Plan would remain in place as the only document in which projects are compared. The NPA would result in similar environmental impacts to those that would occur as a result of the General Plan Update (GPU) for Utilities and Service Systems, Tribal Cultural Resources, Recreation, Public Services, Noise, Mineral Resources, Hazards and Hazardous Materials, Cultural Resources, Biological Resources, and Agricultural Resources. The proposed GPU would allow for greater development and a comparable population increase when compared to the NPA/Existing General Plan Alternative (EGPA), resulting in increased Aesthetics, Air Quality, Energy, Geology and Soils, Greenhouse Gas, Hydrology and Water Quality, Transportation, and Wildfire impacts. The conditions evaluated under the NPA would not serve the City as effectively as the proposed General Plan and provides environmental goals and policies that is inferior to the General Plan. Additionally, the NPA would not provide the land use plan and policy direction to achieve the core economic development objectives of the General Plan, which focuses on guiding the development of vacant land, specifically focusing on opportunities for economic development, and providing diverse educational, housing, social, recreational and safety needs of its residents. The General Plan would achieve the City’s objectives to provide for the needs of

the community through the proposed goals and policies, and land use changes that would accommodate the projected growth within the City.

1.6.2 Discussion

For several issues the NPA/EGPA would result in lesser impacts than the GPU. For other issues, such as population and housing, and land use and planning, the GPU would be the environmentally superior alternative. Finally, for many issues the impacts from either the NPA/EGPA or the GPU would be equal. However, no significant impacts are anticipated to occur as a result of implementation of the General Plan as proposed or from the NPA/EGPA. The main difference between the NPA/EGPA and the GPU is that the baseline projections for population and development required to accommodate build-out of the City are different. Under the NPA, many of the documents that make up the existing General Plan are outdated and do not reflect the existing conditions and therefore do not accurately reflect the planning needs of the City as build-out occurs, which would lead to deficiencies within the City in terms of services provided and economic opportunity, etc. As such, the proposed GPU would provide a new baseline from which the City can more adequately plan for future growth, which is seen as a benefit to the City as build-out of the City occurs.

1.7 AREAS OF CONTROVERSY

No areas of controversy are known or have been expressed by the surrounding communities.

1.8 SUMMARY OF IMPACTS AND AVOIDANCE, MINIMIZATION AND MITIGATION MEASURES DISCUSSED IN THIS DRAFT EIR

Table 1.5-1 provides a summary of all impacts and mitigation measures identified in the detailed environmental evaluation presented in Chapter 4 of this DEIR. This summary is meant to provide a quick reference to proposed Project impacts, but the reader is referenced to Chapter 4 to understand the assumptions, method of impact analysis and rationale for the findings and conclusions presented in Table 1.6-1.

**Table 1.5-1
 SUMMARY OF IMPACTS AND AVOIDANCE, MINIMIZATION AND MITIGATION MEASURES DISCUSSED IN THIS DRAFT EIR**

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
AESTHETICS, LIGHT AND GLARE No mitigation required.		--
Impact Description	Impact After Mitigation	
The proposed General Plan also includes goals and policies that would enhance the City's physical setting and reduce the incremental aesthetic impact on the region to a level of insignificance. New development would be reviewed on a project-by-project basis, in order to ensure each City's development standards are met and new development is compatible with the existing and desired regional and local urban and natural environment. Moreover, the proposed General Plan would not result in any regional aesthetic impacts that extend beyond the City's borders. The proposed Land Use, Conservation, Sustainability and Open Space and Recreation Elements establish goals and policies that would preserve and improve the City's character and aesthetic quality by focusing on the natural environment and historic resources. No mitigation is required to minimize impacts to aesthetic resources.	Since the proposed Project will not have an adverse impact on significant aesthetic resources or resource values, it cannot make a cumulatively considerable contribution to such resources or values.	

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
AGRICULTURE AND FORESTRY RESOURCES No mitigation required.		--
Impact Description	Impact After Mitigation	
The City includes no land designated for agricultural resources or timberland resources. Given the lack of designated agricultural or timberland resources, implementation of the General Plan would not interfere with any Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) or any timberland resources.	Since the proposed Project will not have an adverse impact on significant agricultural resources or resource values, it cannot make a cumulatively considerable contribution to such resources or values.	

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
AIR QUALITY AQ-1 The City shall confer with the SCAQMD to identify project specific and City-wide PM2.5 emission reduction strategies beginning in 2020. The City shall implement those strategies that reduce daily emissions with the goal of achieving 55 lbs/day of reductions over the 20-year planning horizon.		City of Placentia
Impact Description	Impact After Mitigation	
Air pollution emissions were modeled based on the planned 2040 land use information and anticipated traffic behavior. Mitigation to minimize daily emissions of PM 2.5 from within the City was required to reduce impacts to a level of less than significant. The City as a whole is forecast to reduce or not increase future emissions of criteria air pollutants. The proposed General Plan goals and policies provide for greater opportunities to protect and improve air quality including updated goals and policies that reflect current regulatory requirements, as well as providing opportunities for a better jobs/housing balance to reduce vehicle miles traveled, encouraging energy conservation and new and expanded regional and local transit opportunities, and providing future opportunities to developed mixed-use and transit-oriented developments.	The City as a whole is forecast to reduce or not increase future emissions of criteria air pollutants. However, implementation of the mitigation measure above can reduce potentially significant PM2.5 emission impacts to the greatest extent feasible.	

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
BIOLOGICAL RESOURCES No mitigation required.		City of Placentia
Impact Description	Impact After Mitigation	
As described in Subchapter 4.5, impacts related to biological resources associated with implementation of the General Plan would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of the proposed General Plan. Furthermore, the City is nearly entirely built-out with very few native biological resources of importance remaining that could be disturbed. No mitigation is required to minimize impacts to biological resources from implementation of the General Plan and no unavoidable significant impacts to biological resources will result from implementing the proposed Project.	Since the proposed Project will not have an adverse impact on significant biological resources, it cannot make a cumulatively considerable contribution to such resources. No mitigation is required to minimize impacts to biological resources.	

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
CULTURAL RESOURCES		
CR-1	Future development projects shall continue to be evaluated for cultural resources by the City of Placentia through review by the California Historical Resources Information System (CHRIS), and through notification of and consultation with the local tribes for new entitlement projects. The projects shall be evaluated for compliance with the California Environmental Quality Act (CEQA), and, where feasible, avoidance of cultural resources. If, following review by the CHRIS and/or tribal consultation, it is determined that there is a potential for impacts to cultural resources, further cultural resources analysis by a qualified professional(s), as defined in Mitigation Measure CR-2, may be required by the City.	City of Placentia
CR-2	In the event that cultural resources (archaeological, historical, paleontological) resources are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-foot radius of the area of discovery. If not already retained due to conditions present pursuant to Mitigation Measure CR-1, the project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor), subject to approval by the City of Placentia to evaluate the significance of the find and appropriate course of action (refer to Mitigation Measures CR-1 and CR-3). If avoidance of the resources is not feasible, salvage operation requirements pursuant to Section.	City of Placentia
CR-3	In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.	City of Placentia
Impact Description		Impact After Mitigation
Unanticipated and unknown archaeological resources may be unearthed during construction or redevelopment of a site within the City under the proposed General Plan, which could cause a significant impact to cultural resources. The proposed project's potential to impact significant historical or archaeological resources was determined to be low. However, mitigation is required to prevent a significant impact due to accidental exposure during ground disturbing activities.		Impacts related to cultural resources associated with implementation of the General Plan would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of the proposed General Plan. Furthermore, the City is nearly entirely built-out, which leaves very few vacant parcels of land, the development and disturbance of which could lead to the discovery of cultural resources. As a result, there will not be any unavoidable Project specific or cumulatively significant adverse impacts to cultural resources from implementing the Project as proposed, though mitigation is required to protect cultural resources in the event of accidental discovery.

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
ENERGY		
ENG-1	<p>Develop and implement a Strategic Energy Plan to increase energy efficiency in existing City buildings and set standards for any new City facilities with the intent to increase energy efficiency and ultimately reduce GHG emissions. This will include implementation of the following measures as will be detailed within the plan:</p> <ul style="list-style-type: none"> • Improve energy efficiency within existing operations through retrofit projects, updated purchasing policies, updated maintenance/operations standards, and education. • Improve energy efficiency of new construction and major renovations by applying design criteria and participating in incentive programs. • Provide energy in a reliable and cost-effective manner and utilize renewable energy systems where feasible. • Monitor and reduce energy demand through metering, building controls, and energy monitoring systems. • Increase City fleet fuel efficiency by acquiring more hybrid vehicles, using alternative fuels, and by maintaining performance standards for all fleet vehicles. 	City of Placentia
ENG-2	Provide incentives to promote the siting or use of clean air technologies where feasible. These technologies shall include, but not be limited to, fuel cell technologies, renewable energy sources, and hydrogen fuel.	City of Placentia
ENG-3	Coordinate with the South Coast Air Quality Management District, SoCalGas, Southern California Edison, and the California Center for Sustainable Energy to research and possibly develop a mitigation credit program. Under this program, mitigation funds will be used to retrofit existing buildings for energy efficiency to reduce greenhouse gas emissions. Additionally, this program can/will be used to provide incentives for new construction to maximize energy efficient technologies in for new development within the City.	City of Placentia
Impact Description	Impact After Mitigation	
As described in Subchapter 4.7, this DEIR determined that that implementation of the proposed General Plan would not result in wasteful, inefficient, or unnecessary consumption of electricity resources, or could conflict with a state or local plan for renewable energy or energy efficiency. The proposed General Plan goals and policies provide for greater opportunities to protect and improve energy efficiency including updated goals and policies that reflect current regulatory requirements, as well as encouraging advanced energy conservation and sustainable building practices, as well as promoting green development. However, mitigation is required to enforce energy efficient programs that would ensure energy resources are thoughtfully utilized for future development.	Measures that would create programs that would promote energy efficiency and clean air technologies have been identified as mitigation, that must be implemented to ensure that future projects within the City meet efficiency standards. With implementation of the recommended mitigation measures, and with adherence to the goals and policies identified in the General Plan, it is not anticipated that the proposed Project would result in significant energy impacts.	

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
GEOLOGY AND SEISMIC HAZARDS No mitigation required.		City of Placentia
Impact Description	Impact After Mitigation	
Potential new development would be located throughout the City and would result in a larger number of structures/people potentially exposed to substantial adverse effects associated with severe ground shaking or ground failure. However, impacts related to geologic and seismic hazards associated with the General Plan would be less than significant by adherence to and/or compliance with building codes and standards and the goals and policies of the proposed General Plan. No unavoidable significant adverse on-site or off-site geology or soil impacts have been identified.	Since the proposed Project will not have an adverse impact on significant geology and soil resources, it cannot make a cumulatively considerable contribution to such resources. No mitigation is required to minimize impacts to geology and soil resources.	

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
GREENHOUSE GAS / CLIMATE CHANGE No mitigation required.		--
Impact Description	Impact After Mitigation	
As described in Subchapter 4.9 of this DEIR, approximately 580,000 MTCO _{2e} of GHG emissions will be eliminated over the 20-year planning horizon under the proposed General Plan. The proposed General Plan goals and policies provide for greater opportunities to protect and improve air quality and reduce GHG emissions including updated goals and policies that reflect current regulatory requirements, as well as providing opportunities for a better jobs/housing balance to reduce vehicle miles traveled, encouraging energy conservation and new and expanded regional and local transit opportunities, and providing future opportunities to developed mixed-use and transit-oriented developments. Thus, no mitigation is required and no unavoidable significant impact to greenhouse gas will result from implementing the proposed Project.	Since the proposed Project will not have an adverse impact from greenhouse gas emissions, it cannot make a cumulatively considerable contribution to GHG concentrations in the atmosphere. No mitigation is required to minimize impacts under the issue of greenhouse gas.	

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
HAZARDS AND HAZARDOUS MATERIALS		
HAZ-1	The City shall collaborate with Orange County Community Development, the Orange County Health Care Agency, and the Orange County Fire Authority to create an informational pamphlet with existing hazardous material substitutions and retailers that sell the materials. Offer the information to applicable business owners who are required to file as a hazardous waste handler in the City.	City of Placentia
HAZ-2	The City shall collaborate with Orange County Community Development, the Orange County Health Care Agency, and the Orange County Fire Authority and the provide information on viable alternatives to household hazardous materials on the City’s website so households may use alternatives. Information will also educate the public to the health, safety, and environmental benefits of using non-hazardous substitutions.	City of Placentia
HAZ-3	Prior to development approval on a project-by-project basis, the project applicant shall confirm the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater (such as a Phase I Environmental Site Assessment [ESA]). If necessary, development shall undergo site characterization and remediation on a project-by-project basis, per applicable Federal, State, and/or local standards and guidelines set by the applicable regulatory agency.	City of Placentia
Impact Description		Impact After Mitigation
The projected increase in population within the City of Placentia has a potential to increase demand on public health and safety services in the City. Additionally, new non-residential development may consist of additional facilities that use, store, produce or transport hazardous wastes, and therefore would utilize City and County health and safety services and increased exposure to residents who may also be employees of those businesses.		The General Plan policies and goals are sufficient to ensure that future development associated with the General Plan would not interfere with an adopted emergency response or evacuation plan. The proposed General Plan ultimately serves to provide goals and policies to guide development and keep residents of Placentia as protected as possible from potential exposure to hazards. The hazards and hazardous materials evaluation in the DEIR concluded that the identified hazards on the project site can be adequately mitigated to a level of impact that is less significant. No significant unavoidable hazardous materials or public health and safety impacts would occur as a result of buildout of the proposed General Plan.

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
HYDROLOGY / DRAINAGE AND WATER QUALITY No mitigation required.		--
Impact Description	Impact After Mitigation	
As described in Subchapter 4.11 of this DEIR, development associated with implementation of the General Plan has the potential to make unavoidable alterations in the hydrology of the City. The City's drainage systems are designed to manage whole watersheds and the Orange County Drainage Area Management Plan (DAMP) addresses water quality issues for the whole County. With the limited potential future development within the City and programs to manage hydrology and water quality in place, implementation of the proposed General Plan is not forecast to cause unavoidable significant hydrology or water quality impacts.	No mitigation is required to minimize hydrology and water quality impacts. Since the proposed Project will not have an adverse impact to hydrology and water quality resources, it cannot make a cumulatively considerable contribution to such resources.	

Environmental Category / Avoidance, Minimization and Mitigation Measures		Responsible Agency
LAND USE / PLANNING No mitigation required.		--
Impact Description	Impact After Mitigation	
As described in Subchapter 4.12 of this DEIR, the General Plan would lead to greater urbanization and potential for residential development to the extent in which vacant land is available for development or existing, developed parcels are redeveloped. The land use changes proposed are minor, and are intended to accommodate existing non-conforming uses that blend with the surrounding area, re-designate uses that are not compatible with surrounding uses, and satisfy the demand for certain uses that would be generated by the City's projected growth. As such, the General Plan would preserve and improve existing and future physical development by ensuring that adjacent land uses are compatible with one another. Therefore, implementation of the proposed General Plan is not forecast to cause unavoidable significant land use and planning impacts.	The proposed project will not result in any significant impacts to land use and planning. As previously stated, the General Plan would improve existing and future development by ensuring that adjacent land uses are compatible with one another. Adherence to the goals and policies identified within the General Plan is considered sufficient to prevent significant impacts from occurring under land use and planning. No mitigation is required.	

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
MINERAL RESOURCES No mitigation required.		--
Impact Description	Impact After Mitigation	
The City does not contain any existing mineral development other than some oil wells nor any identified potential for other mineral resource development. Future development within the City has minimal potential to impact unknown mineral resources at a future development site. The General Plan will not cause any adverse impacts to mineral resource or values.	It is anticipated that impacts related to mineral resources associated with the General Plan would be less than significant by adherence to and/or compliance with goals and policies of either the existing or proposed General Plan. Based on this finding, the proposed Project has no potential to cause any unavoidable adverse impact to mineral resources or values in the area.	

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
NOISE NOI-1 The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels. <ul style="list-style-type: none"> • Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). • The preexisting condition of all designated historic buildings within a 50- foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition. • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations¹ during pile driving and impact activities in the vicinity of the historic structures. 		City of Placentia
Impact Description	Impact After Mitigation	
As described in Subchapter 4.14 of this DEIR, the existing noise setting of the City has a potential to be permanently altered as a result of development associated with the implementation of the General Plan. The City is nearly completely built-out, with only 1.3% of the City remaining undeveloped, and as such, the potential for substantial new noise generation from development as a result of General Plan build-out, is minimal for both construction and operations of future uses. Traffic noise will increase as a result of development associated with the General Plan, though it was determined that impacts would be less than significant without the need for added mitigation.	As described in Subchapter 4.14, mitigation measures have been identified that can reduce short-term noise impacts below a significant level. With the implementation of mitigation to reduce the potential for human annoyance and structural damage resulting from elevated noise levels, as well as compliance with goals and policies in the proposed General Plan, the proposed project does not have the potential to cause potentially significant and unavoidable adverse noise impacts from implementing the General Plan.	

¹ http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
POPULATION AND HOUSING No mitigation required.		--
Impact Description	Impact After Mitigation	
As described in Subchapter 4.15 of this DEIR, build-out of the General Plan would contribute growth within the City in population, housing, and employment. It was determined that implementation of the General Plan would not necessitate the construction of additional housing elsewhere. Future development would be subject to compliance with the proposed General Plan goals and policies, and would not require substantial development of unplanned or unforeseen public services and utility/service systems. Furthermore, the City of Placentia General Plan provides the appropriate amount of land designated for residential uses (equaling 24,702 dwelling units at build out), which will accommodate the anticipated population growth subsequent required dwelling units that are anticipated to be necessary as buildout of the General Plan occurs over time. Therefore, implementation of the proposed General Plan would result in less than significant impacts involving population growth. No significant unavoidable population, employment, and housing impacts would occur as a result of buildout of the proposed General Plan.	It is anticipated that through adherence to General Plan goals and policies, impacts related to population, employment, and housing would be less than significant without the need for added mitigation measures. As previously stated, the City of Placentia General Plan provides the appropriate amount of land designated for residential uses (equaling 24,702 dwelling units at build out), which will accommodate the anticipated population growth subsequent required dwelling units that are anticipated to be necessary as buildout of the General Plan occurs over time. As such, impacts under population and housing are considered less than significant.	

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
PUBLIC SERVICES PS-1 Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Placentia that legally required school impact mitigation fees have been paid per the mitigation established by the Placentia Yorba Linda School District.		City of Placentia
Impact Description	Impact After Mitigation	
As described in Subchapter 4.16 of this DEIR, adherence to goals and policies in the proposed General Plan and payment of applicable fees, and adherence to the applicable mitigation measure would reduce potential impacts to a less than significant level for schools. Therefore, based on this information, implementation of the General Plan would not have any significant impacts under this issue.	It is anticipated that impacts related to school services associated with the General Plan would be less than significant by adherence to and/or compliance with goals and policies of either the existing or proposed General Plan and implementation of mitigation measure PS-1. Based on this finding, the proposed Project has no potential to cause any unavoidable adverse impact to school services.	

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
RECREATION No mitigation required.		--
Impact Description	Impact After Mitigation	
As described in Subchapter 4.17 of this DEIR, goals and policies in the proposed General Plan would reduce potential impacts to a less than significant level for parks and recreation because, though the existing parkland acreage would be deficient by 9.4 acres for the projected City population in 2040, the goals and policies in the GPU establish a firm link between future population growth and acquisition of additional park land, and, as such, it is assumed that the City will be able to acquire the additional 9.4 acres of parkland over the next approximately 20 years. Based on these findings, the proposed Project would not cause significant unavoidable adverse impacts to the area recreation.	It is anticipated that impacts related to recreation associated with the General Plan would be less than significant by adherence to and/or compliance with goals and policies of either the existing or proposed General Plan. Based on this finding, the proposed Project has no potential to cause any unavoidable adverse impact to recreation.	

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency																									
TRANSPORTATION / TRAFFIC Under the Current General Plan scenario, the effects of regional traffic growth are forecast to result in declines in levels of service to below acceptable levels on one roadway segment and at six specific roadway intersections. Recommendations for changes to the roadway segment and intersections to improve operating conditions are presented below. <i>Roadway Improvements for the Current General Plan Scenario</i> Changes in roadway configuration are recommended for one roadway segment under the Current General Plan scenario: Rose Drive, from Alta Vista Street to Palm Drive The roadway segment of Rose Drive is currently operating at a LOS value of D. However, with the regional traffic growth applied to the existing roadway configurations, it would operate at a LOS value of E. The roadway segment is currently a 4-lane divided primary arterial. The narrowest point of the segment is approximately 84 feet wide curb-to-curb. The roadway width provides adequate curb-to-curb width to be restriped as a 6-lane Major Arterial with a raised median. This improvement is consistent with its 6-lane divided Major Arterial configuration under the 2017 OCTA MPAH classification.		City of Placentia																									
<p style="text-align: center;">Table 4.18-19 CHANGE IN LEVEL-OF-SERVICE WITH IMPROVEMENTS, ROADWAY SEGMENT, CURRENT GENERAL PLAN SCENARIO</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Roadway Segment</th> <th rowspan="2">From</th> <th rowspan="2">To</th> <th rowspan="2">Volume</th> <th colspan="3">Existing Configuration</th> <th colspan="3">MPAH Configuration</th> </tr> <tr> <th>Capacity</th> <th>V/C*</th> <th>LOS</th> <th>Capacity</th> <th>V/C*</th> <th>LOS</th> </tr> </thead> <tbody> <tr> <td>Rose Drive</td> <td>Alta Vista Street</td> <td>Palm Drive</td> <td>34,630</td> <td>37,500</td> <td>0.923</td> <td>E</td> <td>56,300</td> <td>0.615</td> <td>B</td> </tr> </tbody> </table> <p>Note: volume to capacity ratio</p>			Roadway Segment	From	To	Volume	Existing Configuration			MPAH Configuration			Capacity	V/C*	LOS	Capacity	V/C*	LOS	Rose Drive	Alta Vista Street	Palm Drive	34,630	37,500	0.923	E	56,300	0.615
Roadway Segment	From	To					Volume	Existing Configuration			MPAH Configuration																
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Rose Drive	Alta Vista Street	Palm Drive	34,630	37,500	0.923	E	56,300	0.615	B																		

Environmental Category /Avoidance, Minimization and Mitigation Measures	Responsible Agency
<p><i>Intersection Improvements for Current General Plan Scenario</i> Recommended measures to improve operating conditions at six specific intersections under the Current General Plan Scenario are presented below. The proposed improvements are expected to mitigate the negative effects of increased traffic through incorporation of various traffic control and intersection capacity improvement measures.</p> <p><i>Rose Drive at Imperial Highway</i> This intersection is managed by Caltrans while the City of Placentia has limited right-of-way. The increase in traffic volumes will require improvements to this intersection by 2040. The following improvements are recommended to improve operating conditions:</p> <p style="padding-left: 40px;">Install westbound right-turn overlap traffic signal phasing Optimize signal timing</p> <p>These changes will improve operating conditions at the intersection of Imperial Highway and Rose Drive to a LOS value of E, considered acceptable for State Highway intersections.</p> <p><i>Kraemer Boulevard at Morse Avenue</i> This intersection is currently operating at a LOS value of F during the AM peak hour. The intersection would continue to operate at a LOS value of F during the AM peak hour under the Current General Plan scenario. The following improvement is therefore recommended to improve operating conditions:</p> <p style="padding-left: 40px;">Restripe the westbound left –through lane to left-turn only lane Restripe the westbound right-turn only lane to through-right turn lane</p> <p>This change will improve operating conditions at the intersection of Kraemer Boulevard and Morse Avenue to a LOS value of B during the AM peak hour. This intersection is part of the Regional TSSP. The traffic operation at this intersection is expected to be improved after the implementation of TSSP is completed.</p> <p><i>Rose Drive at Palm Drive</i> The regional traffic growth will result in traffic volume increases on Rose Drive which will require improvements to this intersection by 2040. Additional southbound through capacity will be required to improve operating conditions during the AM peak hour. This will be consistent with the MPAH. The southbound approaches at the intersection currently include one left-turn only lane, one through lane and one through-right turn lane. The through-right turn lane is approximately 21 feet wide. Therefore, we considered a defacto right-turn lane under the existing conditions for LOS analysis.</p> <p>The following improvement is therefore recommended at the intersection of Rose Drive and Palm Avenue, and the proposed improvement can be done by restriping alone:</p> <p style="padding-left: 40px;">Restripe the southbound approaches to the following configuration:</p> <ul style="list-style-type: none"> ○ 1 left-turn only lane, ○ 2 through lanes ○ 1 through-right turn lane 	

Environmental Category /Avoidance, Minimization and Mitigation Measures	Responsible Agency
<p>This change will improve operating conditions at the intersection of Rose Drive and Palm Avenue to a LOS value of C during the AM peak hour, considered acceptable by City of Placentia.</p> <p><i>Chapman Avenue at Kraemer Boulevard</i> Additional northbound left-turn capacity will be required to improve operating conditions at this intersection during the PM peak hour. The following improvements are therefore recommended at the intersection of Kraemer Boulevard and Chapman Avenue to improve operating conditions:</p> <p style="padding-left: 40px;">Northbound left-turn phasing changed from protected to protected and permissive</p> <p>This change will improve operating conditions at the intersection of Kraemer Boulevard and Chapman Avenue from a LOS value of E to a LOS value of C during the PM peak hour. This intersection is part of the Regional TSSP. The traffic operation at this intersection is expected to be improved after the implementation of TSSP is completed.</p> <p><i>Orangethorpe Avenue at SR-57 Northbound Ramps</i> Expected traffic volume increases on Orangethorpe Avenue at the SR-57 Freeway, due primarily to regional traffic growth will require capacity improvements to maintain acceptable operating conditions. The following improvements are recommended:</p> <p style="padding-left: 40px;">Restripe the Northbound Off Ramp to the following configuration:</p> <ul style="list-style-type: none"> ○ 1 left-turn only lane ○ 1 left-right shared lane ○ 1 right-turn only lane <p>This change will improve operating conditions at the intersection of Orangethorpe Avenue and SR-57 Northbound Ramps from a LOS value of E to a LOS value of C during the PM peak hour.</p> <p><i>Orangethorpe Avenue at Melrose Street</i> Additional northbound left-turn capacity will be required to improve operating conditions at this intersection during the PM peak hour. The following improvements are therefore recommended at the intersection of Orangethorpe Avenue and Melrose Street:</p> <p style="padding-left: 40px;">Northbound left-turn phasing changed from protected to protected and permissive</p> <p>This change will improve operating conditions at the intersection of Orangethorpe Avenue and Melrose Street from a LOS value of F to a LOS value of C during the PM peak hour. Table 4.18.20 summarizes the expected levels of service for the six affected intersections with the proposed improvements under the Current General Plan scenario. Appendix I of Appendix 5 contains the intersection operations analysis worksheets for the Current General Plan conditions, with improvements.</p>	

Environmental Category /Avoidance, Minimization and Mitigation Measures											Responsible Agency
<p>Table 4.18-20 CHANGE IN LEVEL-OF-SERVICE WITH IMPROVEMENTS, STUDY INTERSECTIONS, CURRENT GENERAL PLAN SCENARIO</p>											
ID	Study Intersections	Peak Hour	Current General Plan				with Mitigation				
			ICU	HCM	LOS	LOS Below Acceptable Level?	ICU	HCM	LOS	LOS Below Acceptable Level?	
3	Rose Dr at Imperial Hwy*	AM	0.921	64.8	E	Yes	0.921	60.9	E	No	
		PM	0.999	82.9	F	Yes	0.912	61.4	E	No	
13	Morse Ave at Kraemer Blvd	AM	0.690	125.4	F	Yes	0.690	13.1	B	No	
		PM	0.59	48.4	D	No	0.585	8.7	A	No	
15	Palm Dr at Rose Dr	AM	0.874	55.0	E	Yes	0.745	25.2	C	No	
		PM	0.69	29.1	C	No	0.610	27.3	C	No	
25	Kraemer Blvd at Chapman Ave	AM	0.787	44.5	D	No	0.787	30.3	C	No	
		PM	0.71	71.8	E	Yes	0.711	26.9	C	No	
31	SR-57 NB Ramps at Orangethorpe Ave*	AM	0.752	18.7	C	No	0.569	11.5	A	No	
		PM	0.93	64.8	E	Yes	0.704	19.9	C	No	
32	Melrose St at Orangethorpe Ave	AM	0.721	27.8	C	No	0.721	24.3	C	No	
		PM	0.820	87.5	F	Yes	0.820	28.9	C	No	
Note: *OCTA Congestion Management Plan (CMP) locations											
Impact Description						Impact After Mitigation					
<p>As described in Subchapter 4.18 of this DEIR, the General Plan has the potential to result in new development—increases in new residential and non-residential land uses—thereby resulting in an increase in population, which would increase the traffic circulating throughout the City. Trip generation within the City based on buildout of the available land and the areas receiving new land use designations is forecast to be 1,992 new trips. When these trips are placed on the already existing circulation system, mitigation measures must be implemented to maintain adequate roadway traffic flow on one road segment and six intersections will need to be modified to maintain an acceptable LOS.</p>						<p>Impacts to City roadways as a result of build out of the General Plan can be mitigated through implementation several mitigation measures that would ensure that levels of services and traffic flow would remain below significance thresholds. Based on these findings, with mitigation, the proposed Project would not cause significant unavoidable adverse impacts to the area circulation system.</p>					

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
TRIBAL CULTURAL RESOURCES No mitigation required.		--
Impact Description	Impact After Mitigation	
As described in Subchapter 4.19 of the DEIR, the General Plan has the potential to result in limited new development on existing vacant land or through redevelopment of currently developed land, which may contain tribal cultural resources. It is anticipated that impacts related to tribal cultural resources associated with the General Plan would be less than significant by adherence to and/or compliance with the current regulatory requirements for future projects. Future site-specific projects within the City would require compliance with AB 52, which would protect Tribal Cultural Resources in areas in which area Tribes believe such resources exist. Furthermore, the City is nearly entirely built-out, which leaves very few vacant parcels of land, the development and disturbance of which could lead to impacts to tribal cultural resources.	It is anticipated that impacts related to tribal cultural resources associated with the General Plan would be less than significant by adherence to and/or compliance with goals and policies of either the existing or proposed General Plan. Based on this finding, the proposed Project has no potential to cause any unavoidable adverse impact to tribal cultural resources.	

Environmental Category /Avoidance, Minimization and Mitigation Measures	Responsible Agency
UTILITIES AND SERVICE SYSTEMS	
WW-1 Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to the appropriate sewer service provider.	City of Placentia
WW-2 Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer collection system and submit the engineering study to the City for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.	City of Placentia
WW-3 Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence that the transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.	City of Placentia
WW-4 Due to various population growth forecasts over the next 20 years, it is essential that population growth that exceeds forecasts in both the water service provider's UWMPs, shall be offset by future developers providing funds to reduce water consumption within the appropriate service area by funding the installation of water conservation equipment/devices to compensate for the additional water consumption of a specific project.	City of Placentia
Impact Description	Impact After Mitigation
<p>Under the proposed General Plan, generation of solid wastes will increase as a result of increase in population and employment opportunities; however, it was determined that nearby landfills have adequate capacity to handle the additional waste generated as the City reaches build-out; no mitigation is required to minimize solid waste impacts.</p> <p>Development associated with the proposed General Plan would create additional demand on City's water service providers, which could increase the population of the City above that which is anticipated by water service providers. Mitigation is required to minimize water service impacts.</p> <p>While the City has not and is not currently experiencing wastewater system deficiencies, the analysis of the City service system found that portions of the City owned wastewater conveyance system is operating without adequate capacity based upon the acceptable standards. Mitigation is required to minimize waste water service impacts.</p>	<p>The analysis of utility issues in Subchapter 4.18 impacts from implementing the WWRF, as discussed throughout this document, are less than significant with Implementation of the proposed General Plan goals and policies and mitigation measures WW-1 through WW-4 will ensure that potential water service impacts resulting from new development implemented in a manner consistent with the proposed General Plan would be mitigated to a less than significant level of impact. Implementation of the proposed General Plan goals and policies and mitigation measures WW-1 through WW-3 would ensure that potential wastewater service impacts resulting from new development implemented in a manner consistent with the proposed General Plan would be mitigated to a less than significant level. With adherence to and implementation of the mitigation measures identified in Subchapter 4.20, as well as through compliance with existing regulations and to the proposed mitigation measures, the proposed Project's potential water, wastewater, recycled water, and solid waste, impacts can be controlled and will be reduced below a level of significance.</p>

Environmental Category /Avoidance, Minimization and Mitigation Measures		Responsible Agency
WILDFIRE No mitigation required.		--
Impact Description	Impact After Mitigation	
<p>As described in Subchapter 4.21 of this DEIR, under the proposed General Plan, new development on existing vacant land or through redevelopment of currently developed land, which may exacerbate wildfire impacts should one occur due to expanded development within the City. The Wildfire section of this EIR determined that the potential for wildfire to occur within the City is low due to the distance of the City from nearby hills, as well as the hills limited size/area. As such, development under the General Plan would have a minimal potential to experience wildfire hazards, and as such, based on this information, the Project would not cause significant unavoidable adverse impacts under wildfire hazards.</p>	<p>It is anticipated that impacts related to wildfire associated with the General Plan would be less than significant by adherence to and/or compliance with goals and policies of either the existing or proposed General Plan. Based on this finding, the proposed Project has no potential to cause any unavoidable adverse impact under the issue of wildfire.</p>	

**Table 1.6-1
TABULAR COMPARISON OF PROJECT ALTERNATIVES**

	<i>Would the Project/Alternative Result in Significant Adverse Impacts to the Resource Issues of ...?</i>		Which Alternative is Environmentally Superior?
	Proposed Project	No Project Alternative (NPA)	
Aesthetics	No	No	NPA/EGPA
Agricultural	No	No	Alternatives are equal
Air Quality	No	No	NPA/EGPA
Biological Resources	No	No	Alternatives are equal
Cultural Resources	No	No	Alternatives are equal
Energy	No	No	NPA/EGPA
Geology and Soils	No	No	NPA/EGPA
Greenhouse Gas / Climate Change	No	No	NPA/EGPA
Hazards and Hazardous Materials	No	No	Alternatives are equal
Hydrology and Water Quality	No	No	NPA/EGPA
Land Use / Planning	No	No	GPU
Mineral Resources	No	No	Alternatives are equal
Noise	Yes	No	Alternatives are equal
Population / Housing	No	No	GPU
Public Services	No	No	Alternatives are equal
Recreation	No	No	Alternatives are equal
Transportation / Traffic	No	No	NPA/EGPA
Tribal Cultural Resources	No	No	Alternatives are equal
Utilities and Service Systems	No	No	Alternatives are equal
Wildfire	No	No	NPA/EGPA
<i>Would Meet Project Objectives?</i>	Yes	No	-

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CHAPTER 2 – INTRODUCTION

2.1 BACKGROUND

The City of Placentia intends to update its General Plan. The City's existing General Plan was adopted in 1973, however, individual Elements have been updated periodically since that time. The proposed General Plan is a comprehensive update of the previous General Plan and its elements. The General Plan expresses the relationship between community values and vision with how we utilize public land, private land and other community resources. It serves as a long-term document that provides guidance for future programs, projects, and policy within the City. The focus of a General Plan Environmental Impact Report (GPEIR) is different than a project-specific EIR. The GPEIR examines the impacts from aggregate growth that is identified within the General Plan Land Use Element.

2.2 PURPOSE AND USE OF AN EIR

The California Environmental Quality Act (CEQA) was adopted to assist with the goal of maintaining the quality of the environment for the people of the State. Compliance with CEQA, and its implementing guidelines, requires that an agency making a decision on a project (defined as an action that can change the physical environment) must consider its potential environmental effects/impacts before granting any approvals or entitlements. Further, the State adopted a policy "that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." Thus, an agency, in this case the City of Placentia, must examine feasible alternatives and identify feasible mitigation measures as part of the environmental review process. CEQA also states "that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (§21002, Public Resources Code)

The purpose of this Program EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan goals and policies that serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed General Plan (proposed project). Additional details and benefits about Program EIRs are explained further in the discussions below.

A key assumption for both the General Plan and General Plan EIR is that the goals and policies identified in the General Plan will be implemented. With that as an underlying assumption, a conservative approach was employed for this Program EIR where goals and policies have been included as project components that will be implemented similar to mitigation measures, as noted above. This method further ensures the execution of goals and policies will address development-related and environmental impacts associated with growth under the General Plan.

In addition, the EIR documents background information for the General Plan. Each jurisdiction must prepare supporting environmental documentation for goals and policies contained in the General Plan. This information will be adopted as part of the General Plan.

The City of Placentia is the Lead Agency under CEQA and is responsible for preparing the Program EIR for the City of Placentia General Plan. This Program EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA

Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Placentia. The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports), and Section 15168 (Program EIR).

2.3 APPROACH

State law specifies the basic contents of the General Plan. However, it permits each jurisdiction to use any format deemed appropriate or convenient. General Plans are traditionally organized into a collection of required and optional elements. These elements contain a policy component and supporting documentation. The City of Placentia intends for the General Plan to be used primarily as a policy document, with supporting documentation for the General Plan to be included in the Program EIR and Technical Appendices.

2.3.1 General Plan

Government Code Section 65300 requires that each jurisdiction prepare and adopt a comprehensive, long-term plan for the physical development of the county or city. Government Code Section 65302 provides that “the general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals.” The General Plan is required to include the following State mandated elements:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety
- Environmental Justice (when a city has a disadvantaged community)

In order to minimize redundancies or to better address local issues, general plans may merge or consolidate elements. A city or county may adopt other elements not required by law that address the physical development of the city or county. Although these elements are optional, once adopted they become an integral part of the general plan with the same force and effect as the required elements. All general plan elements have equal legal status and no element takes precedence over any other.

The City’s proposed General Plan (2019) will consist of the following elements:

- Land Use Element
- Mobility Element
- Housing Element
- Conservation Element
- Economic Development Element
- Noise Element
- Open Space Element
- Safety Element
- Sustainability Element
- Health, Wellness and Environmental Justice Element

2.4 NOTICE OF PREPARATION

The City of Placentia prepared and circulated a Notice of Preparation (NOP) for the Project. The NOP public review period through the State Clearinghouse began on October 15, 2018 and ended on November 15, 2018. Respondents were requested to send their input as to the scope and content of environmental information and issues that should be addressed in the City of Placentia General Plan no later than 30 days after receipt of the NOP. The NOP was distributed to interested agencies, the State Clearinghouse (SCH#2018101031), and a list of interested parties compiled by the City of Placentia. The City of Placentia held a Scoping Meeting on June 20, 2018 at the City Hall (provided as Subchapter 8.2 of this EIR). Written responses were submitted in response to the NOP. No comments were received at the scoping meeting. Comments are summarized below, and a brief response to each issue organized by environmental topic is provided following the summary of comment letters. A copy of each letter is provided in Subchapter 8.3. The location where the issues raised in the comments are addressed is described in the following text.

Comment Letter #1 from Office of Planning and Research (dated 10/15/18) states:

- Acknowledgment letter detailing NOP distribution to State agencies

Comment Letter #2 from South Coast Air Quality Management District (SCAQMD) (dated 11/7/18) states:

- Send DEIR and Air Quality/GHG technical appendices, along with CalEEMod files, directly to SCAQMD at address provided, submit for review
- Use SCAQMD CEQA Handbook and CalEEMod for forecast
- Use SCAQMD regional and localized significance thresholds
- Identify potential adverse Air Quality/GHG impacts from project construction and operations (all phases of the proposed project)
- If necessary, perform mobile source health risk assessment, including toxic air contaminant impacts
- Assess compatibility of land uses with respect to air quality (such as placing sensitive receptors near air pollution sources, or vice versa)
- Identify mitigation measures, and identify any impacts that would result from mitigation measures
- Include an Alternative Analysis
- Assess whether the project requires a permit from SCAQMD using the link provided in the Comment Letter
- Access to SCAQMD rules and relevant air quality reports are available at the phone number and link provided in the Comment Letter

Comment Letter #3 from the City of Brea (dated 11/7/18):

- The City of Brea requests that the EIR complete an analysis of the potential traffic impacts from the General Plan on Brea streets and intersections.
- The Comment Letter requests that mitigation measures and conditions of approval should be proposed to address impacts

Comment Letter #4 from Southern California Association of Governments (dated 11/15/18) states:

- SCAG reviews EIRs of regional significance for consistency with regional plans
- SCAG requests that environmental documentation be sent to SCAG's Los Angeles Office to allow for the full public comment period for review

Comment Letter #5 from California Department of Transportation District 12 (dated 11/15/18) states:

- The Comment Letter outlines the scope of the Project
- The Comment Letter requests that the City utilize Caltrans's Guide for the Preparation of Traffic Impact Studies for SR 57, which is located within the City's Sphere of Influence
- The Comment Letter requests that the City utilize the latest version of the Highway Capacity Manual methodologies when analyzing traffic impacts within SR 57
- The Comment Letter requests the Synchro or Highway Capacity Software be utilized for the traffic study and that all input sheets, assumptions and volumes on State Facilities should be submitted to Caltrans
- The Comment Letter lists projects within and around the City that will take place in 2019 and requests that Caltrans be contacted if any parts of the City of Placentia General Plan would impact these projects
- The Comment Letter requests continued coordination with Caltrans for future developments that could impact State transportation facilities

Comment Letter #6 from Department of Toxic Substances Control (dated 10/22/18) states:

- The Comment Letter requests that the draft EIR needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- The Comment Letter requests that the draft EIR needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- The Comment Letter requests that the draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- The Comment Letter requests that if during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Comment Letter #7 from City of Anaheim (dated 11/15/18) states:

- The Comment Letter asks whether the General Plan total build out square footage should include the square footage of the Specific Plans.
- The Comment Letter questions whether, in Table 2 of the NOP, the number of persons per household is correct and uses CA DOF demographics Table E-5 as a reference point from which to question.
- The Comment Letter indicates that under Table 3: Total area of City, under "Number of Units" the amount is 11 units short.
- The Comment Letter requests more information on the scope of work for the additional elements (Economic Development Element, Sustainability Element, and Health, Wellness and Environmental Justice Element) and offers a suggestion that resources from SCAG should be utilized.

Comment Letter #8 from City of Yorba Linda (dated 11/15/18) states:

- The Comment Letter indicates that they believe there are discrepancies in the estimates for total dwelling units and asks that the EIR address this discrepancy.

A brief response to each issue raised is provided below organized by environmental topic.

Aesthetics

No comments specific to this topic were received.

Agriculture

No comments specific to this topic were received.

Air Quality

SCAQMD provided guidance on the acceptable methodology for analyzing the air quality impacts of the proposed Project and detailed the required information that should be included in the EIR and provided for the Agency review (Letter #2).

Response: The Air Quality and Greenhouse Gas methodologies in this DEIR conform to the expectations of SCAQMD. All of the information and analysis required by SCAQMD is included in Subchapter 4.4 Air Quality, and Subchapter 4.9 Greenhouse Gas.

Biological Resources

No comments specific to this topic were received.

Cultural Resources

No comments specific to this topic were received.

Geology and Soils

No comments specific to this topic were received.

Greenhouse Gases (GHG)

SCAQMD provided mitigation measures and resources to draft mitigation measures to address GHG impacts of the proposed Project and detailed the required information that should be included in the EIR and provided for the Agency review (Letter #2).

Response: The Greenhouse Gas mitigation measures conform to the expectations of SCAQMD. All of the information and analysis required by SCAQMD is included in Subchapter 4.9 Greenhouse Gases.

Hazards and Hazardous Materials

The Department of Toxic Substances Control (DTSC) requested specific items that need to be discussed in the EIR in order to meet the requirements of DTSC and thoroughly investigate hazardous substance impacts (Letter #6).

Response: The Hazards and Hazardous Materials mitigation measures conform to the expectations of DTSC. All of the information and analysis required by DTSC is included in Subchapter 4.10 Hazards and Hazardous Materials.

Hydrology and Water Quality

No comments specific to this topic were received.

Land Use and Planning

SCAG reviews all EIRs of regional significance, such as the proposed DEIR, and expects that SCAG data is used to analyze impacts (Letter #4).

Response: The Land Use and Planning Subchapter (4.12), addresses regional plans in determining impacts of significance, which should meet SCAG's expectations.

Mineral Resources

No comments specific to this topic were received.

Noise

No comments specific to this topic were received.

Population and Housing

SCAG reviews all EIRs of regional significance, such as the proposed DEIR, and expects that SCAG data is used to analyze impacts (Letter #4).

Response: Population and Housing Subchapter (4.15), addresses regional plans in determining impacts of significance, which should meet SCAG's expectations.

The City of Yorba Linda indicates that there was a discrepancy in the total number of dwelling units and suggests that the methodology be discussed further in the EIR (Letter #8).

Response: The Population and Housing Subchapter (4.15), addresses the number of dwelling units anticipated by the General Plan, and is also discussed further in the Project Description. The City believes this discrepancy has been remedied and the dwelling unit numbers reflect the appropriate correlation between dwelling units and persons per household.

Public Services

No comments specific to this topic were received.

Recreation

No comments specific to this topic were received.

Transportation and Traffic

The California Department of Transportation (Caltrans) has comments regarding the City's planning and traffic projections that would encroach upon State Facilities, and the software and methodologies used to analyze traffic impacts on State Transportation Facilities (Letter #5).

Response: The impact of the proposed Project on transportation facilities is assessed in the Subchapter 4.18 of this EIR. This Subchapter is informed by a traffic analysis prepared utilizing the requested software and methodologies and the appropriate information will be passed along to Caltrans for their review.

The City of Brea has comments regarding the City's planning and traffic projections that would impact the City of Brea and requests that mitigation and conditions of approval be implemented to address any impacts to the City of Brea's circulation (Letter #3).

Response: The impact of the proposed Project on transportation facilities is assessed in the Subchapter 4.18 of this EIR. This Subchapter is informed by a traffic analysis that incorporates the traffic from surrounding Cities, and the Subchapter includes mitigation to minimize impacts within the City and surrounding area.

Utilities and Service Systems

No comments specific to this topic were received.

A copy of the Notice of Preparation and NOP Distribution list are provided in Subchapter 8.1 of this EIR. A copy of these comment letters is also provided in Subchapter 8.3 of this EIR.

2.5 SCOPE AND CONTENT OF THIS EIR

As stated previously, the City of Placentia General Plan DEIR evaluates the environmental effects of the proposed Project based on Appendix G of the CEQA Guidelines: aesthetics, agricultural and timberland resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gases/climate change, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural systems, utilities and service systems, and wildfire.

In addition to evaluating the environmental issues listed above, the City of Placentia General Plan DEIR contains all of the sections mandated by the CEQA and CEQA Guidelines. Table 2.5-1 provides a listing of the contents required in an EIR along with a reference to the chapter and page number where these issues can be reviewed in the document. This EIR is contained in two volumes. Volume 1 contains the CEQA mandated sections and some pertinent appendices. Volume 2 contains the technical appendices.

**Table 2.5-1
 REQUIRED EIR CONTENTS**

Required Section (CEQA)	Section in EIR	Page Number
Table of Contents (Section 15122)	same	li
Summary (Section 15123)	Chapter 1	1.1
Project Description (Section 15124)	Chapter 3	3.1
Environmental Setting (Section 15125)	Chapter 4	Beginning 4.1
Significant Environmental Effects of Proposed Project (Section 15126a); Environmental Impacts	Chapter 4	Beginning 4.1
Unavoidable Significant Environmental Effects (Section 15126b)	Chapter 4	Beginning 4.1
Mitigation Measures (Section 15126c)	Chapter 4	Beginning 4.1
Cumulative Impacts (Section 15130)	Chapter 4	Beginning 4.1 and 6.2
Alternatives to the Proposed Action (Section 15126d)	Chapter 5	Beginning 5.1
Growth-Inducing Impacts (Section 15126g)	Chapter 6	6.1
Irreversible Environmental Changes (Section 15126f)	Chapter 6	6.1
Effects Found Not to be Significant (Section 15128)	Chapter 2 & 8	2.1
Organizations and Persons Consulted (Section 15129)	Chapter 7	7.1
Appendices	Chapter 8	8.1

2.6 DEIR FORMAT AND ORGANIZATION

The City of Placentia General Plan DEIR contains eight chapters in Volume 1 and a set of technical appendices in Volume 2, which, when considered as a whole, provide the reviewer with an evaluation of the potential significant adverse environmental impacts from implementing the

proposed Project. The following paragraphs provide a summary of the content of each chapter of the City of Placentia General Plan DEIR.

Chapter 1 contains the Executive Summary for the City of Placentia General Plan DEIR. This includes an overview of the proposed Project and a tabular summary of the potential adverse impacts and mitigation measures.

Chapter 2 provides the reviewer with an Introduction to the document. This chapter of the document describes the background of the proposed Project, its purpose, and its organization. The CEQA process to date is summarized and the scope of the City of Placentia General Plan DEIR is identified.

Chapter 3 contains the Project Description used to forecast environmental impacts. This chapter describes for the reviewer how the existing environment will be altered by the proposed Project. Chapter 3 sets the stage for conducting the environmental impact forecasts contained in the succeeding several chapters.

Chapter 4 presents the environmental impact forecasts for the issues considered in the City of Placentia General Plan DEIR. For each of the environmental issues identified in Section 2.3, the following impact evaluation is provided for the reviewer: the potential impacts forecast to occur if the Project is implemented; proposed mitigation measures; unavoidable adverse impacts; and cumulative impacts.

Chapter 5 contains the evaluation of alternatives to the proposed Project. Included in this section is an analysis of the No Project Alternative and other Project alternatives.

Chapter 6 presents the topical issues that are required in an EIR. These include any significant irreversible environmental changes and growth inducing effects of the proposed Project.

Chapter 7 describes the resources used in preparing City of Placentia General Plan DEIR. This includes persons and organizations contacted; list of preparers; and bibliography.

Chapter 8 contains those materials referenced as essential appendices to the City of Placentia General Plan DEIR, such as the NOP. Technical Appendices are provided in Volume 2 of the City of Placentia General Plan DEIR, under separate cover. All Appendix material is referenced at appropriate locations in the text of the City of Placentia General Plan DEIR.

2.7 AVAILABILITY OF THE CITY OF PLACENTIA GENERAL PLAN DEIR

The City of Placentia General Plan DEIR has been distributed directly to all public agencies and interested persons identified in the NOP mailing list (see Subchapter 8.1), the State Clearinghouse, as well as any other requesting agencies or individuals. All reviewers will be provided 45 days to review the City of Placentia General Plan DEIR and submit comments to the City for consideration and response. The City of Placentia General Plan DEIR is also available for public review at the City's website at www.placentia.org/166/General-Plan-Update and at the following location during the 45-day review period:

Mr. Joe Lambert, Director of Development Services, Development Services Department
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870
714.993-8234
jlambert@placentia.org

2.8 REVIEW PROCESS

After receiving comments on the City of Placentia General Plan DEIR will prepare a Final EIR for certification prior to making a decision on the Project. Information concerning the EIR public review schedule and City of Placentia meetings for this Project can be obtained by contacting Mr. Joe Lambert, Development Services Department, City of Placentia. A copy of the document can be located at the City of Placentia Public Library. Questions and comments submitted by mail shall be addressed to:

Mr. Joe Lambert, Director of Development Services, Development Services Department
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870
714.993-8234
jlambert@placentia.org

Certain components of the Project may be subject to review and approval by other agencies. This includes but is not limited to:

- California Air Resources Board
- California Department of Fish and Wildlife
- California Department of Transportation (Caltrans) District 12
- California Department of Toxic Substances
- California Highway Patrol
- Santa Ana Regional Water Quality Control Board
- Orange County Fire Authority
- City of Placentia Police Department
- City of Yorba Linda
- City of Anaheim
- City of Fullerton
- City of Brea
- California State University at Fullerton
- Department of Toxic Substances Control
- Placentia Yorba Linda Unified School District
- Golden State Water Company
- Yorba Linda Water District
- Orange County Transit Authority
- South Coast Air Quality Management District
- Southern California Association of Governments (SCAG)
- Orange County Council of Governments
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- California Office of Historical Preservation

- Native American Heritage Commission
- California Emergency Management Agency

Some of the Federal, State or regional agencies listed above may be Responsible or Trustee Agencies, and may use this EIR in their decision-making process or for informational purposes include.

CHAPTER 3 – PROJECT DESCRIPTION

All Chapter 3 Figures are located at the end of this chapter, not immediately following their reference in the text.

3.1 ENVIRONMENTAL LOCATION AND SETTING

The City of Placentia is located in northern Orange County, and encompasses about 4,238 acres (6.62 square miles, including rights-of way). Surrounding cities include Anaheim to the south, Yorba Linda to the East, Brea to the North, and Fullerton to the west. The Los Angeles County line lies to the west and north beyond the cities of Fullerton and Brea, the San Bernardino County line lies to the northeast beyond the city of Yorba Linda and unincorporated Orange County, and Riverside County lies to the east beyond unincorporated Orange County. Regional access to the City is provided by California State Routes 91 and 57. Figure 3-1 shows the regional location of the City of Placentia.

3.2 BACKGROUND

The City's existing General Plan was adopted in 1973, however, individual Elements have been updated periodically since that time. The General Plan currently consists of the following State Mandated and optional elements:

- Land Use Element 1989
- Circulation Element 1982
- Housing Element 2013
- Growth Management Element 1992
- Open Space Element 1973
- Seismic Safety Element 1975
- Noise Element 1974
- Parks and Recreation Element 1988

The City's proposed General Plan Update (2019) will consist of the following elements:

- Land Use Element
- Mobility Element
- Housing Element
- Conservation Element
- Economic Development Element
- Noise Element
- Open Space Element
- Safety Element
- Sustainability Element
- Health, Wellness and Environmental Justice Element

3.3 PROJECT OBJECTIVES

The City of Placentia's vision, which guides the objectives for Rich Heritage, Bright Future, The Placentia General Plan (proposed General Plan Update), is described below:

- “The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local economy provides the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic backgrounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational and safety needs of its residents. Through the establishment of quality services, grounded in shared community values, Placentia will remain a pleasant and safe place.”

3.4 PROJECT CHARACTERISTICS

The proposed General Plan is a comprehensive update of the previous General Plan and its elements. The General Plan expresses the relationship between community values and vision with how we utilize public land, private land and other community resources. It serves as a long-term document that provides guidance for future programs, projects, and policy.

The focus of a General Plan Environmental Impact Report (GPEIR) is different than a project specific EIR. The GPEIR examines the impacts from aggregate growth that is identified within the General Plan Land Use Element. As an example, this document examines the total population at build-out of the new General Plan relative to the existing level of build-out. Also, we will be looking at the aggregate level of development at build-out of the General Plan and the related trip generation. The first step in making such a forecast is to identify the existing conditions for each of these aggregate issues and compare it with the General Plan growth assumptions. This information is summarized in the following table, Table 3-1. Note that at the present time the City is about 99 percent built-out. Out of 4,238 acres in the City, only 54.5 acres are either vacant or considered undeveloped. Refer to Table 3-2 for a summary of existing Vacant Land in the City by Land Use Designation

**Table 3-1
 EXISTING LAND USE DISTRIBUTION**

Land Use Designation	Existing Acreage	Percentage ¹	Number of Units
Low Density Residential	1,266	30%	6,900
Medium Density Residential	400	9%	3,676 ²
High Density Residential	136	3%	2,503
Commercial	137	3%	--
Planned Community (Alta Vista Golf Course)	337	8%	1,614
Old Town	29	1%*	285
Transit Oriented Development (TOD)	22	1%*	11
Commercial-Manufacturing	47	1%	--
Office	32	1%*	--
Industrial	327	8%	--
Schools	212	5%	--
Park	94	2%	--
Specific Plan	309	7%	2,281
ROW – Railroad	25	0.7%*	--
ROW - Parkway Vista	18	0.5%*	--
ROW - Local Streets	798	19%	--

Land Use Designation	Existing Acreage	Percentage ¹	Number of Units
ROW - Freeways, Flood Control, Highway	49	1%	--
Undeveloped or Vacant land in the City	54.5	1.3%	--
TOTAL AREA OF CITY W/O ROW	3,348		
TOTAL AREA OF CITY	4,238	100%	17,270

Notes:

¹ Percentages based on 4,238 acres of total land area within City limits, which includes the right-of-way acreage. Percentage figures are rounded to closest whole numbers.

² 569 mobile homes are principally located in the Medium-Density district.

* The symbol * means that the percentage is less than 1 percent.

**Table 3-2
 SUMMARY OF VACANT LAND BY LAND USE DESIGNATION**

Land Use Designation	Vacant Areas	Vacant Parcels
Low Density Residential	3.6	24
Medium Density Residential	6.1	8
High Density Residential	5.2	3
Commercial	2.3	3
Old Town	0.2	3
Transit Oriented Development (TOD)	0.4	1
Office	1.4	2
Commercial-Manufacturing	8.4	5
Industrial	5.7	4
Specific Plan	21.2	65
Total	54.5	118

Source: City of Placentia, 2018
 Note: 1.3% of total city is vacant

**Table 3-3
 PROPOSED GENERAL PLAN LAND USE DESIGNATION DENSITY / INTENSITY STANDARDS**

Land Use Designation	Density Standard ¹ (du/ac)	Intensity Standard (FAR) ¹	Total Dwelling Units ²	Total Square Footage ²
Low Density Residential	6 du/ac		7,596	
*Medium Density Residential	15 du/ac		5,895	
High Density Residential	25 du/ac		3,875	
Commercial	137 acres	1.0 FAR		5,967,720*
Old Town	30-65 du/ac		810	181,250
Transit Oriented Development	65-95 du/ac		564	30,000
Commercial-Manufacturing	44 acres	1.0 FAR		1,910,640*
Specific Plans ³	322 acres	varies	3,690	570,200
Residential Planned Community	7.1 du/ac		2,272	
Office	25 acres	1.0 FAR		1,089,900*
Industrial	311 acres	1.0 FAR		13,547,160*
Schools		N/A		
Open Space		N/A		
TOTAL			24,702	22,511,890*

Source: City of Placentia / Lilley Planning Group, April 2014

Notes:

¹ Density standards represent the maximum gross density allowed. Net densities may be lower, dependent on zoning requirements and other regulatory considerations.

² Total dwelling units and square footage estimates based upon existing acreage multiplied by gross density/intensity standards.

* Based on the development cap identified above, maximum non-residential development under the new General Plan (1.0 FAR) will be 750,000 square feet

³ Specific Plan category represents both residential and commercial development and was calculated taking potential buildout of each specific plan area and then totaling, as below:

SP 1- SFD= 1 Unit

SP 2- SFD= 1 Unit

SP 3- Assisted Living—5.8acres, 45du/ac for 261 units

SP 4- 8 affordable units

SP 5- 19 acres of retail, hotel, dealership 1.5 FAR assumption for 413,820 sf of commercial

SP 6- 4.1 acres, 6 du/ac for 24 units

SP 7- 300 acres residential and commercial:

Low Density—163.85ac at 6 du/ac = 983 units

Medium Density—11.40ac at 15 du/ac = 171 units

High Density—37.34ac at 25 du/ac = 933 units

Commercial—7.18ac, 0.5FAR (assumption) = 156,380sf

SP 8- 7 acres at 10.3 du/ac = 72 units

SP 9- 10.35 acres at 40.5 du/ac = 419 units

SP10- 7.82 acres at 10 du/ac = 78 units

**Table 3-4
FUTURE BUILD-OUT CHANGES BASED ON NEW LAND USE DESIGNATIONS**

Topic	Existing Condition 2018	Proposed General Plan Buildout	Realistic Assumption of Development or Change
Population (persons)	52,263	70,984	18,721
Housing (dwelling units)	18,179	24,702	6,523
Household Size (person/household)	2.87	2.87	No Change
Non-Residential development (square feet)	7,519,169	22,511,890	Approx. 784,000*
Employment (jobs)	20,158	22,260 (est.)	2,102
Vacant Acreage (acres)	54.5*	0	N/A
Notes: * The City assumes that 18 of the remaining 54.5 undeveloped acres within the City's boundary will be developed with Non-residential uses at a FAR up to 1.0. This equates to an estimated 784,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. For planning purposes regarding future development, 261,360 square feet of new development is allocated to commercial uses, 261,360 square feet to office uses, and 261,360 square feet to industrial uses.			

The City has only 54.5 acres of vacant land and the total number of residences within the City is forecast to increase by about one-third (an increase of 6,523 dwelling units over the life of the proposed General Plan, resulting in a forecast total population of about 70,984 persons). Assuming that 18 of the 54.5 acres that remain within the City will be developed with non-residential uses at a FAR up to 1.0, this equates to an estimated 784,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. Refer to Table 3-4. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. Non-residential development is forecast to marginally increase over the life of the proposed General Plan and for planning purposes it is assumed that 261,360 square feet of commercial, office and industrial development (each) will occur for impact forecast purposes.

The proposed General Plan would increase the floor area ratio (FAR)¹ for future non-residential development from 0.4 to 1.0 to allow for this potential growth. Since most of existing land in the City is developed, this implies substantial redevelopment of the acreage allocated to non-residential uses can occur, but such redevelopment will be evaluated for impacts in the future on a case-by-case basis. Assuming the future rate of employment remains about one job per 373 SF of non-residential development, the future square footage of non-residential development, assuming redevelopment at near the 1.0 FAR, could result in future employment within the City rising from the current level of about 20,158 jobs to about 60,354 jobs. A more realistic value is that 784,000 square feet of existing undeveloped non-residential land will be developed and this would produce an additional 2,102 new jobs. The information in Tables 3-1 through 3-3 is abstracted from the tables compiled in the new General Plan that summarize Existing Land Use Distribution and proposed General Plan Land Use Designation Density/Intensity Standards.

¹ Floor Area Ratio is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built.

The proposed General Plan is a comprehensive update of the 1973 General Plan that updates existing elements and adds three new elements for a total of ten elements. The element for Growth Management has been deleted in the update. Major components of the Rich Heritage, Bright Future: Placentia General Plan (General Plan Update) include:

- Update of the existing conditions with 2018 serving as the baseline year
- Update of General Plan development projections to the year 2035. Projections for population, employment, residential, and non-residential development have been updated for the Plan's horizon year (2035).
- Update of the Land Use Element with reorganized and new land use designations.
- Amendment of the remaining General Plan Elements to reflect current conditions and account for development projections to year 2035. This includes the addition of three new elements: Economic Development Element, the Sustainability Element and a Health, Wellness and Environmental Justice Element.

The proposed General Plan is a comprehensive update of the 1973 General Plan that updates existing elements and adds three new elements for a total of ten elements. The element for Growth Management has been deleted in the update. Major components of the General Plan Update include:

- Update of the existing conditions with 2018 serving as the baseline year
- Update of General Plan development projections to the year 2035. Projections for population, employment, residential, and non-residential development have been updated for the Plan's horizon year (2035).
- Update of the Land Use Element with reorganized and new land use designations.
- Amendment of the remaining General Plan Elements to reflect current conditions and account for development projections to year 2035. This includes the addition of three new elements: Economic Development Element, the Sustainability Element and a Health, Wellness and Environmental Justice Element.

3.5 CONTENT OF PROPOSED GENERAL PLAN

The proposed General Plan includes all legally required elements for a General Plan, as well as two optional components that the community identified as important to address. Once adopted, the optional elements have the same legal status as the mandatory elements. Each chapter of the General Plan has a specific purpose and focus as described below. Together, they present a consistent policy platform as required by law. No single element or subject supersedes any other, and all are internally consistent. Presented below is a short summary of each chapter of the General Plan and a list of goals and policies that represent the core of the new proposed General Plan.

3.5.1 Introduction

The Introduction summarizes the current development status and purpose for the General Plan. It describes the history of Placentia and how it relates to the present and future growth and development of the City. The Introduction describes the vision for the City of Placentia and summarizes the chapters of the General Plan, and how the General Plan will be implemented.

3.5.2 Land Use Element

The Land Use Element serves to establish a long-range planning guide for development in the City by indicating the location and extent of development allowed. *“The Essential components of the Land Use Element are the General Plan Land Use Map and the goals and policies that guide future development. While the General Plan Land Use Map is an essential component of the entire General Plan, it also provides a graphic representation of the goals and policies expressed by all of the General Plan’s elements. Users of this document are advised to refer to the goals and policies and the Land Use Map when evaluating proposed development improvements.”*

The present land uses are as follows: 30% Low Density Residential, 9% Medium Density Residential, 3% High Density Residential, 3% Commercial, 8% Planned Community 0.8% Old Town, 1.4% Commercial-Manufacturing, 1% Office, 9.7% Industrial, 6.3% Schools, 2.8% Park, 9.3% Specific Plan, 27.3% Right-of-Way, and 1.9% Vacant Land. Please refer to Table 3-1 which contains the Existing Land Use Distribution. The expected proposed General Plan Land Use designations would remain mostly the same as the preceding mix of existing land uses. The percentages fall in line with the goals and policies Placentia has outlined in the proposed General Plan to enhance community and economic development. Figure 3-2 provides the most current version of the proposed Land Use Element Map.

The Land Use Element goals and policies provide direction for future growth and development in Placentia, while minimizing existing and potential land use conflicts. The goals and policies are designed to encourage:

- Balanced Development with Economic Growth;
- Compatible and Complementary Development;
- Revitalization of Existing Uses and Properties;
- New Development while Protecting Natural Resources;
- Effective and Balanced Development;
- Citywide Economic Development; and
- Provision of Infrastructure and Services.

Related land use goals and policies are also located in several other Elements of the General Plan.

❖ **Balance Development With Economic Growth**

The City of Placentia is largely residential but also has neighborhood serving commercial uses, with a smaller industrial base. While the City provides a range of land use types, it also competes with surrounding jurisdictions for basic services (groceries, retail, etc.). Therefore, it is in the best interest of the City to establish a land use pattern that balances economic development with land use decisions.

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.1	Preserve single-family neighborhoods in Placentia, which provide support for the City's commercial and industrial uses.
	LU-1.2	Allow for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing and mobile homes, in designated areas to satisfy regional housing needs.

- LU-1.3 Provide sites for a range of commercial uses, including shopping, dining, entertainment, and offices that provide a strong employment base and offer local services. Encourage the redevelopment of aging commercial centers.
- LU-1.4 Preserve and improve industrial uses that provide manufacturing employment opportunities, through infrastructure upgrades, enhanced aesthetics, and new business development strategies.
- LU-1.5 Promote the development of distinct, well-designed focus areas that are served by transit, contain a mix of commercial or civic activities, are supported by adjacent residential areas, and serve as focal points in the community.
- LU-1.6 Encourage mixed use development within the Old Town District, TOD District and other appropriate areas.
- LU-1.7 Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.
- LU -1.8 Monitor and amend ordinances periodically to provide incentives for the development of workforce housing, affordable housing, and mixed-use multi-family housing.
- LU-1.9 Encourage the development of housing for extremely low-income households, senior housing, larger family housing, and housing for persons with special needs through incentives and code flexibility.
- LU-1.10 Create specific zoning or plans for major corridors within the City. This would include the Chapman Avenue corridor and the Placentia Avenue corridor, among others major thoroughfares.
- LU-1.11 Amend the Zoning Ordinance to provide development standards for the Mixed-Use zoning designation.

❖ **Compatible and High-Quality Development**

Compatible, complementary and high-quality development is a key element to achieving functional, economically viable and livable communities. The provision of effectively integrated land uses will promote a more walkable environment and contribute to the reduction in infrastructure needs and traffic congestion. Future redevelopment of the Old Town area is one example of the City’s desire for compatible, high-quality mixed-use development.

Goal **LU-2** ***Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.***

Policies LU-2.1 Where residential/commercial Mixed-Use is permitted, ensure compatible integration of adjacent uses to minimize conflicts through site planning, development standards and architectural compatibility.

LU-2.2 Develop residential and commercial design guidelines to both protect existing development and allow for future development that is attractive, compatible, and sensitive to surrounding uses.

LU-2.3 Orient land uses that create employment opportunities toward major and primary arterial streets so that activities associated with these uses will have minimal effect upon adjacent residential neighborhoods.

- LU-2.4 Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to be compatible with adjacent neighborhoods.
- LU-2.5 Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards or design guidelines with such techniques as buffering, landscaping, setbacks and traffic calming features.
- LU-2.6 Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.
- LU-2.7 Allow small lot single-family and medium-density development as infill projects and provide adequate development standards or design guidelines to ensure compatibility with surrounding residential uses.
- LU-2.8 Preserve Placentia's low-density residential neighborhoods through enforcement of land use and property development standards while creating a harmonious blending of buildings and landscape when new development occurs.
- LU-2.9 Reduce the number of existing isolated commercial outlets through consolidation, where appropriate, and discourage small-scale strip commercial development.
- LU-2.10 Encourage non-conforming uses and buildings to be brought into compliance with City codes.
- LU-2.11 Preserve neighborhood integrity by routing extraneous traffic around neighborhoods.
- LU-2.12 Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, when and where feasible.
- LU-2.13 Monitor the impact and intensity of land uses in adjacent jurisdictions on Placentia's transportation and circulation systems, so that traffic from projects in neighboring cities can move efficiently without interfering with existing development. Impacts from these projects shall be properly assessed to mitigate any impacts to the existing Placentia mobility network.
- LU-2.14 Encourage consolidation of parking and reciprocal access agreements among adjacent businesses to minimize curb cuts and disruption of traffic flow.
- LU-2.15 Work with Orange County Fire Authority (OCFA) to ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.
- LU-2.16 Establish and maintain recreational open space opportunities in proximity to residential areas.
- LU-2.17 Encourage the development of Mixed-Use and transit-oriented development to promote a wider range of residential opportunities, to help meet the regional housing needs, and to complement the principles of the Complete Streets model.

- LU-2.18 Work pro-actively with Orange County Transportation Authority (OCTA) to properly plan appropriate land uses around existing and future planned transportation projects built by OCTA.
- LU-2.19 Orient the placement of developments to take advantage of views of open space or circulation greenery to enhance mental health benefits.
- LU-2.20 Require adequate off-street parking for all land uses so that on street parking is not necessary on arterial streets. Ensure that off-street parking facilities are designed to be future-compatible and adaptively reusable for retail, distribution and other uses, reflecting advances in shared automobile technology and shifts toward e-commerce and new urban goods movement and delivery models.
- LU-2.21 Ensure development provides adequate infrastructure improvements are provided to support new multi-family development, including on-site recreational amenities.

❖ **Revitalization of Existing Uses and Properties**

As the City of Placentia approaches build-out conditions, revitalization of existing uses and properties will be necessary to accommodate new development and provide for the needs of the community. The City of Placentia understands the importance of providing incentives to encourage redevelopment and revitalization opportunities within the City.

Goal **LU-3** ***Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties.***

- Policies**
- LU-3.1 Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.
 - LU-3.2 Support the provision of incentives for private development (as appropriate), joint public private-partnerships, and public improvements.
 - LU-3.3 Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.
 - LU-3.4 Provide rehabilitation assistance in targeted residential neighborhoods and commercial districts to eliminate code violations and enable the upgrading of residential and commercial properties.
 - LU-3.5 Vigorously enforce City codes, including building, safety, and housing codes, to promote property maintenance.
 - LU-3.6 Encourage creative reuse, restoration and adaptive reuse of historical buildings.
 - LU-3.7 Develop economically viable policies and programs to facilitate a retail adaptive use of historical buildings that will have a public function, thereby allowing it to become part of contemporary urban life.
 - LU-3.8 Make available a building façade improvement program designed to encourage economic investment and revitalization to industrial and commercial buildings by making improvements to frontages visible from the public right-of-way. By improving the physical appearance, the Old Town, central business districts and industrial sectors of the City will have a much greater potential for attracting and retaining businesses.

❖ **Protection of Natural Resources**

The City understands the importance of protecting the natural environment both now and for future generations.

Goal	LU-4	<i>Ensure that new development minimizes the impacts on the natural environmental including the natural landscape, vegetation, air and water resources.</i>
Policies	LU-4.1	Require all new development to adhere to the standards of the Low Impact Development (LID) guidance.
	LU-4.2	Require all new development to minimize impervious surfaces wherever feasible.
	LU-4.3	Discourage soil compaction in landscaped areas, both existing and proposed.
	LU-4.4	For citywide projects in the public right-of-way, minimize impervious surfaces wherever possible, while maintaining public safety.
	LU-4.5	Require new development to preserve all mature vegetation wherever possible.
	LU-4.6	Ensure that all new development adheres to the Water Quality Management best practices and approved plans beginning at the grading stage of construction.

❖ **Well Designed Placed, Building, and Streetscapes**

The City of Placentia understands the importance of good design, both at a larger scale in the case of urban design and at a smaller scale in the case of buildings and public spaces. All new development should be well designed and architecturally attractive.

Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.1	Encourage development projects to utilize high quality design for architecture and site planning through the City's design review process. Create Design Guidelines for focused areas and for development Citywide.
	LU-5.2	Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.
	LU-5.3	Continue established design themes of existing neighborhoods for new development in or adjacent to that neighborhood.
	LU-5.4	Ensure compatible design with sensitive building massing and proportion.
	LU-5.5	Adopt and implement design guidelines, specific zoning, plans, and streetscape design along the Chapman Avenue Corridor, Kraemer Boulevard and Placentia Avenue Corridor to improve the overall appearance of new or redeveloped buildings, landscaped areas, streets, and parking areas.
	LU-5.6	Improve roadway corridor aesthetics with implementation of a streetscape program that includes median island beautification and enhanced City entry locations.

	LU-5.7	Promote exterior signage and lighting that is subdued in character and non-intrusive upon neighboring uses.
	LU-5.8	Improve the quality of Placentia’s multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in new multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.
	LU-5.9	Review and revise, as necessary, the City’s development standards and project review/approval process to improve the quality of new development and to protect the public health and safety.
Goal	LU-6	<i>Ensure and improve the visual image, economic vitality and infrastructure of the Old Town area, the TOD district, and surrounding areas, like the future Chapman corridor.</i>
Policies	LU-6.1	Vigorously implement the Old Town Revitalization Plan, adopted in 2016, TOD, and surrounding areas. Seek grants and other funding sources to implement.
	LU-6.2	Promote economic revitalization for the Old Town and TOD area through business attraction and retention activities. Programs should include consultation and participation with businesses and residents of the area.
	LU-6.3	Conduct, with assistance and cooperation of area merchants, special community events to encourage cultural awareness and community participation awareness of the Old Town and TOD area.
	LU-6.4	Promote new businesses, mixed used projects, and re-use of historic structures in the Old Town and TOD districts. Monitor the TOD and Old Town zoning districts to determine if any amendments would help spur new development.
	LU-6.5	Implement programs and projects that contribute to funding for new infrastructure in the Old Town and TOD districts, with a focus on private development funding and other infrastructure financing tools.
	LU-6.6	Focus planning and economic development efforts to spur development and infrastructure improvement on major transportation corridors, such as the future Chapman Avenue corridor.
	LU-6.7	Incorporate existing established businesses into new development in the Old Town and TOD districts.

❖ **Provision of High-Quality Infrastructure and Services**

The provision of high-quality infrastructure service is vital to successful land use decisions. Land use decisions rely on the proper evaluation and implementation of infrastructure including roadways, public utilities and other services that support existing and new development. The establishment of diversity in transportation choices, such as bus routes, rail, shuttles, bike lanes, and the provision of high quality, well-maintained public facilities will ensure the long-term success of land use decisions.

Goal LU-7 ***Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.***

Policies	LU-7.1	Encourage a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.
	LU-7.2	Identify public facility and service deficiencies, for example, through the Capital Improvement Program (CIP) and introduce priority projects into the City's budget process.
	LU-7.3	Coordinate and collaborate with other agencies providing public utility service to Placentia to define area-wide and regional needs, projects and responsibilities.
	LU-7.4	Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.
Goal	LU-8	<i>Continue to diversify transportation choices in Placentia for residents and businesses.</i>
Policies	LU-8.1	Continue to facilitate the development of passenger serving rail through the City ensuring the construction of the proposed Metrolink stop to serve the Old Town area.
	LU-8.2	Identify locations for potential transportation facilities, such as parking facilities and transit stations, that serve both commuters and residents and include in future private and public redevelopment of these locations.
	LU-8.3	Identify transportation needs of senior citizens in the community and provide targeted services.
	LU-8.4	Provide all classes of bike lanes, bike paths, and bike routes throughout the city as new development or redevelopment occurs.
	LU-8.5	Consider new and innovative modes of transportation for inner city travel and for local regional travel, such as motorized bikes, scooters, ride-share, etc.
	LU-8.6	City should consider providing parking management programs in commercial and residential areas where needed.
	LU-8.7	Facilitate the construction and management of a parking structure for the patrons of the Metrolink and Old Town area.
Goal	LU-9	<i>Continue to provide a high quality of public infrastructure and services.</i>
Policies	LU-9.1	Continue to improve the quality of public improvements through the capital budgeting process and through private development.
	LU-9.2	Continue to identify new local, State and Federal funding sources to leverage local resources.
	LU-9.3	City shall adopt a "Complete Streets" policy, which embodies the community's intent to plan, design, operate and maintain street so they are safe for all users of all ages and abilities. These policies shall guide the planning, design and construction of streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists and freight vehicles.

Goal	LU-10	<i>Create enhanced connectivity with California State University Fullerton (CSUF) campus community.</i>
Policies	LU-10.1	Derive economic benefits through the provision of retail uses oriented toward consumer needs of the CSUF students and faculty.
	LU-10.2	In creating the aforementioned corridor plans, the City shall take into consideration the nearby Cal State University Fullerton campus community and capitalize on its proximity.
	LU-10.3	Where advantageous, link future land use and circulation considerations to the CSUF campus community.

3.5.3 Mobility Element

The Mobility Element’s goals and policies define the City’s vision for an interconnected, safe, efficient and equitable transportation system that incorporates many modes of travel while prioritizing improvements that create a more walkable, bikeable and transit-oriented community. The Mobility Element does this particularly in light of the need to address gaps in the circulation system for underserved populations of the community, promote clean and shared mobility systems, and prepare for the emergence of innovative mobility technologies. To that end, goals and policies are developed for all transportation modes that work together to achieve a more sustainable future for the City of Placentia.

❖ **Maximize and Enhance Transportation Facilities**

Goal	MOB-1	<i>Provide adequate transportation facilities Levels of Service (LOS) for existing and future inhabitants of the City, maximizing use of existing facilities and enhancing those facilities as growth occurs.</i>
Policies	MOB-1.1	Developments that are under the City’s jurisdiction are to provide improvements needed to maintain LOS D or better with existing plus new development traffic.
	MOB-1.2	Assure all new development pays its fair share of costs associated with that development including regional traffic mitigation. The City adopted a revised and updated Citywide Traffic Impact Development Fee as well as a TOD Traffic Development Impact Fee in 2017.
	MOB-1.3	For development projects, an approved phasing program (if applicable) is required that identifies phases of the proposed development that also corresponds to required improvements to roadway capacities. The phasing program must demonstrate the adequacy of the infrastructure to support the proposed project as well as a financing source to fund the improvements.
	MOB-1.4	The City shall continue to collect Traffic Impact Development Fees for improvements within its boundaries and shall work with adjacent jurisdictions through the Inter-Jurisdictional Forums to determine acceptable impact fees. These fees may be assessed and increased as necessary.
	MOB-1.5	Roadway improvements and expansions shall include prioritizing public transit and shared mobility in order to address gaps in the transit system, improve and incentivize mobility for shared vehicles, and discourage single-occupancy vehicles, and expand non-motorized transportation options.

❖ **Balanced, Functional, and Efficient Street System**

Goal	MOB-2	<i>Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.</i>
Policies	MOB-2.1	Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City.
	MOB-2.2	Ensure adequate capacity to accommodate the traffic generated by land uses within the City, while balancing the needs of the pedestrian, cyclists and other multi-modal users.
	MOB-2.3	Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems. Continue participating in multi-agency/jurisdiction traffic signal synchronization projects.
	MOB-2.4	Respond to transportation problem areas with efforts to implement both interim and long-term solutions.
	MOB-2.5	Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., locate retail in closer proximity to residents).
	MOB-2.6	Require new development to conform to the standards and criteria of the City of Placentia and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system as well as ensuring new developments manage their parking onsite with no impact to surrounding public streets.
	MOB-2.7	Maintain consistency between the City's Mobility Element and the Orange County Master Plan of Arterial Highways (MPAH).
	MOB-2.8	Route through traffic around residential neighborhoods and recreational areas as well as prepare and implement a Citywide Neighborhood Traffic Management Program.
	MOB-2.9	Encourage subdivision design and traffic calming techniques that reduce vehicle speed and discourage through traffic on local streets.
	MOB-2.10	Reduce potential traffic conflicts by controlling access and minimizing driveway and local street intersections with arterial highways.
	MOB-2.11	Design streets and turning movements to provide vehicle-operating speeds consistent with traffic needs and adjacent land use.
	MOB-2.12	Develop additional capacity on arterial streets using the existing right-of-way, as needed or required.
	MOB-2.13	Encourage the development of aesthetic streetscapes to promote a positive City image, provide visual relief and traffic calming benefits.
	MOB-2.14	Require adequate off-street parking for all land uses and eliminate parking on all arterial streets. Ensure that off-street parking facilities are designed to be future-compatible and adaptively reusable for retail, distribution and other uses, reflecting

advances in shared automobile technology and shifts toward e-commerce and new urban goods movement and delivery models.

- MOB-2.15 Minimize the use of signs and billboards along arterial highways and ensure adequate visibility of necessary traffic and informational signs. Implement a Citywide, uniform Wayfinding Signage Program.
- MOB-2.16 Require adequate noise mitigation measures for new developments along arterial highways including the use of rubberized asphalt.
- MOB-2.17 Continue to assure safety at the railroad/roadway crossing locations.
- MOB-2.18 Coordinate with railroad lowering efforts to improve safety at railroad crossings within the City.
- MOB-2.19 Require the use of Transportation Control Measures (TCM's) to improve air quality and reduce traffic congestion.
- MOB-2.20 Continue to provide Local Signal Synchronization Plan (LSSP) as a TDM/TSM strategy and to remain in compliance with OCTA Measure M guidelines.
- MOB-2.21 Analyze the need for, and incorporate into street design, passenger drop-off/pick-up zones for shared vehicles (i.e., Uber, Lyft, etc.) to improve the safety and efficiency for drivers and passengers using these transportation modes.
- MOB-2.22 Analyze citywide curb space to identify how the curbs are used and where the City may establish time-based access restrictions and/or pricing for certain vehicle types (e.g., automated freight, single-occupant, and zero-occupant vehicles during peak travel periods.

❖ **Transit and Active Transportation Modes**

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|-----------------|--------------|---|
| Goal | MOB-3 | <i>Encourage transit and active transportation modes, including public transportation, bicycles (discussed below), ridesharing, and walking, to support land use plans and related transportation needs.</i> |
| Policies | MOB-3.1 | Encourage development and improvements which incorporate innovative methods of accommodating transportation demands. |
| | MOB-3.2 | Support the development of a high-quality public transit system that minimizes dependency on the automobile. |
| | MOB-3.3 | Ensure that effective Transportation Demand Management (TDM) measures and programs such as ridesharing and increased vehicle occupancy are being implemented. |
| | MOB-3.4 | Implement adequate sidewalks and crosswalks to meet the required uses and needs, which serves to encourage alternative modes of transportation. |
| | MOB-3.5 | Respond to increases in demand for additional bus service through interaction with OCTA and other available resources, and seek out grant funding to provide supplemental transit services such as additional fixed bus/trolley routes or subsidized on-demand transit services such as Lyft or Uber. |
| | MOB-3.6 | Install handicap access ramps to improve disabled access. |

- MOB-3.7 Encourage pedestrian activities through streetscape and transit enhancement programs.
- MOB-3.8 Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.
- MOB-3.9 Working cooperatively with OCTA, construct the planned Placentia Metrolink Station and parking structure as well as implement maintenance and operation plans for the station to serve both residents and commuters.
- MOB-3.10 Continue to support the accessibility and accommodation of all transit users.
- MOB-3.11 Continue to develop and improve access to and from transit routes by walking and bicycling and by people with disabilities.

Goal **MOB-4** ***Encourage bicycle travel as a primary mode of transportation.***

Policies

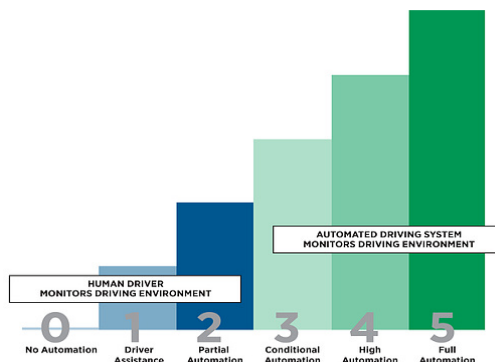
- MOB-4.1 Develop and adopt a comprehensive bicycle master plan to position for regional, state, and federal funding opportunities.
- MOB-4.2 Once a comprehensive bicycle master plan is adopted, update it as necessary: generally a five year cycle.
- MOB-4.3 Review the existing Class I, II and III bikeways and modify as needed to comply with the *California Manual on Uniform Traffic Control Devices (CA MUTCD)*.
- MOB-4.4 Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.
- MOB-4.5 Support the safe and efficient movement of cyclists through and across intersections, including compliance with bicycle detection requirements in the CA MUTCD.
- MOB-4.6 Incorporate bicycle planning into the traditional transportation planning process.
- MOB-4.7 Support bikeways that minimize cyclist/motorist conflicts, such as constructing the planned replacement of the Golden Avenue Bridge to link directly to Segment D of the OC Loop Project to further link multiple bikeways into a 66 mile branded facility throughout northern and central Orange County as well as implementation of the Go Placentia Loop linking the Placentia Metrolink Station to major destinations near and around Placentia.
- MOB-4.8 Support regional and subregional efforts to ensure cyclists are considered when developing new or retrofitting existing transportation facilities and systems.
- MOB-4.9 Support and implement policies and regulations to comply with recognized bicycle infrastructure design standards of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (AASHTO).
- MOB-4.10 Support efforts to maintain, expand and create new connections between the Placentia bikeways, the bikeways in neighboring jurisdictions and regional bikeways.

- MOB-4.11 Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
- MOB-4.12 Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- MOB-4.13 Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.
- MOB-4.14 Require that new streets or developments contain adequate right-of-way for bicycle lanes, where appropriate.
- MOB-4.15 Where space and appropriate roadway conditions currently exist, continue to install bike routes.
- MOD-4.16 Work with the Orange County Flood Control District under the City and District's cooperative agreement to develop and utilize District facilities within Placentia as off-road recreational bike trails and loop connections to other existing or planned on-street bicycle facilities.
- MOD-4.17 Seek out grant funding opportunities to fund the cost of additional off-road bicycle and recreational trails.
- MOD-4.18 Reduce or eliminate parking on arterial roads to provide space for expanding Class II bicycle lanes.
- MOD-4.19 Plan for and give careful consideration to the future implementation of personal transport devices and develop an ordinance regulating their use within the public right-of-way.

❖ **Autonomous Vehicles and Future Mobility Technologies**

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| Goal | MOB-5 | <i>Support and prepare for the imminent emergence of autonomous vehicles in a way that strengthens the City's transportation and land use goals to create a more walkable, bikeable, transit-oriented, safe and efficient circulation system.</i> |
| Policies | MOB-5.1 | Coordinate with OCTA as well as the Los Angeles Department of Transportation (LADOT) to customize and implement region-wide transportation technology strategies to ensure an integrated and interoperable regional system. |
| | MOB-5.2 | Complete a Citywide transportation technology strategy that develops short, mid, and long-term strategies for becoming a smart-street City that can optimize and capitalize on emerging transportation technology. |

- MOB-5.3 Allow a combination of human-driven (SAE Level 0 and 1, see graphic below) and fully automated vehicle operations (SAE Level 4 or 5), as defined by the Society of Automotive Engineers (SAE International)² within the City of Placentia to eliminate the dangers of partial automation (SAE Levels 2 and 3) that encourages distracted driving patterns and exacerbates driving error.



- MOB-5.4 Require shared automated vehicle fleets to use fully electric vehicles.
- MOB-5.5 Require submission of detailed data from automated owned vehicles, shared fleet services, commercial fleets, freight, and transit to neutral data platforms in order to evaluate and respond to impacts of automated vehicles on City streets. Required data will include vehicle speeds, crash and near miss reports, average latency of vehicle-to-infrastructure and vehicle-to-vehicle data flows, trip time, trip route, trip origins and destinations, vehicle occupancy, pavement quality, and environmental conditions.
- MOB-5.6 Protect the privacy of individuals by anonymizing personally identifiable data generated by connected and automated vehicles.
- MOB-5.7 Ensure the benefits of automated mobility are equitably distributed and accessible for all segments of the community, consider the safety needs of vulnerable populations and loading needs of seniors, families with children, and individuals with mobility impairments.
- MOB-5.8 Assess and implement alternatives to parking and state gas tax revenue sources, through such mechanisms as zero- and low-occupancy fees, curbside dwell time fees, per mile road use charges, peak period surcharges, penalty structures for declined rides by shared automated fleets, etc.
- MOB-5.9 Develop strategic research partnerships to determine needs and effectiveness of physical pricing infrastructure, connected sensor infrastructure, and requirements for personal digital devices.
- MOB-5.10 Update the Zoning Code with new standards that regulate the curb for optimal access; require that all new parking is adaptively reusable for retail, distribution and other uses (including mandating higher floor heights and above-ground parking to enable retrofits) and is furnished with Level 2 EVSE charging infrastructure.

² Society Of Automotive Engineers. *Taxonomy And Definitions For Terms Related To On-Road Motor Vehicle Automated Driving Systems*, January 16, 2014, <https://ww.SAE.org/standards>.

MOB-5.11 Update the Zoning Code as demand for personal vehicles decreases to remove parking minimums and address other needs such as new passenger and delivery forms, shared mobility hubs, drop off/pick up zones, and design standards for digital technology.

MOB-5.12 Seek out new opportunities to install traffic infrastructure to support the inter-connection of vehicles.

❖ **Inter-Jurisdictional Cooperation**

Goal **MOB-6** ***Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic and parking congestion and other traffic impacts.***

Policies MOB-6.1 The City shall continue to participate in Inter-Jurisdictional Planning Programs to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.

MOB-6.2 The City shall cooperate with OCTA in the annual Congestion Management Plan update in order to continue receiving Measure M Fair Share funds for road and traffic improvements.

MOB-6.3 The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.

MOB-6.4 Continue partnering with neighboring jurisdictions to advance and implement regional traffic signal synchronization projects.

MOD-6.5 Work with neighboring jurisdictions to link up bicycle facilities and recreational trails to expand their regional reach and benefits to the larger community.

MOB-6.6 The City shall collaborate with federal and state policymakers to ensure that the City's local controls and police powers related to automated vehicle regulation are not preempted.

MOB-6.7 Work with the region's transit agencies to pilot new automated transit service delivery models that improve first- and last-mile transit connections and grow the public transit market.

3.5.4 Housing Element

The Housing Element provides the identification and analysis of existing and projected housing needs by addressing adequate housing opportunities for present and future residents of Placentia through to 2021. It profiles the demographic and housing characteristics that influence demand for and availability of housing by identifying housing needs according to income, tenure, and special needs groups (homeless, disabled, elderly, etc.). The Housing Element provides a description of land resources and adequate sites to address the City's regional housing needs between 2014-2021 through programs and agencies such as: Community Development Block Grant and HOME Programs, the Successor Agency, LEED Certification, etc. Additionally, this section discusses environmental and infrastructure constraints affecting the future development of residential units in the City. The General Plan addresses the City's housing plan with 4 priorities: developing and maintaining housing supply and variety, promoting equal housing opportunity,

promoting housing and neighborhood preservation and conservation, and encouraging housing cooperation and coordination.

The Housing Element provides goals to support and implement each of the above priorities as follows:

- a. HE-1 *Housing Supply and Variety: Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.*
- b. HE-2 *Equal Housing Opportunity: Promote equal housing opportunities for all persons without discrimination regardless of race, religion, ethnicity, sex, age, disability, marital status, or household composition.*
- c. HE-3 *Neighborhood Preservation: Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and structurally sound, and with adequate services and facilities provided; having a sense of community identity.*
- d. HE-4 *Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of inter-governmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.*

❖ **Housing Supply and Variety**

Goal HE-1 ***Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.***

Program HE-1.1 **Manufactured Housing and Mobile Homes.** The City of Placentia recognizes the importance of manufactured housing and mobile homes as a means to provide affordable housing for the City’s residents. The City shall explore land use policies, regulations, and programs to facilitate and encourage manufactured housing and amend the Municipal Code in compliance with state law. These policies, regulations, and programs may include, but are not limited to, flexible development standards, technical assistance, and referrals to the County of Orange Mobile Home Exterior Grant Program. There are four mobile home parks within the City.

HE-1.2 **Locate Housing Near Transportation, Employment and Services.** To increase livability within new housing developments, the City shall encourage and coordinate the location of major housing developments, particularly affordable housing and multi-family units near transportation options, major employment centers and services. The City, through a sustainability grant provided by the Southern California Association of Governments, is preparing a transit-oriented development (TOD) zone south of the future Metrolink station. The TOD will provide for residential uses in proximity to the transit station as well as entertainment, retail and office spaces. The development regulations for the TOD area will encourage and facilitate multi-family residential development and live-work units. The City will also encourage housing near transportation, employment, and services through Program HE-1.15: Transit-Oriented Development.

HE-1.3 **Pursue County, State, and Federal Housing Funds.** Monitor availability of county, state, and federal housing programs and pursue available funds as appropriate. The City shall encourage and coordinate with housing developers and service organizations to obtain funds for affordable housing projects, initially through pre-application meetings and throughout project development. The City shall also make funding information available to all proposed developers in the City through

informational materials distributed through the City's website and at pre-application meetings.

- HE-1.4 Emergency Shelters and Transitional and Supportive Housing. During the previous planning period the Zoning Code was amended to facilitate the provision of emergency shelters and transitional/supportive housing in compliance with State Law (SB 2). The City will continue to encourage these types of housing opportunities.
- HE-1.5 Infrastructure Provision. To ensure that requirements for infrastructure provision are not considered an undue constraint to residential development, the City shall review infrastructure provision costs and procedures on an annual basis. Based on its findings, the City shall work with housing developers to reduce costs and streamline infrastructure-financing programs.
- HE-1.6 Development Processing System Review. The City shall review existing procedures for project review, processing and building plan check to determine if the procedures are a constraint to housing development. Based on these findings, the City shall develop programs and procedures to minimize processing timelines for extremely-low-, very-low-, low- and moderate-income housing developments. The City shall monitor processing timelines and modify as needed to further encourage affordable housing development.
- HE-1.7 Program HE-1.7: Vacant and Underutilized Land Inventory. To provide additional areas for housing development and maximize the potential for a variety of housing types, the City will identify vacant and underutilized sites for development of residential units. Additionally, the City will maintain and update an inventory of these sites on an annual basis. The City will provide information about these sites to housing developers through printed materials available at City Hall and electronically on the City's website.
- HE-1.8 Adequate Sites for Housing Development. The City has a lower-income growth need of 231 dwelling units during the 2014-2021 timeframe, which includes a carryover of unaccommodated need from the previous Housing Element cycle. To ensure the availability of adequate sites to accommodate this projected need, the City shall develop and adopt a Transit Oriented Development zone for the area immediately south of the proposed Metrolink Station and downtown. As part of the TOD zone, the City shall rezone a minimum of 8 acres to permit by-right multi-family, rental and ownership residential development at a density of 30 units per acre (or an amount of land needed to accommodate at least 231 units at an alternate density of more than 30 units/acre). Of the rezoned land, at least half of the capacity shall be provided on sites that permit exclusively residential uses by-right. The lower-income growth need shall be accommodated on sites with densities and development standards that permit a minimum of 20 units/acre and 16 units per site.

The City has identified the opportunity sites to accommodate the remaining lower-income need in Appendix B of this Housing Element. The City shall encourage the development of housing on the opportunity sites through financial incentives (such as land write-downs; assistance with on- or off-site infrastructure costs, fee waivers, or deferrals to the extent feasible); expedited entitlement review; in-kind technical assistance; and other regulatory concessions or incentives. The City will also provide incentives for lot consolidation (see Program HE 1.18).

- HE-1.9 Monitoring of Constructed Units Based on Income-Level. To effectively track performance during the planning period, the City will track the income levels of units constructed by including an estimate sales/rental value at the time of unit occupancy. This value will be included as part of the building permit application to reflect the assumed market value of the home constructed.
- HE-1.10 Encourage Development of Housing for Extremely-Low-Income Households. The City will encourage the development of housing units for households earning 30 percent or less of the Area Median Income for Orange County. The City shall work with non-profit developers and service providers with the specific emphasis on providing family housing and non-traditional housing types such as single-room-occupancy units, transitional housing and units serving temporary needs by providing in-kind technical assistance and support in seeking funding. The City shall encourage housing for extremely-low-income households through incentives and activities such as technical assistance, expedited processing and flexibility in development standards.
- HE.1.11 Amend the Density Bonus Ordinance. The City of Placentia currently provides for a density bonus, incentives and concessions to facilitate and encourage the development of lower-income housing units through its Density Bonus Ordinance. To further the effectiveness of the City's Density Bonus Ordinance consistent with the requirements of SB1818 the City will process an amendment to the ordinance for review and approval by the City Council by February 2014. The City will inform housing developers of the Density Bonus Ordinance through informational materials distributed at City Hall, on the City's website and during pre-application meetings.
- HE-1.12 Development of Senior Housing. The City recognizes the unique character of the senior population. Seniors typically have specialized housing needs and fixed incomes that may require housing units not generally included in market rate housing. The City shall encourage the development of a wide range of housing choices for seniors through incentives (e.g. financial assistance, parking reductions, regulatory waivers, etc.). These may include independent living communities and assisted living facilities with on-site services and access to health care, nutrition, transportation and other appropriate services.
- HE-1.13 Development of Housing for Larger Families. The City recognizes that providing appropriately sized housing units for families is important to improving livability, reducing instances of overcrowding and minimizing deferred maintenance issues. The City shall encourage incorporation of larger bedroom counts in for-sale and rental housing developments to accommodate the needs of larger families through activities such as technical assistance, expedited processing, and flexibility in development standards.
- HE-1.14 Housing for Persons with Special Needs. The City understands the need for housing to accommodate persons and families with special needs. The City shall work with non-profit housing developers, service providers and the County of Orange to encourage and support the development of housing for special needs households, including persons with developmental disabilities, through activities such as technical assistance, assistance in seeking funding, expedited processing and flexibility in development standards.
- HE.1-15 Transit-Oriented Development. A Transit-Oriented Development is a compact mixed-use or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. Consistent with

federal, state and regional policies focusing on concentrated growth around transit, the City shall solicit proposals for transit-oriented developments and consider partnerships with local jurisdictions, other transit and regional agencies, and the private sector to implement development plans. The City shall encourage Transit-Oriented Developments through incentives that may include financial assistance, density bonus, regulatory waivers, etc. (see also Programs 1.2 and 1.8).

- HE-1.16 Single-Room Occupancy (SROs). Single-room-occupancy developments provide housing opportunities for lower-income individuals, persons with disabilities, and the elderly. State law requires that jurisdictions identify zoning districts available to encourage and facilitate a variety of housing types, including SROs. The Zoning Code allows SRO developments in the R-3 and C-2 districts. The City will continue to encourage development of SROs through a variety of methods including financial assistance, density bonus, regulatory concessions, etc.
- HE-1.17 Residential Parking Requirements. The City’s greatest potential for affordable housing development exists in the area near the Metrolink station. As part of the new TOD zone for this area, the City will adopt parking standards based on the realistic demand and opportunities for shared parking in TOD and mixed-use developments, especially new housing units affordable to lower- and moderate-income households. The City will also initiate an amendment to the Code to revise multi-family parking standards for small (i.e., studio or 1-bedroom) units to reduce this potential constraint.
- HE-1.18 Encourage and Facilitate Lot Consolidation. The City will encourage and facilitate consolidation of vacant and underutilized lots to create larger building sites for residential development through a lot consolidation density incentive that allows a 5% density increase when parcels totaling at least 0.5 acre are consolidated, and a 10% density increase when parcels totaling at least 1.0 acre are consolidated. This incentive program will be publicized to developers and other interested parties through printed materials available at City Hall and electronically on the City’s website.

❖ **Equal Housing Opportunity**

Goal	HE-2	<i>Promote equal housing opportunities for all persons without discrimination regardless of race, religion, ethnicity, sex, age, disability, marital status or household composition.</i>
Program	HE-2.1	Support Regional Fair Housing Efforts. The City will continue to disseminate information regarding fair housing in a variety of locations including City Hall, the City website and the library, and refer fair housing inquiries to the Fair Housing Council of Orange County. The organization provides community education, individual counseling, mediation, and low-cost advocacy with the expressed goal of eliminating housing discrimination and guaranteeing the rights of all people to freely choose the housing for which they qualify in the area they desire.
	HE-2.2	Section 8 Rental Assistance. The City will continue to provide referral services and information to residents regarding the Section 8 Rental Housing Assistance Program administered by the Orange County Housing Authority.
	HE-2.3	Reasonable Accommodation Procedures. In compliance with SB 520, the City will continue to implement the Reasonable Accommodation Ordinance, which provides relief from local regulations and permitting procedures that may have a discriminatory effect on housing for persons with disabilities.

- HE-2.4 Comprehensive Housing Resource Directory. The City of Placentia will continue to coordinate with the County of Orange on the preparation and maintenance of a Comprehensive Housing Resource Directory, which will be made available on the City's website and in print form at City Hall, the library and other public buildings.
- HE-2.5 Zoning Regulations. The Municipal Code establishes a limit of six unrelated persons within the definition of a "family" for zoning purposes. State law provides that a "family" consists of a group of unrelated persons living together as a single housekeeping unit without regard to the number of persons. The City will initiate an amendment to the Municipal Code by March 2014 to revise the definition consistent with state law.

❖ **Neighborhood Preservation**

Goal **HE-3** ***Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and structurally sound, and with adequate services and facilities provided; and having a sense of community identity.***

Program HE-3.1 Community Based Neighborhood Rehabilitation. Encourage neighborhood rehabilitation programs that maximize community participation in the maintenance and improvement of housing in individual neighborhoods. The City will coordinate with and assist neighborhood and non-profit organizations in implementing programs such as "Neighborhood Pride Days" where the City will collect electronic waste and bulk waste from residents, promote neighborhood cleanup and beautification especially in low-income areas.

HE-3.2 Neighborhood Identity. Encourage the creation of neighborhood themes and identity in all types of residential developments by use of building material, texture, color and landscaping linked with architectural styles.

HE-3.3 Placentia Rehabilitation Grant Program. The City of Placentia shall continue to provide grants to rehabilitate owner-occupied, very-low-income housing units. The City shall outreach to potential applicants through the City's website and print material.

HE-3.4 Energy Conservation and Sustainable Building Practices. The City recognizes that utility costs contribute to a household's overall expenditure for housing. The City shall promote energy and water conservation and "green building" in new and existing residential developments by providing educational materials on the City's website and in print form at City Hall, the library and at other public buildings. Compliance with Title 24 of the California Building Code will be required of all residential construction necessitating a building permit. The City shall also refer residents to local utility providers for energy and water conservation programs through the City's website. Finally, through participation in the HERO Program, the City shall provide information and encourage property owners to participate in the property-assessed conservation improvements as allowed by the program.

HE-3.5 Monitoring At-Risk Units. The City shall continue to monitor units in the City with affordability covenants that will expire during the planning period. To encourage the preservation of these "at-risk" units, the City shall coordinate with the County and non-profit housing organizations to encourage the extension and/or renewal of deed restrictions or covenants.

HE-3.6 Vacant Building Ordinance. To prevent blight and deterioration of Placentia's residential and non-residential neighborhoods, the Municipal Code establishes owner responsibilities for the maintenance and rehabilitation of long-term vacant buildings. The ordinance requires the registration of vacant properties resulting from foreclosure, and provides for an administrative monitoring program for boarded-up and vacant buildings. To ensure compliance, the ordinance imposes fees and civil penalties; and provides for administrative review and appeal opportunities. The City will continue to implement this ordinance to prevent blight and deterioration in Placentia's neighborhoods.

❖ **Housing Cooperation and Coordination**

Goal HE-4 *Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.*

Program HE-4.1 Partnerships with the Housing Industry. The City of Placentia has limited resources to use for the development and maintenance of affordable housing. In order to maximize its funding and staff resources, the City shall seek opportunities to partner with non-profit and for-profit housing developers.

Specifically, the City shall proactive seek partnerships to develop affordable housing on identified sites within the TOD area near the Metrolink Station to meet the City's lower-income housing growth need. The City shall contribute to the partnership through activities such as in-kind technical assistance, support in seeking grant and funding opportunities, and financial assistance, which may include land write-downs and assistance with on- or off-site infrastructure costs where feasible.

HE-4.2 Participation in Continuum of Care Forum. The City recognizes that homelessness is both a local and regional issue that requires a comprehensive and coordinated effort among various cities and agencies throughout the region. The City of Placentia will continue to participate in the County of Orange Continuum of Care Forum to pool resources to address homeless needs.

3.5.5 Conservation Element

The Conservation Element addresses the topics of air quality, water resources, biological resources, and historical and cultural resources. It provides direction to the City of Placentia's residents and businesses to understand what resources exist in the City, how development impacts these resources, and lists methods to maintain, preserve, or conserve these resources. The Conservation Element addresses the conservation efforts of the water districts serving the community of Placentia concerning the potential for ongoing drought that limits California's water supply. Additionally, the Conservation Element discusses the City's air quality by listing the primary sources of air pollutants within the City of Placentia and creates a framework of safety measures within which the City is required—by federal, state, or regional law—to operate. The General Plan lists energy sources serving the community and suggests energy alternatives that would suit the climate and setting of Placentia, namely solar energy. This section also addresses the City's attempts to reduce solid waste by encouraging residents and businesses to recycle through several available recycling programs. The General Plan gives an overview of the historical development of Placentia to define significant resources that should be preserved, and lists the Historical Committee as responsible for advising City Council on matters related to

historical structures and sites. The Conservation Element lists the following as pertinent goals and policies to consider as Placentia moves forward into the future.

Goals and policies that preserve natural resources, reduce sources of global warming are found in the Mobility, Land Use, Open Space and Health, Wellness and Environmental Justice Elements of this General Plan.

❖ **Water Resources**

Goal **CON-1** ***Conserve groundwater and imported water resources.***

- Policies**
- CON-1.1 Achieve statewide mandates on water reduction by working with local water purveyors Golden State Water Company, Orange County Water District and the Yorba Linda Water District to design and implement water conservation measures.
 - CON-1.2 Promote the use of native trees in landscaping to conserve water resources. And see out opportunities to eliminate turf grass in public landscaping in favor of low water usage plant materials.
 - CON-1.3 Protect ground water resources from sources of pollution by monitoring with a robust inspection program for existing and potential gross polluters. This uses the NPDES program requirements.
 - CON-1.4 Conserve imported water by requiring new development to utilize water conservation techniques, water conserving appliances, and drought-resistant landscaping.
 - CON-1.5 Support expansion of public education programs pertaining to reclaimed water production and use wherever possible and when economically feasible.
 - CON-1.6 Reduce the amounts of hazardous materials (i.e. used oil, pesticides, etc.) entering storm drains through public education efforts.
 - CON-1.7 Require all private development to adhere to the City's Model Water Efficiency Landscaping Ordinance (MWELCO).
 - CON-1.8 Periodically update the MWELCO ordinance as new best practices become avail.

❖ **Air Quality**

Goal **CON-2** ***Reduce air pollution through proper land use and transportation planning.***

- Policies**
- CON-2.1 Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's current Air Quality Management Plan.
 - CON-2.2 Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
 - CON-2.3 Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.
 - CON-2.4 Develop neighborhood parks near concentrations of residents to encourage walking to parks. Use the Quimby in-lieu to fund new and expanded park space.

- CON-2.5 Implement through design requirements, the Complete Street tenets. Encourage the design of commercial areas to foster pedestrian circulation.
 - CON-2.6 Cooperate and participate in regional air quality management plans, programs, and enforcement measures.
 - CON-2.7 Implement the required components of the Congestion Management Plan, and continue to work with Orange County Transportation Authority on annual updates to the CMP.
 - CON-2.8 Encourage and expand the use of electric charging station for EV vehicles. This would be in private and public development.
 - CON-2.9 Adopt a Climate Action Plan by December 2022.
 - CON-2.10 Utilize California Air Resources Board (CARB) recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
 - CON-2.11 Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, rideshare, bikeshare programs (and scooter share programs) and creating and expanding a network of multiuse trails and bicycle paths. Focus on connecting Placentia and Fullerton along bikeways, using the Placentia Metrolink station as a catalyst.
 - CON-2.12 Encourage mixed use development as a way to preserve natural resources.
- Goal** **CON-3** ***Improve air quality by reducing the amount of vehicular emissions in Placentia.***
- Policies**
- CON-3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to reduce and eliminate vehicle trips.
 - CON-3.2 As the Placentia Metrolink Station is developed and more widely used, investigate more rideshare and vanpool programs near the station. Encourage the use of the train for commuting into Los Angeles County and other job centers.
 - CON-3.3 Promote and establish modified work schedules for private development and employers which reduce peak period auto travel. This applies to the City government services but supports private industry efforts as well.
 - CON-3.4 Cooperate in and encourage efforts to promote the Metrolink Station by residents and visitors to Placentia. Expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.
 - CON-3.5 Expand the use of alternative fueled vehicles for city services.
 - CON-3.6 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
 - CON-3.7 Encourage employer rideshare and transit incentives programs by local businesses.

- CON-3.8 Manage parking supply to discourage auto use, while ensuring that economic development goals are not sacrificed.
- CON-3.9 Encourage businesses to alter truck delivery routes and local delivery schedules to lesser traveled roads during peak hours, or switch to off-peak delivery hours.
- CON-3.10 Implement Citywide traffic flow improvements outlined in the Mobility Element.
- CON-3.11 Support state and federal legislation which would improve vehicle/transportation technology and cleaner fuels.
- CON-3.12 Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.
- CON-3.13 Encourage a mix of land uses located together to reduce vehicle trips and miles traveled.
- CON-3.14 Participate in and create incentive and rebate programs for alternative fuel vehicles.
- CON-3.15 Educate residents and commercial business owner on any rebate programs for solar heating and cooling in both residential and commercial structures.
- CON-3.16 Require new developments to install electric vehicle charging stations.
- CON-3.17 Install electric vehicle charging stations at City owned properties.
- CON-3.18 Implement a bicycle sharing program at the new transit station.

❖ **Particulate Matter Emissions³**

- | | | |
|---------------|--------------|--|
| Goal | CON-4 | <i>Reduce particulate emissions to the greatest extent feasible.</i> |
| Policy | CON-4.1 | Continue policies to minimize particulate matter emissions during road and building construction and demolition. |
| | CON-4.2 | Encourage the use of pavement recycling program recycle construction debris for City roadway improvement projects. |

❖ **Energy Consumption**

- | | | |
|-----------------|--------------|---|
| Goal | CON-5 | <i>Reduce emissions through reduced energy consumption and promote sustainable and renewable energy sources.</i> |
| Policies | CON-5.1 | Promote energy conservation in all sectors of the City including residential, commercial, and industrial. |
| | CON-5.2 | Promote local recycling of wastes and the use of recycled materials in both private and public projects and uses. |
| | CON-5.3 | Encourage solar swimming pool heaters and residential and commercial water heaters and other energy using appliances. |

³ Particulate Matter (PM) are components of particulate matter (PM) including finely divided solids or liquids such as dust, fly ash, soot, smoke, aerosols, fumes, mists and condensing vapors that can be suspended in the air for extended periods of time and are known to cause respiratory problems.

Goal **CON-6** ***Conserve energy resources through the use of available technology such as solar and other conservation practices.***

Policies CON-6.1 Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

CON-6.2 Encourage new development and existing structures to install energy efficient equipment.

❖ **Biological Resources**

Goal **CON-7** ***Preserve the few remaining native and established plant and animal species.***

Policies CON-7.1 Develop an urban forest management plan to promote the consistent use of trees, thereby helping to reducing air quality impacts.

CON-7.2 Provide for thorough environmental review prior to project approval to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any city approvals, no matter what level of environmental review is required by CEQA.

CON-7.3 Utilize the urban forest management plan to provide for the consistent use of street trees along all sidewalks and property frontages. Continue planting trees along all roadways to help filter air pollutants, clean the air, and provide other health benefits to the community. Replace trees promptly when damaged or diseased. Consider increasing the number of street trees on both commercial and residential streets.

❖ **Solid Waste**

Goal **CON-8** ***Reduce solid waste produced in the City.***

Policies CON-8.1 Continue implementing the Source Reduction and Recycling Element as required by State legislation.

CON-8.2 Continue to comply with the requirements mandated by the Integrated Waste Management Act and other related legislation (AB 939, AB 341, AB 1826) in order to reduce the amount of solid waste and organic waste ending up in local landfills.

CON-8.3 Maximize public awareness of all source reduction programs and recycling programs, including opportunities for communication feedback and educational outreach.

CON-8.4 Maximize integration of all source reduction programs.

CON-8.5 Encourage composting as an alternative to disposal for organic wastes.

CON-8.6 Ensure that new development and reuse projects provide adequate space for recycling and organics collection activities to support state waste reduction goals.

CON-8.7 Continue to provide public information regarding residential collection of household hazardous wastes including paint containers, electronics, household chemicals, motor oils, and pesticides, and promote development of facilities that collect these materials.

CON-8.8 Coordinate with the County and surrounding jurisdictions to dispose of special waste including tires, construction/demolition debris, medical waste, asbestos, household hazardous waste, and computer technology waste.

❖ **Storm Water and Urban Runoff Management**

Goal **CON-9** ***Adequate conveyance of stormwater and reduction of the presence of pollutants consistent with regional, state and federal standards.***

Policies CON-9.1 Ensure the proper maintenance of drainage facilities to ensure the absence of debris and other material that may impact stormwater flow and water quality.

CON-9.2 Ensure construction and grading activities utilize appropriate stormwater mitigation techniques.

CON-9.3 Properly monitor all project-related storm water mitigation techniques to ensure effectiveness.

CON-9.4 Ensure compliance with local, regional, state and federal regulations related to storm water management.

Goal **CON-10** ***Minimize short and long-term impacts of local water quality.***

Policies CON-10.1 Provide periodic review of local policies and procedures related to storm water and urban runoff management to ensure they are consistent with regional, state and federal water quality.

CON-10.2 Ensure the limited disturbance of natural water bodies and drainage systems through the conservation of natural areas, protection of slopes and channels.

CON-10.3 Minimize the impacts of storm water and urban runoff on the biological integrity of natural drainage systems and water bodies.

CON-10.4 Minimize changes in hydrology and pollutant loading and require incorporation of structural and non-structural controls to mitigate any projected increase in pollutant loads and flows.

CON-10.5 Ensure that post-development runoff rates and velocities do not have an adverse impact on downstream erosion and stream habitat.

CON-10.6 Ensure the minimization of the quantity of storm water directed to impermeable surfaces and maximize the percentage of permeable surfaces to facilitate increase percolation of stormwater into the ground.

CON-10.7 Ensure the preservation of riparian habitat and establish limits on the clearing of natural vegetation from project sites.

CON-10.8 Encourage the use of biofiltration swales, watershed-scale retrofit, etc. where such measures are technically and economically feasible.

CON-10.9 Establish the provision of appropriate permanent measures to reduce storm water pollutant loads in storm water from development sites.

CON-10.10 Establish and monitor guidelines for areas particularly susceptible to erosion and sediment loss.

❖ **Historical and Cultural Resources**

Goal **CON-11** ***Preserve Placentia's Historic, Archaeologic and Paleontologic Resources***

- Policies**
- CON-11.1 Have a local register adopted by City Council resolution.
 - CON-11.2 Adopt a local preservation ordinance to guide policy and procedure for preserving the historical resources in the City.
 - CON-11.3 Update the City's inventory of historic resources every 10 years.
 - CON-11.4 Periodically update the adopted local register of historic places, which would include local cultural resources, California and National Register properties, points of interest, and surveys as many areas of the City area over 50 years old and may be considered as historic resources.
 - CON-11.5 Protect and maintain the historical integrity of the Bradford House at 136 East Palm.
 - CON-11.6 Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.
 - CON-11.7 Protect and enhance buildings that are deemed historic by adhering to the Historical Resources Ordinance that establishes a local register and outlines regulations for demolition, rehabilitation, additions, restoration, and conservation.
 - CON-11.8 Promote the use of the Mills Act as incentive to preserving both residential and commercial historic buildings.
 - CON-11.9 Promote the City's historic resources with programs celebrating the historic buildings such as annual historic preservation awards or a historic plaque program.
 - CON-11.10 Consider designation of conservation or historic districts to protect the existing historic character of neighborhoods.
 - CON-11.11 Continue to support the historic plaque program citywide and consider an historic street sign program, marking historic landmarks in the public right of way.
 - CON-11.12 Consider adaptive re-use to further the preservation of historic resources.
 - CON-11.13 Continue to heighten community awareness of Placentia's history and the City's physical development, and educate the public to the significance of historic area, sites, and structures, including the social events associated with them.
 - CON-11.14 Continue to encourage pride in the quality and character of historic areas.
 - CON-11.15 Continue to recognize the fragile nature of historic resources and areas, and work to ensure the harmonious appearance of each historic area. Address the transitional areas between residential and non-residential areas.
 - CON-11.16 Strive to prevent the demolition of structures listed under the local register of historic places.

- CON-11.17 Continue to offer historic preservation tools such as the Mills Act or Old Town Façade Improvement Program.
- CON-11.18 Recognize and work with other preservation organizations, building relationships and sharing information that could assist with further preservation efforts.
- CON-11.19 Enhance and formalize the oral history program to capture the stories of Placentia residents, thus further preserving the history of the city by remembered and firsthand account.
- CON-11.20 Explore and evaluate different approaches to protect and enhance historic resources throughout the community.

3.5.6 Open Space, Park and Recreation Facilities and Programs

The Open Space and Recreation Element provides strategies and actions to preserve and enhance open space areas in the City and meet the recreational needs of its residents. The City’s existing open space and recreational facilities consist of the following: parkettes, neighborhood parks, community parks, special use, sub-regional parks, and school property totaling 205.8 acres. The Open Space and Recreation Element describes and defines the types of open space and recreational facilities that the City currently provides. The City has adopted a park development standard of 4 acres per 1,000 residents—a standard which the City is currently meeting and plans to continue to meet with additional open space development as the population of Placentia grows. The City of Placentia plans to renovate and improve City and School recreational facilities, and has identified the following recreation needs: skate park, dog park, gymnasium, senior/community center, performing arts center, and aquatics complex. Additionally, the Open Space and Recreation Element intends to implement the following goals and policies to provide direction for future growth and development:

**Table 3-5
OPEN SPACE INVENTORY**

Type of Open Space	Acreage
Parkettes	1.3
Neighborhood Parks	22.9
Community Parks	18.6
Special Use	18.1
Sub-regional Parks	40.0 ⁽¹⁾
School Acreage	123.3 ⁽²⁾
Total	224.2
Notes:	
⁽¹⁾ County of Orange Tri-City Park is located entirely within Placentia boundaries.	
⁽²⁾ One half of the City’s school acreage is credited to the City’s open space inventory.	

**Table 3-6
CITY OF PLACENTIA PARK DEVELOPMENT GUIDELINES**

Park Type	Average Size	Typical Service Area	Typical Facilities
Parkettes	1 acre or less	1/4 mile	Tot lot, benches
Neighborhood Parks	1 to 5 acres	1/2 mile	Tot lots, picnic facilities, benches
Community Parks	5 to 10 acres	3 miles	Athletic fields, picnic areas, community centers
Sub-Regional parks	25 to 50 acres	3 miles or greater	Picnic areas, camping, fishing, nature trails

Source: City of Placentia Community Services Department 2014

**Table 3-7
PARKS AND RECREATION INVENTORY**

Park Sites		Acreage	Barbecues	Baseball/softball Fields	Basketball Courts	Walking Paths	Overnight Camping	Tot Lots	Lake with Fishing	Handball Courts	Multi-Purpose Facilities	Picnic Structures	Picnic Tables	Restrooms	Soccer Fields	Tennis Courts	Benches	Reservations	Swimming Pool	Outdoor Exercise Equipment
Parkettes	Jaycee Parkette	0.4						*									*			
	La Placita Parkette	0.9						*									*			
Subtotal		1.3																		
Neighborhood Parks	Goldenrod Park	2.5	*		*			*					*				*			
	Koch Park	4.3	*			*		*		*	*	*	*	*			*	*		
	Wagner Park	1.8	*					*					*				*			
	Santa Fe Park	1.1	*					*					*				*			
	Parque del Arroyo Verde	4.4	*			*		*					*	*			*	*		
	Parque de Los Vaqueros	5.4	*			*		*				*	*	*			*	*		
	Richard R. Samp Park	3.4	*			*		*				*	*				*			
Subtotal		22.9																		
Community Parks	Parque de Los Ninos	3.7	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	
	Kraemer Park	11.0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	McFadden Park	3.9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Subtotal		18.6																		
Special use Facilities	Tuffree Park	3.4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Bradford Park/House	1.7				*											*	*		
	Placentia Champions Sports Complex	13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Institutional Use (Schools)	See Table 5-3	123.3 ⁽¹⁾																		
Subtotal		141.4																		
Subregional	Tri-City Park ⁽²⁾	40	*			*	*	*	*			*	*	*			*	*		
Subtotal		40																		
Total Park Acreage		224.2																		

Source: City of Placentia Community Services Department. Date: October 2014

⁽¹⁾ One half of the City's school acreage is credited to the City's open space inventory.

Goal	OS&R-1	<i>Provide recreation/park facilities and programs for all those who live and work in Placentia.</i>
Policies	OS&R-1.1	Continue to require new developments to provide recreational opportunities for their residents or to submit appropriate fees in the form of Quimby fees and Development Impact Fees in order to continue meeting the City's park standard, 4 acres of parkland per 1,000 residents.
	OS&R-1.2	Create and maintain an annual maintenance plan that will ensure all of the city recreation facilities are adequate, safe, and useable condition. Focus on improvements to existing facilities through renovation and upgrades to ensure the recreation needs of all residents are met.
	OS&R-1.3	Plan recreation programs and events that utilize our open space and recreational facilities to the maximum extent with the available resources.
	OS&R-1.4	Continue to conduct participant surveys for every program and event.
	OS&R-1.5	Continually reassess the community's recreational and open space standards and opportunities in relation to satisfying the needs of the population. Provide a survey to meet this policy within the City Newsletter, which is mailed directly to all residents.
	OS&R-1.6	As new parks and park renovation projects occur, provide improved accessibility for all disabled, elderly, disadvantaged communities, and otherwise less mobile persons within the community.
	OS&R-1.7	Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.
	OS&R-1.8	Evaluate and, where feasible, utilize the opportunities offered by abandoned road and railroad rights-of-way and similar environmentally impacted or unused linear open space to construct low maintenance greenbelts and multi-use trails.
	OS&R-1.9	For any future park created adjacent to a school, design it as a joint use facility.
	OS&R-1.10	Provide a range of informal opportunities and organized recreational, human service, cultural, athletic, educational, and life enrichment programs and services that will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities. This can be addressed during the community participant survey.
	OS&R-1.11	As development occurs, consider bikeways as one means for implementing the goals of Complete Streets.
	OS&R-1.12	As development occurs, consider opportunities for connecting to the Orange County Bike Loop.
Goal	OS&R-2	<i>Continue to work closely with various appointed citizen groups, businesses, private developers and service organizations to help assure that the city's recreation program meets the community's needs in the breadth and quantity of programs offered.</i>

- Policies** OS&R-2.1 Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs. Attend collaborative training and conferences to continue the dialogue and information sharing for this cooperative work.
- OS&R-2.2 Develop long-term agreements with the School District and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, and reduce overall operations and maintenance costs. Continue to support cooperative arrangements with the Placentia-Yorba Linda Unified School District to ensure the broadest range of recreational activities and services are made available to Placentia residents.
- OS&R-2.3 Develop partnerships with non-profits and community groups that provide appropriate recreation programs and park facilities for those with specialized needs including at risk youth, special needs population, seniors, teens and other human services areas/populations.
- OS&R-2.4 Encourage private/public partnerships to develop additional open space and recreational facilities.
- Goal** **OS&R-3** ***Preserve open space resources to maintain the high quality of life in Placentia.***
- Policies** OS&R-3.1 Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity.
- OS&R-3.2 In partnership with city water providers, replant/plant parkway medians and median islands with native California and drought tolerant plants.
- OS&R-3.3 Publicize programs that seek to encourage residents to use native California and drought tolerant plants.
- OS&R-3.4 Develop an Urban Forest Management Plan to help reinforce a sense of form and positive civic image.
- OS&R-3.5 Encourage individual school sites to maintain open space areas through joint use agreements.
- OS&R-3.6 Require that all new development, before issuance of building permits, meet the goals and policies of the General Plan regarding protecting and preserving open space resources.
- OS&R-3.7 Conserve Placentia's flood control facilities as appropriate to protect the public health, safety, and welfare and create recreational opportunities such as bike trails where feasible.

3.5.7 Safety Element

The Safety Element assesses the natural and man-made hazards present in the community and the policies that the City takes to address those hazards. This section identifies geologic and seismic safety considerations, mining activities and oil and gas wells in the City, urban fire hazards, flood and dam inundation hazards, and hazardous materials and waste as potential safety concerns to the City of Placentia. Further, the Safety Element describes disaster preparedness, response and recovery approaches for the City of Placentia.

The Safety Element lists potential seismic and geological hazards to the City of Placentia as regional and local faults that could potentially lead to earthquakes, ground shaking, soil liquefaction, slope stability/landslides. It also characterizes the status of mining activity and oil and gas wells. Though there is not a significant history of urban fire in the City, the City will continue to address the growing need to defend both persons and property from urban fires. Flooding concerns in Placentia are not high because the land within the City is within a 500-year flood zone (a probability of .2 percent chance of occurring every year); there is possibility of dam inundation from the Carbon Canyon Dam or Prado Dam, but provisions exist to further increase the level of flood protection provided by these dams through the Santa Ana River Mainstem Project. Placentia has the potential for hazardous materials spills or incidents within or adjacent to facilities containing hazardous materials and along major transportation routes, and though these facilities are subject to extensive regulation, the Orange County Fire Authority has developed a Hazardous Materials Area Plan designed to assist in the prevention or mitigation of the damage to the health and safety of persons and the environment from the release of hazardous materials into the workplace or environment. In addition to listing potential hazards, the Safety Element identifies disaster preparedness, response and recovery through their Emergency Operations Plan that outlines the operations that shall be taken in the event of a disaster. The Safety Element lists the following safety goals and policies to ensure preparedness for potential safety threats to the City of Placentia.

❖ **Geologic and Seismic**

Goal	SAF-1	<i>Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.</i>
Policies	SAF-1.1	Minimize the risk to life and property through the identification of potentially hazardous areas, adherence to proper construction design criteria, and provision of public information.
	SAF-1.2	Require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process for all structures. Require that engineered slopes be designed to resist earthquake-induced failure.
	SAF-1.3	Require removal or rehabilitation of hazardous or substandard structures that may collapse in the event of an earthquake, such as the unreinforced masonry buildings identified above.
	SAF-1.4	Promote the strengthening of planned utilities, the retrofit and rehabilitation of existing weak structures and lifeline utilities (i.e., utility and communication lines), and the relocation or strengthening of certain critical facilities to increase public safety and minimize potential damage from seismic and geologic hazards.
	SAF-1.5	Require that new construction and significant alterations to structures located within potential landslide areas (northwest part of City) be evaluated for site stability, including the potential impact to other properties, during project design and review.
	SAF-1.6	Provide public education and information materials to increase the community's preparedness in the event of a disaster.

SAF-1.7 Continue to have and improve upon inter-jurisdictional cooperation and communication, especially in regards to safety aspects of dams, freeway structures, oil wells and pipelines, regional fault studies, and disaster response and emergency plans.

❖ **Urban Fire Hazards**

Goal **SAF-2** ***Protect the lives and property of residents, businesses owners, and visitors from the hazards of urban fires.***

Policies SAF-2.1 Continue to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector.

SAF-2.2 Continue to refine procedures and processes to minimize the risk of fire hazards, requiring new development, where appropriate, to:

- Utilize fire-resistant building materials;
- Incorporate Fire retardant landscaping;
- Incorporate fire sprinklers as appropriate; and
- Provide Fire Protection Plans.

SAF-2.3 Encourage owners of homes with wood roofs and flammable siding to replace them with Class-A, non-wood roof systems.

SAF-2.4 Monitor fire response times to ensure they are keeping to desired levels of service.

SAF-2.5 Ensure adequate fire-fighting resources are available to meet the demands of new development, especially with increases in the construction of mid- to high-rise structures, by ensuring that:

- Fire flow engine requirements are consistent with Insurance Service Office (ISO) recommendations; and
- The height of truck ladders and other equipment and apparatus are sufficient to protect multiple types of structures.

SAF-2.6 Continue public education efforts to inform residents, business owners and visitors of fire hazards and measures to minimize the damage caused by fires to life and property.

SAF-2.7 Conduct a survey to identify structures that pose a fire hazard, and initiate programs that will assist owners and renters to bring properties up to current Fire and Building Code requirements and to prevent overcrowding.

SAF-2.8 Ensure that city is up to date with the most recent fire code and that it is being enforced.

❖ **Flood & Dam Inundation Hazards**

Goal **SAF-3** ***Reduce, to the greatest extent possible, the risk to life, property and public investment by flood hazards.***

Policies SAF-3.1 Continue to use best practices through the planning, design and building process to mitigate flood hazards.

- SAF-3.2 Prohibit housing in the 100-year flood zone unless the plans mitigate the potential for flooding by elevating the ground floor or other mitigation measures recommended by a licensed civil engineer with expertise in flooding mitigation, and approved by the Development Services and Public Works Departments of the City.
- SAF-3.3 Continue to participate in the National Flood Insurance Program.
- SAF-3.4 Continue to comply with the Cobey-Alquist Floodplain Management Act requirements and State of California Model Floodplain Management Ordinance.
- SAF-3.5 Continue to work with the Orange County Flood Control District and the United States Army Corps of Engineers to receive and implement updated flood control measures and information.
- SAF-3.6 Utilize flood control methods that are consistent with Regional Water Quality Control Board Policies and Best Management Practices (BMPs).

❖ **Hazardous Materials and Waste**

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|-----------------|--------------|--|
| Goal | SAF-4 | <i>Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.</i> |
| Policies | SAF-4.1 | Follow the response procedures outlined within the Orange County Fire Authority's Hazardous Materials Area Plan in the event of a hazardous materials emergency. |
| | SAF-4.2 | Implement Federal, State and local regulations for the disposal, handling, and storage of hazardous materials. |
| | SAF-4.3 | Promote the recovery and recycling of hazardous materials. |
| | SAF-4.4 | Employ effective emergency preparedness and emergency response strategies to minimize the impacts to health and safety that can result from hazardous materials emergencies such as spills or contamination. |
| | SAF-4.5 | Continually update maps of the City's emergency facilities, evacuation routes and hazardous areas to reflect additions or modifications. |
| | SAF-4.6 | Continue to partner with the County of Orange to provide needed programs such as the Regional Household Hazardous Waste Collection Center to provide disposal of household hazards at no cost to Placentia residents and participating agencies. |
| | SAF-4.7 | Work with Caltrans to plant, maintain and enhance landscaping abutting the California State Route 57 that passes through Placentia's disadvantaged communities. |
| | SAF-4.8 | Require enhanced landscaped buffers in industrial-zoned areas that abut residential zones, consisting of more densely planted trees in setback areas. |
| | SAF-4.9 | Prohibit outdoor industrial operations in industrial zones that abut residential areas. |

❖ **Climate Change**

Goal	SAF-5	<i>Increase Placentia's ability to adopt and become resilient to the effects of climate change, including extreme heat and poor air quality, while achieving other health and environmental benefits.</i>
Policies	SAF-5.1	Educate residents and businesses in Placentia about climate change and global warming.
	SAF-5.2	Review and improve the City's emergency response plans and systems to warn and protect residents during extreme heat events.
	SAF-5.3	Help residents become heat resilient households (i.e., energy efficient and weatherproof) through home weatherization, air conditioning, energy subsidies and programs.
	SAF-5.4	Reduce the heat-island effect, and help residents stay safe with cool infrastructure and recreation facilities (e.g., cool roofs, cool pavements, cool transit facilities, urban greening, swimming pools, etc.).
	SAF5.5	Plant and maintain trees, gardens and other vegetation, and direct resources to areas with low canopy cover to improve air quality and reduce the impact of increasing heat.
	SAF-5.6	Focus urban greening efforts along Highways 57 and 91, near other major roadways and near industrial facilities, to provide natural buffers to absorb and block toxic emissions from these high polluting sources.
	SAF-5.7	Ensure that adequate and culturally-appropriate cooling centers exist community-wide, prioritizing disadvantaged communities, and that locations are widely communicated in multiple formats and languages.
	SAF-5.8	Adopt a Climate Action Plan.

❖ **Police and Law Enforcement**

Goal	SAF-6	<i>Maintain law and order in the City for the safety of the community through programs that promote positive partnerships between neighbors and the Police Department.</i>
Policies	SAF-6.1	Maintain adequate and equitable levels of police service throughout the community.
	SAF-6.2	Continue to strengthen the Neighborhood Watch program as a way to reduce crime enhance emergency preparedness and response in Placentia's neighborhoods.
	SAF-6.3	Continue to support the Community-Oriented Policing philosophy to promote community safety through trust-building and positive reoccurring interactions between members of the community and police
	SAF-6.4	Develop an enhanced Volunteer Police unit which provides increased visibility and community involvement in areas with high population densities and pedestrian traffic.

SAF-6.5 Increase involvement with local community groups within the Old Town and La Jolla areas to promote safety and appropriate and effective policing.

SAF-6.6 Monitor for and investigate any human trafficking activities within the City and aggressively enforce, bring in outside agencies as appropriate if needed.

❖ **Disaster Preparedness, Response and Recovery**

Goal **SAF-7** ***Minimize the risk to life and property through emergency preparedness and public awareness.***

Policies SAF-7.1 Ensure the availability of both the Safety Element and City emergency preparedness plans to employers and residents of Placentia.

SAF-7.2 Coordinate disaster preparedness and recovery with other governmental agencies.

SAF-7.3 Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g. road width, road type, length of dead-end roads, etc.).

SAF-7.4 Continue to conduct public outreach efforts to prepare the community for an emergency and provide them with guidance on how to respond to natural and man-made disasters, including the location of pre-designated evacuation routes and Transportation Assembly Points. This can be done through community newsletters, the City websites and information at community events. Ensure that outreach efforts are done in multiple languages.

SAF-7.5 Develop an emergency communications system that will be able to inform all residents of a disaster and instructions for safety.

SAF-7.6 Train multi-lingual personnel to assist in evacuation and other emergency response activities to meet the community need.

SAF-7.7 Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.

SAF-7.8 Continue to evaluate and practice preparedness through Emergency Operations Center (EOC) exercises.

SAF-7.9 Continue and build on the existing Community Emergency Response Team (CERT) program, providing more information to the community and raising the awareness of the program via community newsletters, the city website and information at community events.

SAF-7.10 Help residents build a stronger, broader Neighborhood Watch (America on Watch) program, seeking more participation across all neighborhoods of Placentia, prioritizing disadvantaged communities.

SAF-7.11 Adopt a Hazard Mitigation Plan, incorporating climate change policy and coordinate with surrounding cities.

SAF-7.12 Ensure that mutual aid agreements are in place.

3.5.8 Noise Element

The Noise Element establishes the policy framework for limiting exposure to objectionable noise. It includes an overview of noise terminology, a description of the effects of noise on humans, pertinent Federal, State and local regulations, and a summary of the City’s current noise environment. This element identifies the effects of noise on the community in six broad categories: noise-induced hearing loss, interference with communication, effects of noise on sleep, effects on performance and behavior, extra-auditory health effects, and annoyance. The Noise Element assesses current and future motor vehicle related noise, and under the proposed General Plan conditions, no areas would experience traffic noise levels in excess of 70 A-weighted decibels (dBA) at 100 feet from the roadway. The City of Placentia utilizes a City Noise Ordinance with site specific noise mitigation to control noise impacts from stationary sources coming from construction, commercial, and industrial entities. The General Plan assesses noise attenuation techniques stating that noise impacts can be mitigated in the following ways: by reducing the sound level of a noise generator, by increasing the distance between the source and receiver and by insulating the receiver. The Noise Element lists the following goals and policies to mitigate future noise pollution in the City of Placentia.

Goal	N-1	<i>Reduce noise impacts from transportation noise sources.</i>
Policies	N-1.1	Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Placentia. Special attention should be given to shielding noise sensitive uses.
	N-1.2	Reduce transportation noise through proper design and coordination of new or remodeled transportation and circulation facilities.
	N-1.3	Enforce all applicable City, State, and federal noise standards.
	N-1.4	Ensure that the Zoning Ordinance, Mobility Element, and Land Use Element fully integrates the policies adopted as part of the Noise Element.
	N-1.5	Consider alternate circulation routes for buses and other heavy vehicles using residential streets.
	N-1.6	Require that new equipment purchased by the City of Placentia comply with noise performance standards.
	N-1.7	Encourage use of public transit and other traffic reducing incentives to lessen noise through reduction of traffic volumes.
	N-1.8	Complete the railroad grade separation projects (OC Bridges Project).
	N-1.9	Work with BNSF to develop pedestrian barriers to allow trains to minimize horn usage adjacent to residential areas.
Goal	N-2	<i>Incorporate noise considerations into land use planning decisions.</i>
Policies	N-2.1	Land use planning decisions should be guided by the “normally acceptable” and “conditionally acceptable” community noise exposures, as established by the Office of Planning and Research and shown on Table 5.

	N-2.2	Require noise-reduction techniques and mitigation measures in site planning, architectural design, and construction where new projects do not meet the land use compatibility standards in Table 5.
	N-2.3	Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments. Incorporate noise-reduction features during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses.
	N-2.4	Allow flexibility in planning policy to reflect technological advances in noise control and the economic constraints governing the application of noise-control technology.
	N-2.5	Require proposed development and building projects to demonstrate compliance with the Noise Element and Noise Ordinance prior to project approval. Inform building permit applicants of the relevant sections of the Noise Element and Ordinance.
Goal	N-3	<i>Minimize noise spillover from commercial uses into nearby residential neighborhoods.</i>
Policies	N-3.1	Require adherence to City and State exterior noise requirements, specifying exterior and interior noise levels.
	N-3.2	Use increased setbacks where necessary to ensure noise from new development does not impact adjoining residentially used or zoned property.
	N-3.3	Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.
	N-3.4	Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City's Noise Ordinance.
	N-3.5	Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive uses.
	N-3.6	Require adherence to City and State building codes that specify indoor noise levels.
	N-3.7	Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collections areas.
Goal	N-4	<i>Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.</i>
Policies	N-4.1	Require that commercial uses developed as part of a mixed-use project (with residential uses) not be noise-intensive, or that noise attenuation practices are used that substantially reduce or eliminate noise impacts.
	N-4.2	Require the inclusion of noise-reducing design features in development consistent with Title 24 California Code of Regulations and the Municipal Code.

Goal	N-5	<i>Develop measures to control objectionable noise impacts.</i>
Policies	N-5.1	Review the City’s existing noise ordinance and revise as necessary to better regulate noise-generating uses.
	N-5.2	Continue to enforce the noise ordinance and make the public more aware of its utility.
	N-5.3	Where possible, resolve existing and potential conflicts between various noise sources and other human activities.
	N-5.4	Require sound attenuation devices on construction equipment.
	N-5.5	Continue to enforce and ensure agency coordination of noise abatement and control measures, particularly within residential neighborhoods and around noise sensitive land uses.
	N-5.6	Require construction activity to comply with City Noise Ordinance. Ensure adequate noise control measures at all construction sites through good sound attenuation practices.

3.5.9 Economic Development Element

The Economic Development Element identifies key areas in the City that present immediate opportunities for economic development including short-term and long-term actions that can provide benefits for the City. This Element is a tool to be used by City Staff and leaders to generate new revenue for the City to continue to provide a high level of community service. This General Plan defines economic development as a multi-faceted approach to the development of policies and programs designed to preserve, enhance, and promote a vibrant and successful business community through property and sales taxes to generate income for the City. Economic development benefits the community by creating new jobs, enabling a higher quality of life for the residents of Placentia, and creating a successful business community. The Economic Development Element also discusses the City’s current economic environment by addressing the lack of a redevelopment financial investment to fix major infrastructure issues. This element identifies several opportunity areas where the City should focus its economic development efforts: Downtown Placentia, East Chapman Placentia Plaza Shopping Center, Auto Area/West side of the 57 Freeway, Yorba Linda Center (Rose Drive and Yorba Linda Blvd), Shopping Centers at Orangethorpe and Lakeview, Imperial and Rose, and the Placentia Town Center Shopping Center, Sierra Vista Plaza, Placentia Village Plaza, and Village Center. The Economic Development Element lists its goals and policies to promote fiscal stability and enhance the City’s revenues as follows.

Goal	ED-1	<i>Maintain a healthy, balanced budget by diversifying and increasing the City’s revenue sources.</i>
Policies	ED-1.1	Create a committee of citizens and city officials to work specifically to diversify and increase revenue sources.
	Actions	ED-1.1-1 Monitor and support statewide economic development legislation that may evolve in a post-redevelopment environment.

- ED-1.1-2 Conduct feasibility studies on the various statewide economic development legislation and pursue implementation of such legislation as appropriate.
- ED-1.1-3 Send messages that businesses are essential for supporting the City's residential services and high quality of life.
- ED-1.1-4 Encourage shopping centers to maintain high dollar per square foot retail uses. These include the shopping centers at Orangethorpe and Lakeview, Imperial and Rose, and the Placentia Town Center, Yorba Linda and Kramer Boulevard.
- ED-1.1-5 Increase sales tax only as necessary to sustain the City's economic viability and to ensure that adequate City services can be provided. Ensure that neither retail establishments nor property owners are overly burdened.
- ED-1.1-6 Increase the fiscal benefits to the City by attracting new businesses that can better serve the local population and employment.
- ED-1.1-7 Remain flexible to demographic shifts by monitoring the City's population and demographic trends.
- ED-1.1-8 Work with the Housing, Community and Economic Development Ad Hoc Committee, and the Placentia Chamber of Commerce to create special programs such as "Buy Placentia" or "Shop Placentia" for residents.

Goal *ED-2* ***Attract key retail businesses that meet the needs of the community.***

Policies ED-2.1 Attract general fund revenue-producing business into Placentia when space becomes available. Continue to work with developers to not only bring in enhanced shopping, dining and entertainment opportunities, but also to create aesthetically pleasing developments that bring new jobs to the City.

ED-2.2 Participate with regional Economic Development partners to assist and retain existing businesses.

Actions ED-2.2-1 Placentia's business attraction efforts should be targeted primarily towards businesses which have the following characteristics, in order of priority: 1) Sales tax generating; 2) Property tax enhancement; 3) Other revenue enhancements; and, 4) Will result in infrastructure improvement.

ED-2.2-2 Investigate underwriting investment cost and investment risk (i.e. infrastructure financing districts, tax abatement, low interest loans, etc.).

ED-2.2-3 Investigate leveraging costs of public amenities, public transportation and public infrastructure (construction of underground utilities using rule 20a funds and local, state and federal grant funds).

ED-2.2-4 Work with site selectors, real estate developers, state and local economic development agencies and other partners to attract new business and industry to Placentia properties through attendance at

the International Conference of Shopping Centers (ICSC) and other marketing events.

ED-2.2-5 Continue to use third party vendor data to target new and expanding national businesses.

ED-2.2-6 Consider offering financial assistance to potential target businesses on a case-by-case basis.

ED-2.2-7 Work with an online vendor that provides an inventory of vacant and underutilized sites that can be used to attract and expedite the development of new businesses.

Goal *ED-3* ***Retain key businesses that meet the City's economic development goals.***

Policies ED-3.1 Meet with top sales tax businesses on a regular basis to understand their needs and provide assistance where possible.

ED-3.2 Create and maintain positive working relationships with property owners and tenants.

Actions ED-3.2-1 Provide one on one assistance to new and existing businesses for permitting, expansion, relocation within the City, workforce issues, and other areas of concern.

ED-3.2-2 Provide one on one assistance to new and existing businesses for permitting, expansion, relocation within the City, workforce issues, and other areas of concern.

ED-3.2-3 Work with the Placentia Chamber of Commerce to assist with ground breaking, grand opening or grand reopening events.

ED-3.2-4 Staff should assess potential grant funds to seek opportunities to use them for business assistance programs.

ED-3.2-5 Use third party data to target existing businesses that may be positioned to expand within the City.

ED-3.2-6 Ensure current information is posted on the City's website such as upcoming business seminars and conferences, demographic information, etc.

ED-3.2-7 Survey local businesses and organizations to identify and track economic trends that present opportunities for Placentia.

ED-3.2-8 Assist local merchants that wish to revitalize older retail shopping centers through various strategies that might include: parking reductions based on demand studies and/or the establishment of business improvement districts.

ED-3.2-9 Work with the Placentia Chamber of Commerce and other community organizations to coordinate business appreciation events.

Goal	ED-4	<i>Promote the revitalization of target areas with improved development to create vibrant destinations for the community.</i>
Policies	ED-4.1	Encourage retail and/or restaurant uses at key intersections in the City.
	ED-4.2	Focus economic development efforts for growth and new businesses in heavily traveled areas, such as along major transportation corridors.
	ED-4.3	Focus on rezoning or using other Planning tools such as overlay districts for several key commercial corridors in the City to facilitate expansion of new commercial/retail businesses and/or encourage mixed-use (commercial/residential) projects on appropriate transportation corridors.
	ED-4.4	Pursue grants that would benefit local businesses and support local businesses that are applying for outside funding.
Actions	ED-4.4-1	Incentivize new development with proximity to the new Metrolink train station, specifically within the adopted TOD and Old Town designations.
	ED-4.4-2	Monitor the effectiveness of the Old Town Revitalization Plan and Transit Oriented Development (TOD) areas to determine if improvements or expansion are necessary for continued success.
	ED-4.4-3	Consider planning and zoning tools for clustering similar businesses in developing areas.
	ED-4.4-4	Continue to administer the Old Town Façade Improvement Program.
	ED-4.4-5	Foster relationships with Old Town and TOD area property owners, property managers and commercial leasing agents and brokers to assist with identifying new uses and filling vacancies.
	ED-4.4-6	Facilitate an adaptive reuse of the Placentia Mutual Packing House building located at the northwest corner of Crowther Avenue and Melrose Street, within the TOD District.
Goal	ED-5	<i>Foster programs that will benefit and promote businesses within the City.</i>
Policies	ED-5.1	Work with local business groups to market, promote and educate residents to shop local.
	ED-5.2	Encourage active cooperation and partnerships between the City, non-profit groups, outside agencies and local businesses concerning economic development issues.
Actions	ED-5.2-1	Continue the “Shop Placentia” campaign for residents.
	ED-5.2-2	Explore the sale-leaseback of City property if feasible and when it will benefit the business community.
	ED-5.2-3	Consider focused and targeted zoning changes, specific plans or overlay zones to facilitate development and assist existing business community.

- ED-5.2.4 Consider a City-wide lot consolidation program to provide more opportunities for commercial development.
- ED-5.2-5 Create or expand partnerships with the Placentia Chamber of Commerce, Placita Santa Fe Merchants Association, Business Improvement District (BID) and a Workforce Development Partnership, and any other business support groups.
- ED-5.2-6 Partner with the outside business groups to showcase, wherever possible, business success and expansion through City participation in ribbon cuttings and other business recognition programs.
- ED-5.2-7 Design and implement a comprehensive Citywide Wayfinding Signage Program to promote key areas/businesses in the City.

Goal *ED-6* ***Create a more business friendly City through streamline processes and communication.***

- Policies**
- ED-6.1 Create flexibility to City codes to promote new and creative development opportunities.
 - ED-6.2 Encourage economic development principles in all areas of city government training all staff to keep economic development at the forefront of their approach to providing daily public service.
 - ED-6.3 Continue to create, innovate, and utilize technology as a resource to make it easier to do business in the City.

- Actions**
- ED-6.3-1 Continue to provide "in-service" training to City staff so they fully understand the need to present the City as business and customer service friendly.
 - ED-6.3-2 Assemble key City staff to quickly respond to the needs of businesses and priority sites.
 - ED-6.3-3 Create innovative marketing material (printed and online) that promotes and encourages businesses to relocate to the City.
 - ED-6.3-4 Consider revisions to sign ordinance that allow more flexibility for grand opening and special event signage.
 - ED-6.3-5 Increase staff and resources in order to provide an exemplar level of service to both existing and potential businesses and development.
 - ED-6.3-6 Make the website a one-stop shop for businesses and developers.

Goal *ED-7* ***Create new job opportunities and improve workforce capacity.***

- Policies**
- ED-7.1 Maintain relationships and communication with the Workforce Development centers in the county, and local and regional colleges and other resources.
 - ED-7.2 Increase job opportunities by attracting new businesses to the City.

	ED-7.3	Encourage collaboration between the business community and educational partners for satellite classrooms in commercial areas or other similar opportunities for the mutual benefit of workers and business owners.
Actions	ED-7.3-1	Refer businesses to County, State and Federal employment programs such as the Welfare-to-Work Program, California Employment & Training Panel, and Federal On-the-Job Training Programs.
	ED-7.3-2	Encourage the business community to offer internships, career development courses, and skills enhancement workshops.
	ED-7.3-3	Work with the Placentia Chamber of Commerce to conduct an employment fair and have quarterly business community activities.
Goal	ED-8	<i>Market the City to expand development and businesses to create a sense of community pride and increase revenue.</i>
Policies	ED-8.1	Expand efforts to share information regarding the City's economic development programs and activities with community constituencies in order to develop a stronger community "buy-in" to the City's economic development program through the local media, City website, economic development newsletter as well as using community organizations.
	ED-8.2	Retain adequate economic development and public relations staff, sufficient enough to implement the goals and policies of the elements.
Actions	ED-8.2-1	Formulate a concise, two-page Economic Development Strategy, which focuses efforts on the highest priority projects and programs for a one to two-year period. Revise this strategy every one to two years to keep it current and to make sure the economic development efforts are focused and logical.
	ED-8.2-2	Attend local and regional meetings and conferences that will promote the City and increase economic development opportunities.
	ED-8.2-3	Actively market and promote Placentia by identifying development opportunities in the City's commercial and industrial areas and displaying them on City's website along with key contacts. These marketing materials will highlight development opportunities, market area demographics, and Placentia's quality of life, including its geographic location, cultural events, and excellent educational opportunities.
	ED-8.2-4	Coordinate with local realtors, school districts, hospitals and business organizations in marketing Placentia.
	ED-8.2-5	Engage and attract younger individuals to community organizations and government functions, encouraging them to become community stakeholders.
	ED-8.2-6	Improve the City's website to make it a resource for the community, businesses and investors, and continue to improve social media outreach.
	ED-8.2-7	Promote local business-to-business interaction and transactions.

3.5.10 Health, Wellness and Environmental Justice Element

The Health, Wellness and Environmental Justice Element of the General Plan is where the City lists its goals and policies for making Placentia a healthier city for all of its residents. The Element establishes a strong policy framework for developing conditions that will improve the health and well-being of Placentia citizens, particularly those within the disadvantaged communities. The policies provide direction for improving the physical environment and creating and sustaining programs that address the needs of the City’s disadvantaged communities, and emphasis and priority is to given to disadvantaged communities across all of these goals and policies.

❖ **Best Practices for Improving Health**

Goal *HW/EJ-1* ***Implement innovative community health best practices that improve the health of all residents in Placentia.***

Policies HW/EJ-1.1 Further develop the *Healthy Eating Active Living (HEAL)* campaign to qualify as a HEAL city, supporting supports policies, projects, programs and regulations that result in changes to the physical environment to improve health, well-being and physical activity.

HW/EJ-1.2 Support policies, projects, programs and regulations that encourage buildings to support the health of occupants and users by using non-toxic building materials and finishes, using windows and design features to maximize natural light and ventilation, and providing access to the outdoor environment.

HW/EJ-1.3 Support policies, projects and programs that demonstrate best practices related to promoting wellness in City facilities and at City-sponsored events, such as serving health foods at community events.

HW/EJ-1.4 Support resilience training for staff community leaders, and residents recognizing the urgency of this type of training for supporting community members, especially those in DACs who will experience social and psychological impacts of climate change.

❖ **Promote Physical Activity**

Goal *HW/EJ-2* ***Promote land use patterns, both private and public, that promote increased physical activity and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.***

Policies HW/EJ-2.1 Consider amending the Zoning Code to allow neighborhood-serving retail uses within neighborhoods at key nodes to provide opportunities for retail services within one-quarter mile of all residences. Permit these neighborhood serving uses with no minimum parking requirements.

HW/EJ-2.2 Promote public spaces that provide pleasant places in which neighbors can meet, congregate, and be physically active together.

HW/EJ-2.3 Form partnerships with school districts and other educational institutions, non-profit organizations, healthcare organizations, and regional governmental agencies to foster and participate in efforts promoting healthy lifestyles, physical activity and positive health outcomes.

	HW/EJ-2.4	Implement the adopted Complete Parks Guidelines to guide future Master Plan park planning. The goal of the policy is to advance the role of parks, recreation and community services in the eyes of the local policy makers to establish parks as centers for community health, smart growth, equitable development and environmental justice.
	HW/EJ-2.5	Revitalize existing green spaces to provide more recreational spaces and encourage greater outdoor physical activity.
	HW/EJ-2.6	Provide free access to exercise equipment in public areas not currently used for recreation to increase physical activity options.
Goal	HW/EJ-3	<i>Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.</i>
Policies	HW/EJ-3.1	Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.
	HW/EJ-3.2	Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety. Crosswalks should be installed on Melrose Avenue for those participating in the Whitten Center programs.
	HW/EJ-3.3	Improve pedestrian lighting on sidewalks throughout the City, but especially in high-volume pedestrian areas and DACs.
	HW/EJ-3.4	Prioritize improvements to sidewalks and the pedestrian environment in the DACs and areas around schools and parks.
	HW/EJ-3.5	Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter-to a half-mile) of established residential areas and DACs.
	HW/EJ-3.6	Make streets and other public spaces more visually appealing and environmentally friendly by planting street trees, improving landscaping, adding decorative street furniture, and regularly cleaning the sidewalks and streets.
	HW/EJ-3.7	Develop public art, fountains and other forms that beautify Placentia's streets and provide a collection of permanent outdoor artwork throughout the City. Identify opportunities to support and fund local artists and students to create public art in the City.
Goal	HW/EJ-4	<i>Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.</i>
Policies	HW/EJ-4.1	Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City.
	HW/EJ-4.2	Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs.

- HW/EJ-4.3 Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.
- HW/EJ-4.4 Fully implement and promote the Old Town Revitalization Plan and the Transit Oriented Development district to ensure, as those areas develop under these plans, that a full range of retail and services are provided within walking or easy transit distances.
- HW/EJ-4.5 Update Zoning Code to eliminate any barriers to facilitating the goal of creating complete neighborhoods with access to retail and recreation resources within walking distance of homes.

❖ **Promote Access to All Public Facilities**

Goal *HW/EJ-5* ***Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.***

- Policies**
- HW/EJ-5.1 Reduce the potential for car collisions through design improvements, traffic calming, enforcement and education efforts in public services announcements, city distributed newsletters. Maintain data on and prioritize improvements for locations with high incidences of bicycle/pedestrian/vehicle collisions.
 - HW/EJ-5.2 Develop and support education and enforcement campaigns on traffic, bicycle, and public transit options. Encourage bicycle and pedestrian safety through education and incentive programs. Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.
 - HW/EJ-5.3 Execute policies and programs that encourage transit use and increase transit service throughout the City.
 - HW/EJ-5.4 In new policies and programs stress the priority of bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity.
 - HW/EJ-5.5 Promote ride-sharing with a citywide ride-share management plan.
 - HW/EJ-5.6 Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of para-transit service for seniors and people of all abilities, and enhance service within the City and to regional public facilities, especially medical facilities.
 - HW/EJ-5.7 Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel by adopting and implementing a Complete Streets ordinance.
 - HW/EJ-5.8 Develop strategies to calm traffic on streets that experience speeding or cut-through traffic. Include a range of solutions including engineering, education and enforcement measures.
 - HW/EJ-5.9 Continue to implement streetscape improvements to enhance access, lighting, safety and experience for pedestrians, bicyclists, transit users, and motorists. Focus improvements in areas with the highest need, such as the Old Town, DACs, mixed-use corridors, and key intersections.

- HW/EJ-5.10 Promote and provide secure bicycle parking and storage in existing and new development.
 - HW/EJ-5.11 Facilitate street closures for farmers' markets, arts and craft fairs, *CicLAVía* events (bicycle and pedestrian events), and other public events.
 - HW/EJ-5.12 With any city-initiated shuttle system, ensure connection between DACs and public facilities, especially city buildings, health care facilities and programs, parks and playgrounds.
 - HW/EJ-5.13 Develop a green streets program to support a sustainable approach to stormwater, drainage, groundwater recharge and landscaping and incorporating green streets standards and guidelines in all streetscape improvements.
 - HW/EJ-5.14 Create specialized programs for residents living with chronic diseases such as, diabetes and heart disease to improve physical activity, healthy eating and access to health care education and facilities.
 - HW/EJ-5.15 Implement a city-wide *Community Paramedicine Program*, which is an effective and efficient way of providing health care delivery, especially to those most vulnerable or underserved, such as seniors and disadvantaged communities. The program provides specially trained paramedics, working in partnership with healthcare providers such as St. Jude Healthcare, Placentia-Linda Hospital and others, leveraging City assets and support.
 - HW/EJ-5.16 Provide increased police presence in parks in DACs to deter drinking and drug use in the parks and public open spaces.
 - HW/EJ-5.17 Promote more activity on streets with public events that use the right-of-way.
 - HW/EJ-5.18 Adopt a city-wide bicycle plan that will eventually connect residents to retail areas, park, recreational facilities, schools, and government buildings. This plan would also connect to bike trails in adjacent cities.
 - HW/EJ-5.19 Promote ride-sharing with a citywide ride-share management plan.
- Goal** **HW/EJ-6** ***Ensure that all children have safe access to schools and parks.***
- Policies**
- HW/EJ-6.1 Prioritize transportation investments to increase safety around parks, open spaces, community centers, schools, pre-schools, and childcare centers.
 - HW/EJ-6.2 Create a Safe Routes to School plan for all Placentia schools. Prioritize improvements with the highest safety concerns. Focus initial efforts on the route over the 57 Freeway.
 - HW/EJ-6.3 Implement traffic calming strategies in areas immediately around schools and parks.
 - HW/EJ-6.4 Encourage the creation of "Walking School Bus," "Biking School Bus," "Bicycle Trains," contests and other programs that encourage children to walk or bicycle to school and make it safer to do so.
 - HW/EJ-6.5 Work collaboratively with the school district, school board, PTA, and DACs to identify and address school access and safety issues. Form a school safety

		committee that includes members of these groups and the City Departments such as Community Services, Public Works, and Police Departments.
	HW/EJ-6.6	Enhance with lights or other safety components, the crosswalks used by pedestrians, especially where those crosswalks are used by residents going to school, the park, or a local retailer.
Goal	HW/EJ-7	<i>Ensure that parks, trails, open spaces, and community facilities that support active, healthy recreation and activities are distributed throughout Placentia and are available to residents of disadvantaged communities.</i>
Policies	HW/EJ-7.1	Create incentives to convert vacant lots or underutilized public right-of-way into small parks, community gardens, or open spaces throughout the City, focusing in the DACs where there is a general lack of open space.
	HW/EJ-7.2	Seek opportunities to convert public easements, such as utility corridors and parkway vistas, into parks and trails. Continue to work with the school district to create joint-use facilities.
	HW/EJ-7.3	Support and provide on-going, year-round sports and recreation activities, especially for youth and seniors, including keeping pools open year-round.
	HW/EJ-7.4	Provide a wider diversity of active and passive recreational facilities in all parks that respond to the needs of multicultural and DAC communities.
	HW/EJ-7.5	Promote the development of additional public and private exercise facilities within the access of DACs.
	HW/EJ-7.6	Improve and expand the use of existing parks, venues and programs through marketing, promotion, reduced rates for DACs, extended park supervision/hours, and other high visibility strategies.
	HW/EJ-7.7	Expand and tailor recreational programs, facilities and services to meet evolving community needs. Programs and services should remain accessible and relevant to today's residents, responding to unique cultural, historic and social needs, as well as changing demographics and income levels.
	HW/EJ-7.8	Continue to maintain and improve recreational facilities with adequate lighting, signage, hours of operation and programs representative of the multicultural needs and income levels of the community. Providing facility upgrades may increase capacity to attract people from neighborhoods that are currently underserved.
	HW/EJ-7.9	Promote access to non-City operated parks and recreational facilities.
	HW/EJ-7.10	Protect visitors of parks and recreational facilities from exposure to structural and safety hazards, crime and other natural or human-induced incidents and promote park and facility design that discourages vandalism, deters crime, provides natural surveillance and creates a safe and comfortable environment.
	HW/EJ-7.11	Expand park and recreation opportunities in all neighborhoods, especially within DACs, and ensure that they are offered within comfortable walking distance of homes, schools and businesses in order to encourage more physically and socially active lifestyles.

- HW/EJ-7.12 Complete the development of the comprehensive long-range Parks Master Plan to address changing recreation interests, trends, needs and priorities, with focus on the needs of the DACs. Update the Parks Master Plan and its maintenance plan regularly.
- HW/EJ-7.13 Develop and adopt design guidelines that deter criminal activity in neighborhoods, streets and public areas. Include guidelines for the design of play areas, parks, sports facilities, streets and sidewalks, plazas and urban pocket parks, and housing and commercial sites, among others.
- HW/EJ-7.14 Support and encourage City-wide initiatives and external programs to increase opportunities for contact with nature.
- HW/EJ-7.15 Consider citywide bike share programs.

❖ **Promote Safe and Sanitary Homes**

Goal *HW/EJ-8* ***Promote and ensure safe and sanitary housing, especially ensuring healthy living conditions for all residents, particularly those in disadvantaged communities.***

- Policies**
- HW/EJ-8.1 Develop a program to assist homeowners of rental units to rehabilitate their properties, especially affordable units and housing in the DACs, to meet current building standards. Consider recommendations from the U.S. Department of Housing and Urban Development’s Healthy Homes Initiative.
 - HW/EJ-8.2 Focus code enforcement efforts in disadvantaged communities, to improve unsafe and unsanitary conditions, focusing on trash and dumping, overcrowding, illegal home businesses, illegal garage conversions, graffiti, unpermitted plumbing and electrical, and lack of building and yard maintenance. At a minimum, conduct bi-monthly inspections and distribute information about protecting tenant rights, so they are not penalized for reporting or living in a dwelling unit that does not meet health and safety standards. Written outreach efforts should be translated into Spanish.
 - HW/EJ-8.3 Create and actively enforce a City Lead Paint Program.
 - HW/EJ-8.4 Conduct periodic absentee owner outreach in disadvantaged communities to inform owners of their legal requirements to maintain and upkeep their rental properties. Written outreach efforts should be translated into Spanish, or other appropriate language and tenants informed of these efforts.
 - HW/EJ-8.5 Conduct periodic outreach in disadvantaged communities, informing tenants of their rights and responsibilities. Written outreach efforts should be translated into Spanish, or other appropriate language.
 - HW/EJ-8.6 Review new projects for natural surveillance and apply the policies of CPTED (Crime Prevention Through Community Design) to both private and public projects.
 - HW/EJ-8.7 Increase street lighting for pedestrians, especially in areas where crimes and illegal dumping are likely to occur.
 - HW/EJ-8.8 Focus police efforts to deter gangs in disadvantaged communities, both by increased enforcement and educational programs.

HW/EJ-8.9 Distribute animal control information with city newsletter, and directly to those in disadvantaged communities.

❖ **Promote Healthy Food Access**

Goal *HW/EJ-9* ***Expanded access to healthy food and nutritional choices for all residents, through grocery stores, community gardens, urban agriculture and local markets that provide a range of fresh fruits and vegetables to expand nutritional choices.***

Policies HW/EJ-9.1 Encourage existing retailers to improve the quality and selection of healthy foods and nutritional information through incentives, technical assistance, and other services. Adopt a Healthy Food Store Incentive program, to encourage stores to stock fresh and healthy food at affordable prices.

HW/EJ-9.2 Strive to locate healthy food stores so that all residences are within walking distance of a healthy food store or a store with healthy options. Prioritize healthy food supplies in economic development efforts and encourage and facilitate farmer’s markets, mobile health food markets and healthy food in convenience markets.

HW/EJ-9.3 Support the farmers’ market in the City with the goal of having year-round farmers’ markets. Support the location of new farmer’s market near DACs wherever feasible.

HW/EJ-9.4 Explore the creation of a local tobacco retail licensing program to reduce minors’ illegal access to tobacco.

HW/EJ-9.5 Set an example for the community by providing healthy food and beverage options in City facilities and at City-sponsored events, which includes vending machines, snack bars, and food and beverages served at meetings and events. Continue to support soda free summer campaign.

HW/EJ-9.6 Conduct healthy eating education campaigns to inform food retailers and institutions that serve food to residents about healthy food options.

HW/EJ-9.7 Conduct healthy eating education campaigns around nutrition and physical activity to all residents, especially those in DACs. Provide free nutrition classes to DACs.

HW/EJ-9.8 Work with school districts to ensure that healthy food options are available and more accessible than unhealthy food options in all schools.

HW/EJ-9.9 Explore the feasibility for creating “edible school yards” that provide gardens and gardening programs on school property.

HW/EJ-9.10 Work with non-profits and regulatory agencies to explore the potential for creating, expanding and sustaining local urban agriculture, including community gardens, aquaponics, orchards, and farmers’ markets and other sources of locally grown, organic foods. Unblock any code barriers that may exist to deter this type of land use.

HW/EJ-9.11 Support efforts to use vacant land for local agriculture, unblocking any code barriers that may exist.

- HW/EJ-9.12 In collaboration with the County Health Department and community organizations, develop and implement a program to encourage new and existing neighborhood food trucks, convenience stores, supermarkets, liquor stores and neighborhood and ethnic markets to stock fresh produce, meats and dairy, 100% juices and whole-grain products.
- HW/EJ-9.13 With City marketing materials, distribute information on the benefits of healthy eating.
- HW/EJ-9.14 With City marketing materials, distribute information on food assistance programs.
- HW/EJ-9.15 Expand hours and locations for City sponsored food distribution program and assist neighbors in arranging ride share to the existing program sites or other food distribution locations.
- HW/EJ-9.16 Continue to support the Free Lunch programs for children.
- HW/EJ-9.17 Continue to support the Reduced Lunch programs for seniors.

❖ **Improve Air Quality and Reduce Pollution Exposure**

- Goal** *HW/EJ-10* ***Promote to land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantage communities.***
- Policies**
- HW/EJ-10.1 Promote land use patterns that reduce driving and promote walking, cycling, and transit use.
 - HW/EJ-10.2 Discourage locating truck routes on primarily residential streets and in DACs.
 - HW/EJ-10.3 Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.
 - HW/EJ-10.4 Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
 - HW/EJ-10.5 Require landscaping, ventilation systems, double-paned windows, setbacks, landscaping, barriers, ventilation systems, air filters and other measures to achieve healthy indoor air quality and noise levels in the development of new sensitive land uses.
 - HW/EJ-10.6 Continue purchase or lease of fuel-efficient and low- emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require EV charging stations and priority parking in all new private development.
 - HW/EJ-10.7 Prohibit new sources of air pollutant emissions in the disadvantaged communities to minimize impacts on the population, especially children and the senior community and encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.

- HW/EJ-10.8 Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.
- HW/EJ-10.9 Consider any potential air quality impacts when making land use decisions for new development, even if not required by California Environmental Quality Act.
- HW/EJ-10.10 Consider adopting a Second-Hand Smoke Ordinance to reduce exposure to harmful effects of second-hand smoke in indoor and outdoor areas. Continue to make efforts to protect vulnerable populations, such as children and seniors from exposure to second-hand smoke.
- HW/EJ-10.11 Distribute information on how to reduce or eliminate sources of indoor air pollution.
- HW/EJ-10.12 Conduct a public information campaign to let residents living within 1,000 feet of a freeway know what mitigation measures they can take. These would include things such as installing high-efficiency air filters, keeping windows closed in the early morning, refraining from outdoor exercise in the mornings, installing thick landscaping, reducing driving, and using public transport instead.
- Goal** **HW/EJ-11** ***Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.***
- Policies** HW/EJ-11-1 Prepare a Climate Action Plan to identify ways to reduce citywide GHG emissions and minimize the impacts of climate change on Placentia residents.
- HW/EJ-11-2 Create an “Urban Forest” Plan to address the need for planning, planting, and maintaining trees in the City and DACs to mitigate heat exposure for Placentia residents. The plan should focus on providing shade trees to reduce the “heat-island” effect.
- HW/EJ-11-3 Commit to planting street trees along all streets located in the DACs by 2023.
- HW/EJ-11-4 Create a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs.
- Goal** **HW/EJ 12** ***Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.***
- Policies** HW/EJ-12-1 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).
- HW/EJ-12-2 In reviewing development proposals, site sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
- HW/EJ-12-3 Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

- HW/EJ-12-4 Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).
- HW/EJ-12-5 Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
- HW/EJ-12-6 Require project proponents to prepare health risk assessments in accordance with CARB and SCAQMD recommended procedures if new land uses are proposed within the distances described above for freeways, distribution facilities, and rail yards.
- HW/EJ-12-7 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.
- HW/EJ-12-8 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.
- HW/EJ-12-9 The City shall continue to minimize stationary source pollution through the following:
 - Ensure that industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.
 - Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
 - Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.
- HW/EJ-12-10 Encourage non-polluting industry and clean green technology companies to locate to the City.
- HW/EJ-12-11 Work with the industrial business community to improve outdoor air quality through improved operations and practices.
- HW/EJ-12-12 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments busy roadways with significant volumes of heavy truck traffic).

❖ **Promote Equitable Development and Design**

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| Goal | HW/EJ-13 | <i>Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.</i> |
| Policies | HW/EJ-13.1 | Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations. |
| | HW/EJ-13.2 | Require energy and resource efficient buildings and landscaping in all public and private development projects. |
| | HW/EJ-13.3 | Develop green infrastructure standards that rely on natural processes for stormwater drainage, groundwater recharge and flood management. |

- HW/EJ-13.4 Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.
 - HW/EJ-13.5 Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.
 - HW/EJ-13.6 Promote waste reduction and recycling to minimize materials that are processed in landfills. Encourage residents and businesses to reduce waste and minimize consumption of goods that require higher energy use for shipping and packaging. Encourage composting to reduce food and yard waste and provide mulch for gardening.
 - HW/EJ-13.7 Promote water conservation and recycled water use. Implement water conservation efforts for households, businesses, industries and public infrastructure.
 - HW/EJ-13.8 Continue to implement the City's Green Building Code and update as appropriate. Require newly-constructed or renovated City-owned and private buildings and structures to comply with the Green Building Ordinance. Encourage LEEDS certification for commercial, industrial and public projects.
 - HW/EJ-13.9 Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.
 - HW/EJ-13.10 Promote land use patterns that are transit, bicycle, and pedestrian-oriented and have a mix of uses, especially neighborhood serving businesses, within walking distance of homes and workplaces. Encourage multi-modal transportation with land use patterns that are transit, bicycle and pedestrian-oriented, have a mix of uses.
 - HW/EJ-11.11 Support and encourage development of a range of housing types that meet the needs of all population groups including seniors, large and small families, low and middle-income households and people of all abilities. Encourage new projects to include a range of housing types including single-family residences, townhomes, condominiums and rental units.
 - HW/EJ-11.12 In order to encourage the development of affordable housing units, reduce or remove the minimum parking requirements for affordable multi-family developments.
 - HW/EJ-11.13 Promote mixed-income development and inclusion of affordable housing units in all neighborhoods. Encourage the integration of market rate housing with affordable units at the project level, as well as at the neighborhood level. Affordable housing units should be located close to community and retail amenities such as parks, full-service grocery stores, local public transit stops, retail and public services.
- Goal** **HW/EJ-14** ***Improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities.***

- Policies**
- HW/EJ-14.1 Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, railroads, diesel trucks, oil refineries, and busy roadways.
 - HW/EJ-14.2 Strive for *Tree City USA* designation. Protect and expand tree resources within the City and promote trees as economic and environmental resources for the use, education and enjoyment of current and future generations.
 - HW/EJ-14.3 In urban forest management planning, focus efforts for planting street trees in the disadvantaged communities.
 - HW/EJ-14.4 Regularly review and update the noise ordinance to regulate noise-generating activities and proposed developments near noise-generating activities based upon changes in state law.
 - HW/EJ-14.5 Monitor changes in technology that will prevent and mitigate transportation-related noise and air quality impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise and air quality impacts of vehicles. Alternatives to sound walls should be considered where possible.
 - HW/EJ-14.6 Support improvements to private buildings and commercial/residential developments through façade improvement programs.
 - HW/EJ-14.7 Consider zoning that prohibits the construction of new sensitive uses within 1,000 feet of a freeway.

❖ **Promote Civil Engagement in Public Decision Making and Prioritize Improvements for Disadvantaged Communities**

Goal *HW/EJ-15* ***Provide public education, collaborations, and meaningful civic engagement in local decision-making processes that promote positive health outcomes and the health and well-being of residents.***

- Policies**
- HW/EJ-15.1 Promote, sponsor and support a variety of community events focused on health and wellness, fitness, weight-loss programs, and similar activities. Consider a health theme at summer and holiday activities.
 - HW/EJ-15.2 To promote social cohesion, encourage activities, such as block parties and community-wide social events, that strengthen neighborhood social cohesion and the overall identity of the City.
 - HW/EJ-15.3 Conduct annual community events focusing on health and wellness. Consider waiving the fee for health and wellness booths at community events.
 - HW/EJ-15.4 Have City Hall open houses and tours and specifically invite the disadvantaged communities by individual mailings.
 - HW/EJ-15.5 Distribute, house-to-house in DACs, city information such as numbers to call for enforcement, programs, housing needs, and general City information.
 - HW/EJ-15.6 Conduct City Council visits to disadvantaged neighborhoods to encourage discussion on items that affect the residents and businesses. Have Council

accompanied by representatives from the Police, Code Enforcement, Development and Community Services, and other departments. Host an annual community walk with the Mayor and other Council members.

- HW/EJ-15.7 Conduct annual community or town hall meetings in the disadvantaged communities. Include a translator at these meetings so that all residents can engage.
- HW/EJ-15.8 Specifically invite residents from disadvantaged communities to become board, commission, and task force members as openings occur.
- HW/EJ-15.9 Dedicate one City Council meeting per year to the disadvantaged communities, having staff update the Council on improvements made and further needs of the residents and business owners in those communities. Provide translation headsets at all City Council meetings so that residents can engage first hand with the content of the meetings.
- HW/EJ-15.10 Support the efforts of any non-profits that focus on programs and activities for the disadvantaged communities.
- HW/EJ-15.11 Provide city support for residents' ideas for improving their communities, such as a book mobile for children.
- HW/EJ-15.12 Consider installing signage at neighborhood markets in disadvantaged communities to promote and advertise city meetings, and other public announcements.

Goal *HW/EJ-16* ***Create and improve city systems whereby improvements and programs are prioritized for disadvantaged communities.***

- Policies**
- HW/EJ-16.1 Where possible, the City shall prioritize spending of general funds for recreation, air quality and other environmental improvements, community programming, public infrastructure improvements in disadvantaged communities and fiscal decisions should be based on this priority.
 - HW/EJ-16.2 During annual budget season, each City department should prioritize the needs of those in disadvantaged communities when making budget recommendations. In this way, all City departments will lend focus to those needs and consider them in a coordinated manner during budget research and formulation.
 - HW/EJ-16.3 Each City department shall prioritize the needs of those in disadvantaged communities when developing their workplans wherein they allocate staff time and financial resources. The departments shall come together, during the budget formation, to ensure consistency and reduce duplication of programs and services for the disadvantaged communities and streamline efforts where feasible. Workplans should have specific, measurable goals, with achievable deadlines. An annual analysis of spending in disadvantaged communities versus the city at-large would help the City understand where it may want to seek grants or focus spending.
 - HW/EJ-16.4 The City shall seek grants that will specifically help the issues in the disadvantaged communities such as safe housing, increased tree coverage, recreational resources, environmental concerns, air quality, and other issues.

Goal *HW/EJ-17* ***Promote equitable access to economic opportunities that provide the material and social means for human development and upward mobility.***

- Policies**
- HW/EJ-17.1 Expand and diversify the local employment base to provide quality jobs for Placentia residents.
 - HW/EJ-17.2 Support and expand jobs-skills training and recruitment programs and services. Collaborate with educational institutions, employers, unions and the local workforce development programs to strengthen services for Placentia youth and adults.
 - HW/EJ-17.3 Promote and support locally-owned and cooperative enterprises and businesses, particularly along major corridors, to maximize economic stability and community benefits for Placentia residents and business owners.
 - HW/EJ-17.4 Develop a coordinated small business development program or work with other small business organizations to provide support to existing and new small businesses, such as providing shared spaces that can be used by retail and start-ups in the same space.
 - HW/EJ-17.5 Encourage existing businesses and industries to become increasingly environmentally-progressive and continue making positive contributions to the community. Together with regulatory agencies, actively work with local industries to ensure compliance with all applicable environmental regulations to limit pollution and protect the community from environmental hazards.
 - HW/EJ-17.6 Encourage businesses and industries to hire locally when possible, participate in civic life and play a positive role in the community.
 - HW/EJ-17.7 Encourage the production of food at a local level leading to more jobs and reduced food costs.
 - HW/EJ-17.8 Consider a Buy Local program to promote residents buying their goods and services within the city, thereby promoting a healthy local economy and reducing vehicle trips.
 - HW/EJ-17.9 Encourage new and existing retailers to take an interest in the health of the community by providing and promoting healthy goods and services. Encourage discounts of healthy food items. Adopt a Healthy Food Store Incentive program, to encourage stores to stock fresh and healthy food.

3.5.11 Sustainability Element

The Sustainability Element explains the City’s commitment to sustainability—which the General Plan defines as balancing the needs of the environment, the economy, and the community. The Element guide’s the City’s efforts to become a more sustainable and resilient community through changes to municipal operations and by promoting and supporting sustainable behaviors of individual community members. Currently, Placentia has several existing plans, programs and policies in place that promote education and involvement of the community including the Community Voice which serves as a soundboard for Placentia citizens, the Placentia Community Foundation, the Community Emergency Response Team for disaster preparedness, and the Neighborhood Conversations program. Many of Placentia’s existing programs and policies are already promoting environmental sustainability through Water Disposal and Water Conservation, the Natural Gas Vehicle Station, Incentivizing Environmental Sustainability, and Communication

and Awareness of Environmental Programs. The City is trying to address opportunities for improved economic and fiscal stability through Budget Stabilization, a Fiscal Sustainability Task Force, Economic Development Incentive Programs, Economic Development Studies, and City Branding. The Sustainability Element creates a set of guiding principles to promote sustainability that is based on community input received through outreach efforts. It establishes goals and policies that link to the guiding principles and support the economy, the community and the environment as follows.

Goal S-1 *Placentia will operate in a fiscally responsible and sustainable manner by planning long-term and maintaining a positive annual balance between available revenue and the costs of services Placentia provides to its constituents (See Economic Development Element).*

Policies S-1.1 Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live, work, learn, and play and coordinated with the revenue available to sustain those services.

S-1.2 Manage Placentia’s future growth in an orderly, planned manner to reduce service costs, maximize the utilization of existing and proposed public facilities, and to enhance the City revenues available to sustain a desirable quality of life.

S-1.3 Identify and maintain reliable ongoing funding sources for City services and infrastructure.

S-1.4 Evaluate and reflect projected changes in City revenue and service costs as part of the General Plan annual review process.

S-1.5 Ensure the City’s Capital Improvement Program supports the goals and policies articulated in the General Plan.

S-1.6 Consider fiscal and economic sustainability as one of a number of citywide goals when evaluating new development, zoning, or public policy.

Goal S-2 *Placentia’s economic base is diversified in order to increase resilience to changing external conditions (See Economic Development Element).*

Policies S-2.1 Prepare a comprehensive economic development strategy to enhance the City’s long-term prosperity.

S-2.2 Evaluate economic conditions to determine the industries, sectors, and locations that are most significant to regional and local economic growth and creation of quality jobs.

S-2.3 Increase efforts to support business retention and expansion, while also focusing on attracting new businesses such as sales tax revenue generating and customer driven retailers/restaurants.

Goal S-3 *The Old Town and commercial areas are developed with a variety of businesses that support residents’ desire to buy local and encourages tourism (See Economic Development Element).*

Policies S-3.1 Identify and pursue new businesses offering contemporary eating, entertainment, and shopping experiences that meet the demands of Placentia’s residents.

S-3.2 Increase and diversify night-time uses including entertainment venues and sit-down restaurants.

	S-3.3	Direct new retail development to Old Town or shopping nodes along commercial corridors targeted for intensification.
	S-3.4	Increase residential densities in appropriate locations to provide a customer base for new and existing commercial uses.
Goal	S-4	<i>Every community member has access to information and equal opportunity to be involved in the planning and decision-making process.</i>
Policies	S-4.1	Implement a community engagement strategy to increase awareness of existing sustainability programs and plan for new programs.
	S-4.2	Encourage representation and participation in all City committees and commissions by Placentia’s diverse community.
	S-4.3	Ensure opportunities for participation in community forums are available and advertised and that information is accessible by the community.
	S-4.4	Encourage and provide opportunities for volunteerism and engagement of community members in civic activities, including beautification, maintenance and clean-up programs.
Goal	S-5	<i>Placemaking design principles are emphasized and incorporated throughout the City.</i>
Policies	S-5.1	Identify locations for major streetscape improvements such as landscaped medians, enhanced crosswalks, street trees, directional signage, benches, and public art.
	S-5.2	Identify key entry points into the City and provide major entry features or monuments at these locations to create a sense of arrival to Placentia.
	S-5.3	Incorporate principles of the Land Use Element to develop community focal points by allowing greater densities and a mix of uses at key locations.
	S-5.4	New development should balance all modes of transportation, including cars, bicycles, pedestrians, transit, and people with disabilities.
Goal	S-6	<i>Community members are provided the support and services necessary to meet their basic needs and options for healthy lifestyle choices.</i>
Policies	S-6.1	Support development of a wide range of housing options that are accessible, close to services, available to a full range of incomes and located within existing neighborhoods.
	S-6.2	Encourage mobility options to ensure that as individuals age, they can access basic services and remain independent.
	S-6.3	Create environments that promote physical wellness, provides a full range of social interaction and easy access to healthcare.
Goal	S-7	<i>Environmental impacts and natural resource consumption is minimized through the implementation of building and construction practices.</i>

Policies	S-7.1	Support the use of green building methods in new construction and rehabilitation projects, including both public agency projects and private projects undertaken by homeowners.
	S-7.2	Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency, irrigation systems designed to minimize water waste, and allowances for reclaimed water use in residential construction, where feasible.
	S-7.3	Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater, recharge the aquifer, and reduce urban runoff.
	S-7.4	Maintain hardscape (impervious) surface standards in the Placentia Municipal Code as a way to retain storm water absorption capacity and reduce runoff to the storm drainage system. Consider other methods to reduce runoff, such as green roofs, rain barrels, and cisterns.
	S-7.5	Support the use of reclaimed water, including treated effluent for landscape irrigation in Placentia’s parks and on medians. Periodically consider the feasibility of reclaimed water use based on Placentia’s capital improvement plans, cost factors, water supply, and other considerations.
Goal	S-8	<i>Reliance on single-occupancy private vehicles is reduced through the availability of alternative modes of transport (See Mobility Element)</i>
Policies	S-8.1	Encourage businesses, organizations, and residents to participate in the implementation of regional transportation demand management, including car-pooling programs.
	S-8.2	Continue to support implementation of alternative forms of transportation within the City through coordination with transit providers such as OCTA and Metrolink.
	S-8.3	Continue to seek out opportunities to provide connected bicycle routes throughout the City and greater region.
Goal	S-9	<i>Higher-density, compact, residential development and mixed-uses will be located near the Metrolink station to create an integrated transit-oriented development (See Land Use Element and Mobility Element)</i>
Policies	S-9.1	Include a mix of uses that will support transit use throughout the day and meet identified needs of transit riders and the immediate area.
	S-9.2	Provide pedestrian oriented development and create a sense of place around the Metrolink station that is compatible with the nature, scale and aesthetics of the surrounding community.
	S-9.3	Consider local interests in the location, design, function and operation of the transit-oriented development to the extent reasonable and appropriate.
	S-9.4	Provide pedestrian amenities such as lighting, landscaping, and benches and other related street furniture within the area to encourage pedestrian activity and improve safety.

Goal	S-10	<i>Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.</i>
Policies	S-10.1	Support and implement policies and regulations to reduce impacts to watersheds and urban runoff caused by the design or operation of a site or use, including low impact development techniques.
	S-10.2	City regulations and incentives should be designed to support and require sustainable land use and development.
	S-10.3	Provide for clean air and water quality through the support of state and regional initiatives and regulations.
	S-10.4	Support clean air by promoting a balance of residential and non-residential uses to provide options to reduce vehicle trips and vehicles miles traveled.
	S-10.5	Support efforts to improve housing options and employment opportunities within the City in order to reduce commuting.
Goal	S-11	<i>Natural resources and features within the City are enhanced and preserved.</i>
Policies	S-11.1	Support enhancement of potential areas of natural resources, including implementation of an urban forest management plan.
	S-11.2	Preserve and protect any rare or endangered plants or wildlife that may be found in the City in the future.
	S-11.4	Encourage property owners to landscape their property with native plants, including native and/or ornamental trees to reduce water consumption.
	S-11.5	Encourage citizen awareness of the City's natural resources and the significance of such resources.

3.6 GENERAL PLAN IMPLEMENTATION

The first step in implementing the new City of Placentia General Plan will be to finalize the Plan itself; certify the Final EIR; and have the City Council approve the final version of the General Plan. Once the General Plan is adopted, the City can proceed to modify the City's Municipal Code and zoning classifications to be consistent with the new General Plan land use designations and goals and policies in the Plan.

3.7 UTILITY AND SERVICE PROVIDERS

The following companies and agencies will continue to provide utilities and services to the City when the new General Plan is adopted.

Utilities

Electricity	Southern California Edison
Natural Gas	Southern California Gas
Water	Golden State, Yorba Linda Water Districts
Sewer/WWTP	Orange County

Solid Waste	Orange County
Drainage	Orange County Flood Control District
Telephone	Varies according to cell and land line providers
Internet	Varies from 15 providers

Services

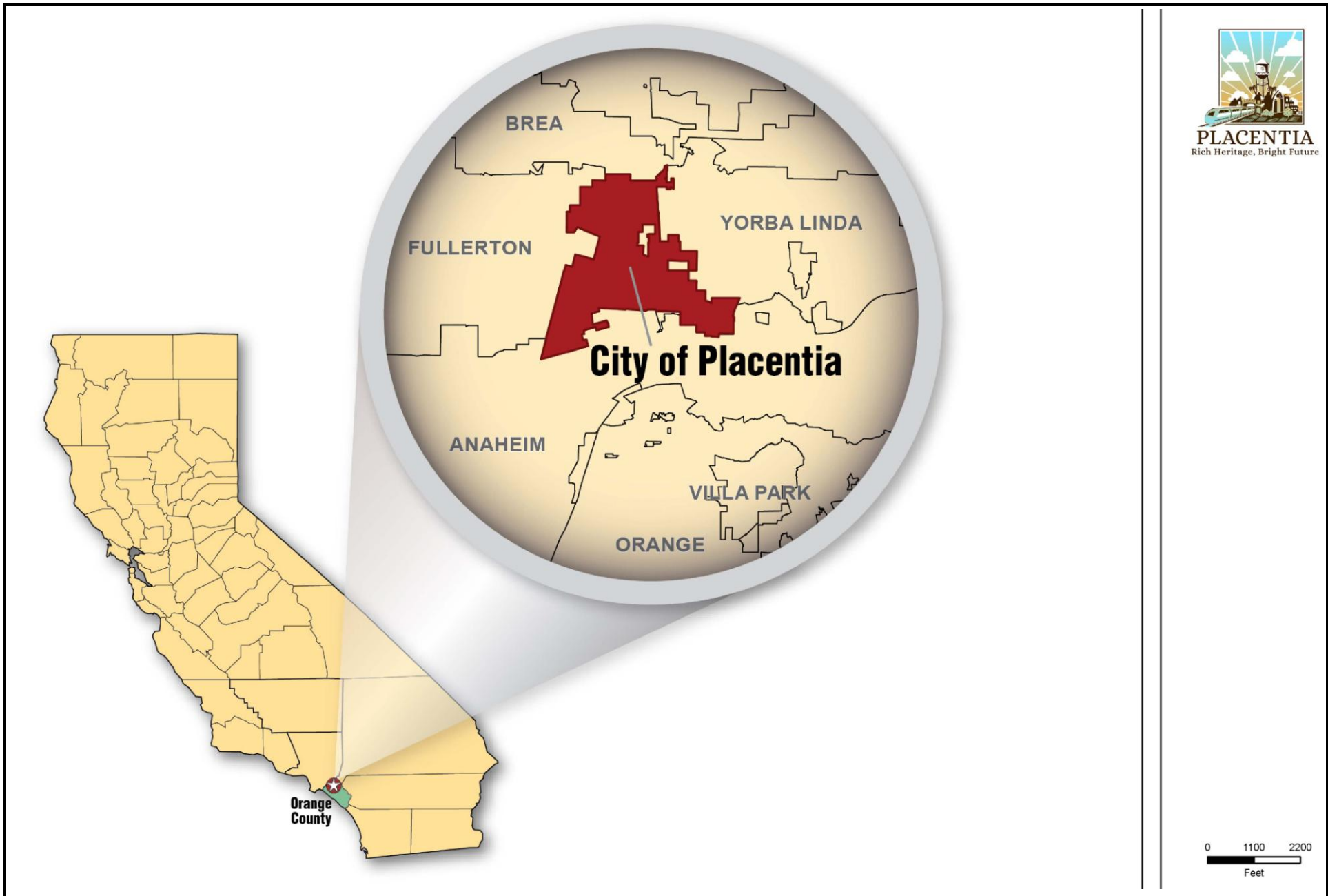
Law Enforcement	Placentia Police Department
Fire Protection	Orange County Fire Department
Schools	Placentia-Yorba Linda Unified School District

3.8 USES OF THIS ENVIRONMENTAL IMPACT REPORT

The action being considered by the City of Placentia City Council is the consideration and adoption of a new General Plan for the City. The new General Plan establishes a new set of land use designations; goals for each of the elements included in the General Plan; and policies that define how each goal shall be implemented in the future. It is these components of the General Plan that will allow and guide future proposed development in the City to proceed and allow the corresponding changes to the physical environment. This DEIR will be used as the information source and CEQA compliance document for the adoption and implementation of the new General Plan for the City of Placentia.

Other Agencies That May Have Permitting Authority (Responsible or Trustee Agencies): After taking into consideration the contents of the Final EIR and all input from citizens and other interested parties, the Placentia City Council has sole authority over the approval and implementation of the new General Plan.

Pursuant to CEQA, the Southern California Association of Governments (SCAG) is responsible for reviewing regionally significant local plans for consistency with SCAG's adopted regional plans. SCAG encourages projects to demonstrate consistency with SCAG's adopted regional plans and policies through the use of the SCAG List of Mitigation Measures extracted from the 2012 RTP/SCS PEIR.



SOURCE: City of Placentia, 2018

FIGURE 3-1

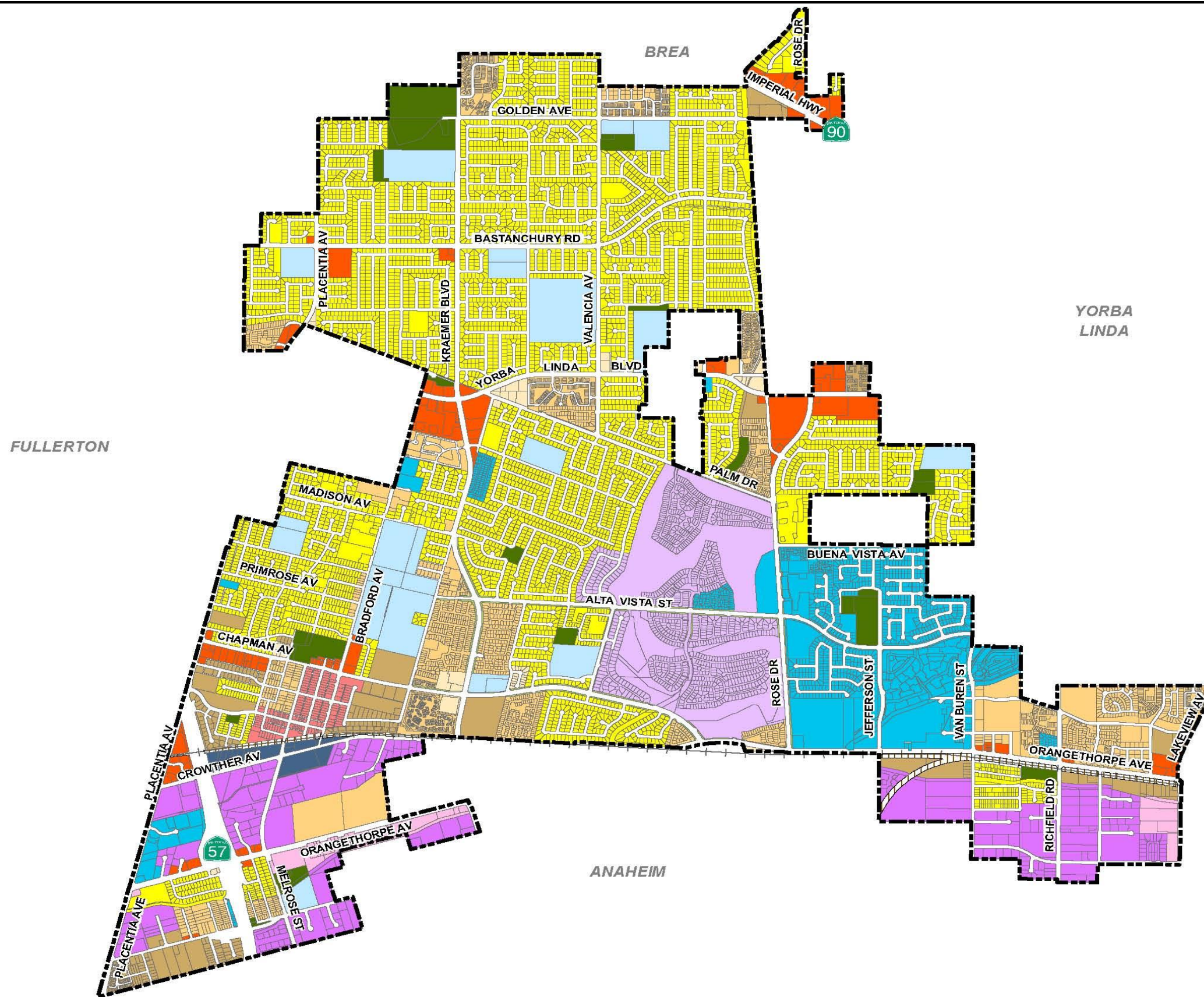
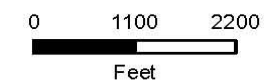


PLACENTIA
Rich Heritage, Bright Future

LEGEND

Land Use Description

- Low Density Residential (1266 acres)
- Medium Density Residential (400 acres)
- High Density Residential (155 acres)
- Planned Community (320 acres)
- Office (26 acres)
- Commercial (137 acres)
- Commercial-Manufacturing (44 acres)
- Industrial (309 acres)
- Parks (99 acres)
- Parkway Vista (18 acres)
- Railroad (25 acres)
- Schools/Institutional (225 acres)
- Specific Plan (322 acres)
- Old Town (29 acres)
- TOD (22 acres)
- Live-work (0 acres)
- Mixed-use (0 acres)
- Railroad
- City Boundary



SOURCE: City of Placentia, 2018

FIGURE 3-2

CHAPTER 4 – ENVIRONMENTAL IMPACT EVALUATION

All Chapter 4 figures are located at the end of each subchapter; not immediately following their reference in text.

4.1 BACKGROUND

The City of Placentia intends to update its General Plan. The City's existing General Plan was adopted in 1973, however, individual Elements have been updated periodically since that time. The proposed General Plan is a comprehensive update of the previous General Plan and its elements. The General Plan expresses the relationship between community values and vision with how we utilize public land, private land and other community resources. It serves as a long-term document that provides guidance for future programs, projects, and policy within the City. The focus of a General Plan Environmental Impact Report (GPEIR) is different than a project specific EIR. The GPEIR examines the impacts from aggregate growth that is identified within the General Plan Land Use Element.

The City of Placentia has prepared this DEIR for the proposed City of Placentia General Plan to evaluate the potential environmental impacts that would result from implementing the proposed General Plan. The focus of the analysis, in accordance with Section 15146 of the State CEQA Guidelines, addresses the general environments effects from aggregate growth identified in the General Plan, as presented in Chapter 3, Project Description.

The City of Placentia concluded that an EIR must be prepared to address the potential impacts associated with the proposed Project. The decision to prepare an EIR is documented in the Notice of Preparation (NOP), which is provided in this document as Subchapter 8.1. The decision to prepare an EIR was based on the finding that the proposed Project may have one or more significant effects on the environment.

This chapter of the GPEIR provides the detailed information used to forecast the type and significance of potential environmental impacts that implementation of the proposed project and related actions could cause if the project is implemented as described in Chapter 3, the Project Description.

In the following subchapters, as discussed in Chapter 2 of this document, all of the environmental topics identified in Appendix G of the State CEQA Guidelines will be evaluated in this DEIR.

The environmental impact analysis section for each environmental topic is arranged in the following manner:

- a. An introduction that summarizes the specific issues of concern for each subchapter, as identified in the NOP scoping process;
- b. A summary of the current or existing environmental setting for each physical resource or human infrastructure system is presented as the baseline from which impacts will be forecast;
- c. Based on stated assumptions and identified criteria or thresholds of significance, the potential direct and indirect impacts of the proposed Project are forecast and the significance of impacts is assessed without applying any mitigation;
- d. Recommended measures that can be implemented to substantially lessen potential environmental impacts are identified, and their effectiveness in reducing impacts to non-significant levels is described;

- e. Potential cumulative environmental impacts are assessed under each environmental topic, where applicable; and
- f. Significant and unavoidable environmental impacts and any significant impacts that may be caused by implementing mitigation measures are addressed.

To provide the reviewer with a criterion or set of criteria with which to evaluate the significance of potential environmental impacts, this document provides issue specific criteria, i.e. thresholds of significance, for each topic considered in this GPEIR. These criteria are either standard thresholds, established by law or policy (such as ambient air quality standards or thresholds of significance established by the South Coast Air Quality Management District) or are General Plan-specific evaluation thresholds used specifically for this project. Because this project would implement a General Plan, the level of analysis often focuses on the development of future projects that would be allowed under the General Plan as the primary planning document for the City. After comparing the forecasted planned/physical changes to the specific environmental issue that may be caused by implementing the proposed project with the issue specific significance threshold criterion or criteria, a conclusion is reached on whether the proposed Project has the potential to cause a significant environmental impact for the issue being evaluated.

A key assumption for both the General Plan and General Plan EIR is that the goals and policies identified in the General Plan will be implemented. With that as an underlying assumption, a conservative approach was employed for this GPEIR where goals and policies have been included as project components that will be implemented similar to mitigation measures, as noted above. This method further ensures the execution of goals and policies will address development-related and environmental impacts associated with growth under the General Plan.

Where appropriate and feasible, measures to reduce potential significant environmental impacts are identified and described in this section of the GPEIR. Over the past several years, mitigation has evolved in scope and complexity. As environmental issues are addressed in a progressive and adaptive manner, previous measures developed to mitigate project specific impacts are eventually integrated into local, regional, state and federal statutes, rules and regulations, such as the Uniform Building Code or Water Quality Management Plans. Mitigation measures that are incorporated into statutes or rules and regulations become mandatory requirements (not discretionary) and they no longer need to be identified as discretionary mitigation measures applicable to the Project, although such measures are often referenced to demonstrate that identified environmental impacts can and will be mitigated.

The text in the following subchapters summarizes all of the various measures anticipated to be incorporated into the project to reduce potential significant environmental effects, either to the extent feasible or to a level of less than significant. After determining the degree of mitigation that can be achieved by the proposed measures and after identifying any potential adverse impacts that the mitigation measures may cause, a conclusion is provided regarding the remaining level of impact, such as less than significant and/or unavoidable significant adverse impact for each environmental topic, if any.

This document utilizes conservative (worst case) assumptions in making impact forecasts based on the assumption that, if impacts cannot be absolutely quantified, the impact forecasts should over-predict consequences rather than under-predict them. The many technical studies that were prepared for this document are incorporated into this chapter by summarizing the technical information to ensure technical accuracy. These technical studies themselves are compiled in a separate volume of the GPEIR (Volume 2) and copies of Volume 2 will be distributed in electronic

form and made available to all parties on distribution upon request. The information used and analyses performed to make impact forecasts are provided in depth in this document to allow reviewers to follow a chain of logic for each impact conclusion and to allow the reader to reach independent conclusions regarding the significance of the potential impacts described in the following subchapters.

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4.2 AESTHETICS, LIGHT AND GLARE

This section evaluates the City's visual quality and assesses the potential for visual impacts associated with implementation of the proposed General Plan. The City currently encompasses a few acres of unincorporated acreage that is zoned by the County for Suburban Residential use (0.5-18 dwelling units per acre) over which the City cannot control future development unless annexed into the City. The evaluation of visual qualities and the degree of impact that may result from visual change is inherently subjective. Different people value different aesthetic conditions such that a visual change considered an improvement by one person may be considered detrimental by another. Quantitative standards or objectives to analyze visual quality are included where available.

4.2.1 Regulatory Setting

The California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The State of California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The Program is governed by the regulations found in the *California Streets and Highways Code*, Section 260 et seq.

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. *California Streets and Highway Code* Section 261 requires the local government agencies with jurisdiction over land abutting a highway considered to be scenic to adopt a "scenic corridor protection program" that includes the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit offsite outdoor advertising and control of on-site outdoor advertising;
- Pay careful attention to and control of earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

Caltrans must determine that the highway segment meets established criteria in order for the roadway or segment to be designated as scenic.

There are no officially designated State Scenic Highways within the boundaries of the City of Placentia. However, development within the City has the potential to impact the distant viewshed of both eligible and designated State Scenic Highways in the near vicinity of the City. State Route (SR) 91 located in the near south of the City is an Officially Designated State Scenic Highway from State Route 55 easterly 4.2 miles (Mile Post R9.2-R13.4). SR 91 is an Eligible State Scenic Highway east of the Officially Designated area to the Orange/Riverside County Line. SR 57 is an Eligible State Scenic Highway from the Orange/Los Angeles County Line south to just north of SR 90 (Mile Post 19.9-R4.5). As described by the Caltrans Scenic Highway website, SR 91 runs

along the banks of the Santa Ana River with views of residential and commercial development with intermittent riparian and chaparral vegetation.

The status of a proposed State scenic highway can change from Eligible to Officially Designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway.

County of Orange General Plan

The Orange County General Plan (OCGP or County General Plan) Resource Element discusses the importance of the varied natural topography within Orange County (County), including mountains, hills, flatlands, canyons, ridgelines, shoreline and coastal areas. The Resource Element attributes benefits of natural topography to include the local economy, quality of life and regional aesthetics. It further states that ill-suited alteration of topography could detract from the County's appearance, deplete its stock of resources, and contribute to erosion and sedimentation. The County General Plan Resources Element contains policies and programs designed to protect and conserve scenic areas.

Foothills and mountainous areas are visible from many locations within the County and create a varied visual background within many local communities, including Placentia. The County General Plan Transportation Element officially recognizes several County roadways as either Viewscape Corridors or Landscape Corridors. Viewscape Corridors traverse unique or unusual scenic resources or aesthetic values. Landscape Corridors traverse developed or developing areas and are designated to receive special landscaping treatment to enhance the scenic qualities of the corridor. In the vicinity of Placentia, the County General Plan Chapter IV Scenic Highway Plan Map dated April 18, 2005 identifies SR 91 from Orange/Riverside County Line west to SR 55 as a Viewscape Corridor. The County also identifies Carbon Canyon Road (SR 142) as a Viewscape Corridor from Orange/San Bernardino County Line westerly until approximately Carbon Canyon Regional Park. The County Scenic Highway Plan does not identify SR 57, a portion of which is identified as a Caltrans Eligible State Scenic Highway, as noted previously.

The Scenic Highways Component of the County General Plan Transportation Element establishes policies for long-term conservation of the County's significant scenic resources along designated scenic highways and to guide future development along these roadways to avoid disruption of or detract from the existing scenic quality. It is the County's policy to preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan (Transportation Element Policies 1.1 through 1.8). Further, the County (and the State in the case of billboards) applies sign restriction zoning in many planned communities and along major arterials to protect scenic views.

The County General Plan Land Use Element applies the Open Space Reserve (OSR) designation for areas identified in the Plan as Resources and Recreation Elements of the General Plan. OSR identifies major parks, beaches, forests, harbors, recreational trails and other territory that are to remain open space and includes scenic values in consideration of areas included as OSR.

The County Land Use and Resource Elements includes goals, objectives, and policies aimed at hillside protection to ensure that the design and appearance of proposed landscaping, structures, equipment, signage, and grading are compatible with the surrounding visual setting, and to provide long-term protection of the County's hillsides as an important aesthetic resource. The County General Plan identifies various policies, in order to conserve significant scenic resources

along designated scenic highways for future generations and to manage development along scenic highways and corridors so as not to detract from the area's scenic quality.

City of Placentia General Plan

The City of Placentia's existing General Plan was adopted in 1973 however, some individual Elements have been updated since that time. The City General Plan includes goals, objectives, and policies intended to protect significant scenic resources and reinforce the importance of maintaining such resources that contribute to the unique visual and historic character of the planning area and surrounding environment, as future development or redevelopment occurs.

The City's Open Space Element was last updated in 1973, at which time ±42% of the City was identified as vacant land. Despite the City's location in the foothills, the topography of much of the City is relatively flat with 68% of land incorporated in 1973 identified as having slope of less than 3%. Areas with steep slopes are identified along both Carbon Creek and the Santa Ana River. The 1973 Open Space Element includes the following Principals identified by the number in the Element:

2. Encourage prevention of development on those parcels of land which have unique beauty, open space and conservation value to the City.
3. Encourage the use of development techniques which will protect the natural environment and will not permanently disfigure or alter it significantly.

The Open Space Element further includes Standards requiring specific ratios of landscaping and/or open space on different land use designations, as detailed below.

1. In areas designated "P-V", there shall be a 35-foot landscaped, bermed area with a meandering sidewalk.
2. All residential zones shall be required to have 50% open space.
3. Street trees are required on all streets in the City.
4. All industrial areas designated "P-M" shall have a 20 foot landscaped front set back.
5. All parking areas shall be required 5% landscaping.
6. All major streets in the City shall be required landscaped islands.
7. All utilities shall be underground.
8. All unique landforms in conservation areas shall be preserved.

The City's Circulation Element, last updated in 1982, includes *Section VI. Scenic Highways*. No State or County scenic routes were designated or proposed within the City nor did the City identify any potential scenic highways.

City of Placentia Zoning Code

While the General Plan provides long-range and broad categories of land use, *Title 23* of the Placentia *Municipal Code, Zoning Code (MZC)*, provides specific development standards that influence the City's scenic vistas and visual character. The *MZC* implements the broad Placentia General Plan goals and policies by classifying and regulating the specific uses of land and structures within the City. Among its many objectives, the *MZC* is intended to:

- A. Implement the goals, objectives, policies and programs of the La Placentia General Plan, and to manage future growth, development and redevelopment in compliance with that plan;

- B. Provide standards for the orderly growth of the City and promote and protect the public health, safety and general welfare;
- C. Require high quality planning and design for development, that enhances the visual character of the City, avoids conflicts between land uses, and preserves the scenic qualities of the City; and
- D. Conserve and protect the natural resources of the City, its natural beauty and significant environmental amenities.

The preceding is paraphrased from the actual MZC.

Scenic Vistas and Visual Character

All of the *MZC* chapters or sections provide regulations and standards influencing the City's scenic vistas and visual character. In particular, the *MZC* addresses alterations to historical structures that may be an integral component of local visual settings.

23.06.040 Prohibition on demolition, substantial alteration, or relocation without permit.

No permit for the demolition, substantial alteration or relocation of any historical resource shall be issued, and no historical resource shall be demolished, substantially altered or relocated without first referring the matter to the planning commission, except where the building official or the city engineer determines that demolition, relocation or substantial alteration of any historical resource is immediately necessary in the interest of the public health, safety or general welfare. (Ord. O-2015-01 § 3, 2015)

Lighting

No *MZC* chapters or sections were found to provide regulations with respect to lighting.

4.2.2 Environmental Setting

The following discussion provides a general overview of the City's existing visual character.

Viewsheds and Scenic Vistas

A viewshed is generally defined as an area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view.

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

Natural visual resources, including mountain ranges, hillsides, low-lying valley, and streams, exist both within and surrounding the Planning Area. These features are frequently experienced from various locations within the City and by travelers along State Highways 91 and 57, and area roadways.

Distant Vistas

Placentia is located on gently sloping land in the vicinity of rolling hillsides with distant steep mountain slopes. Some locations within the City have distant vistas of The Chino Hills in the near north and east, of the San Gabriel Mountains in the distant north and the Santa Ana Mountains in the distant east. Access to views of surrounding significant visual features is largely dependent on the presence or absence of intervening structures which need not be unusually tall to impede views. It is not anticipated that implementation of the proposed General Plan would significantly impair distant views of these mountain ranges or hillsides given their distance from the City and the intervening topography and structures. Notwithstanding, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts. Therefore, future development according to the proposed General Plan is not anticipated to significantly impact distant scenic vistas and/or project-specific restrictions or requirements would be placed on the development during entitlement.

Visual Character

Natural and manmade elements contribute to the City's visual character. Development patterns have been influenced by transportation infrastructure (e.g., roadways and railroads) as well as by natural topography. Aesthetic elements of the City include local and regional parks located within the City and extensive landscaped areas along parkways and ...

Development Patterns

The City of Placentia, which represents the planning area for the Placentia General Plan, encompasses approximately 4,238 acres, including the area devoted to public right-of-way (ROW). Without the rights-of-way the total acreage is 3,348 acres. The City rapidly transitioned from a small town surrounded by agricultural land uses to an urbanized residential community in the 1960's and 1970's. As such, the City is almost entirely developed with new development limited to the remaining vacant and underutilized parcels (i.e., parcels that have remaining development capacity pursuant to the Zoning Code). Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3 % of the City's total acreage. Figure 4.17-3 (Vacant Parcels) illustrates vacant lands within the City. Table 2-2, Summary of Vacant Land, identifies the land uses of the vacant acres. Vacant parcels are primarily located in the southeastern portion of the City within specific plan areas. The majority of vacant residential parcels are located in the low-density residential areas.

Light and Glare

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e. street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, can diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light sources, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially

objectionable sensation as observed by a person as they look directly into the light sources of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Sensitive light and glare receptors in and around the City and the Sphere of Influence are generally represented by residential uses. Within the City, existing light sources generally include buildings, recreational facilities (i.e. sports fields); and lighting along roadways and parking lots. Interior light emanating from a structure; exterior light sources (i.e. security lighting); or, lighting to illuminate features for safety or decorative purposes may be visible within the existing landscape. Similar light sources are located within the Sphere of Influence, but to a lesser extent.

Sunlight reflecting off of a reflective surface can result in glare effects and unsafe visual conditions that may interfere with the vision of motorists operating vehicles in the proximity or that may otherwise generally degrade scenic views. Few structures within the City and the Sphere of Influence presently exhibit highly reflective materials (i.e. high-rise buildings with extensive glazing), and therefore, potential glare effects are not considered to be of major concern. The use of these materials can be reduced or prohibited during the project-specific entitlement process.

4.2.3 Threshold of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, aesthetics and light and glare impacts resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.2.4 Project Impacts and Mitigation Measures

4.2.4.1 Scenic Vistas and Visual Character

Implementation of the Proposed General Plan Could Have an Adverse Effect on a Scenic Vista or Substantially Degrade the Existing Visual Character or Quality of the City and Its Surroundings.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Placentia's natural setting offers a number of vistas of scenic value, both within the City and toward distant locations. Mountain ranges and foothills are visible from many locations within the City, creating a varied visual background.

As discussed in detail in Section 3.0, Project Description, the City is about 98 percent built-out. Out of 4,238 acres (includes all area in the City, including roadways and other institutional uses, actual parcels of land encompass, 3,348 acres), only 54.5 acres are either vacant or considered under-developed (meaning that type of development is less than could be supported at a specific location). Implementation of the proposed General Plan is forecast to increase residential development by less than 10% (an increase of 1,696 dwelling units over the life of the proposed General Plan). The proposed General Plan would increase the floor area ratio (FAR)¹ for future non-residential development from 0.4 to 1.0 to allow for potential growth. The City assumes that 12 of the remaining 64 under-developed acres within the City's boundary will be developed with non-residential uses at a FAR up to 1.0. The City projects that an estimated 525,000 square feet of new non-residential uses within the City of Placentia may result from the proposed General Plan designations. For planning purposes, 175,000 square feet of forecast new non-residential development is allocated to commercial uses, 175,000 square feet to office uses, and 175,000 square feet to industrial uses.

Because most of existing land in the City is developed, the City anticipates substantial redevelopment of the acreage allocated to non-residential uses. No specific redevelopment project is incorporated into this analysis; therefore, any future redevelopment within the City will require subsequent environmental review using this General Plan EIR and second-tier environmental review procedures outlined in Section 15152. Refer to the tables in Section 3.0, Project Description that summarize Existing Land Use Distribution (Table 3-3) and proposed General Plan Land Use Designation Density/Intensity Standards (Table 3-4) for further details. This potential future development is anticipated to occur on both vacant and underutilized land throughout the City.

The City of Placentia's vision, which guides the objectives for Rich Heritage, Bright Future, The Placentia General Plan (proposed General Plan), is described below:

- "The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local economy provides the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic backgrounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational and safety needs of its residents. Through the establishment of quality services, grounded in shared community values, Placentia will remain a pleasant and safe place."

Distant Vistas

Placentia is located on gently sloping land in the vicinity of rolling hillsides with distant steep mountain slopes. Some locations within the City have distant vistas of the Chino Hills in the near north and east, of the San Gabriel Mountains in the distant north and the Santa Ana Mountains in the distant east. Access to views of surrounding significant visual features is largely dependent

¹ Floor Area Ratio is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built.

on the presence or absence of intervening structures which need not be unusually tall to impede views. It is not anticipated that implementation of the proposed General Plan would significantly impair distant views of these mountain ranges or hillsides given their distance from the City and the intervening topography and structures. Notwithstanding, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts. Therefore, future development according to the proposed General Plan is not anticipated to significantly impact distant scenic vistas.

City Vistas and Visual Character and Quality

Implementation of the proposed General Plan could adversely impact the City vistas if future development or redevelopment results in major alterations in topography or blocks existing views or is implemented in manner that substantially degrades the visual character or quality of the City. However, according to the proposed General Plan Land Use Element, it is the City's goal (Goal LU-2) to *ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.*

In general, future development under the proposed General Plan would be subject to compliance with the regulations, guidelines, and development review process, as well as the proposed General Plan goals and policies. These regulations and guidelines are intended to diminish conflicts between new development and visual resources. Due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to scenic vistas. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. Therefore, future development implemented according to the proposed General Plan is not anticipated to significantly impact the City's scenic vistas or substantially adversely impact the visual character and quality of the City; thus impacts are considered less than significant in this regard.

The following Goals and Policies are abstracted from the proposed General Plan to identify the criteria that they establish regarding minimizing visual/aesthetic impacts.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.4	Preserve and improve industrial uses that provide manufacturing employment opportunities, through infrastructure upgrades, enhanced aesthetics, and new business development strategies.
	LU-1.7	Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.
Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.1	Where residential/commercial Mixed-Use is permitted, ensure compatible integration of adjacent uses to minimize conflicts through site planning, development standards and architectural compatibility.

	LU-2.2	Develop residential and commercial design guidelines to both protect existing development and allow for future development that is attractive, compatible, and sensitive to surrounding uses.
	LU-2.5	Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards or design guidelines with such techniques as buffering, landscaping, setbacks and traffic calming features.
	LU-2.6	Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.
	LU-2.8	Preserve Placentia's low-density residential neighborhoods through enforcement of land use and property development standards while creating a harmonious blending of buildings and landscape when new development occurs.
	LU-2.19	Orient the placement of developments to take advantage of views of open space or circulation greenery to enhance mental health benefits.
Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.1	Encourage development projects to utilize high quality design for architecture and site planning through the City's design review process. Create Design Guidelines for focused areas and for development Citywide.
	LU-5.2	Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.
	LU-5.5	Adopt and Implement design guidelines, specific zoning, plans, and streetscape design along the Chapman Avenue Corridor, Kraemer Boulevard and Placentia Avenue Corridor to improve the overall appearance of new or redeveloped buildings, landscaped areas, streets, and parking areas.
	LU-5.6	Improve roadway corridor aesthetics with implementation of a streetscape program that includes median island beautification and enhanced City entry locations.
	LU-5.7	Promote exterior signage and lighting that is subdued in character and non-intrusive upon neighboring uses.
	LU-5.8	Improve the quality of Placentia's multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in new multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.
	LU-5.9	Review and revise, as necessary, the City's development standards and project review/approval process to improve the quality of new development and to protect the public health and safety.

Goal **LU-6** ***Enhance and improve the visual image, economic vitality and infrastructure of the Old Town area, TOD, and surrounding areas, like the future Chapman corridor.***

Policies LU-6.1 Vigorously implement the Old Town Revitalization Plan, adopted in 2016. Seek grants and other funding sources to implement.

Sustainability Element

Goal **S-4** ***Every community member has access to information and equal opportunity to be involved in the planning and decision-making process.***

Policy S-4.4 Encourage and provide opportunities for volunteerism and engagement of community members in civic activities, including beautification, maintenance and clean-up programs.

Goal **S-5** ***Placemaking design principles are emphasized and incorporated throughout the City.***

Policies S-5.1 Identify locations for major streetscape improvements such as landscaped medians, enhanced crosswalks, street trees, directional signage, benches, and public art.

S-5.2 Identify key entry points into the City and provide major entry features or monuments at these locations to create a sense of arrival to Placentia.

Goal **S-11** ***Natural resources and features within the City are enhanced and preserved.***

Policies S-11.1 Support enhancement of potential areas of natural resources, including implementation of an urban forest management plan.

S-11.2 Preserve and protect any rare or endangered plants or wildlife that may be found in the City in the future.

S-11.3 Encourage property owners to landscape their property with native plants, including native and/or ornamental trees to reduce water consumption.

S-11.4 Encourage citizen awareness of the City's natural resources and the significance of such resources.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.2.4.2 Scenic Highways

Implementation of the Proposed General Plan Could Substantially Damage Scenic Resources Within a State Scenic Highway.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: As stated in the introduction, there are no officially designated State Scenic Highways within the boundaries of the City of Placentia. However, development within the City

has the potential to impact the distant viewshed of both eligible and designated State Scenic Highways in the near vicinity of the City. State Route (SR) 91 located in the near south of the City is an Officially Designated State Scenic Highway from State Route 55 easterly 4.2 miles (Mile Post R9.2-R13.4). SR 91 is an Eligible State Scenic Highway east of the Officially Designated area to the Orange/Riverside County Line. SR 57 is an Eligible State Scenic Highway from the Orange/Los Angeles County Line south to just north of SR 90 (Mile Post 19.9-R4.5). As described by the Caltrans Scenic Highway website, SR 91 runs along the banks of the Santa Ana River with views of residential and commercial development with intermittent riparian and chaparral vegetation.

In the vicinity of Placentia, the County General Plan Chapter IV Scenic Highway Plan Map dated April 18, 2005 identifies SR 91 from Orange/Riverside County Line west to SR 55 as a Viewscape Corridor. The County also identifies Carbon Canyon Road (SR 142) as a Viewscape Corridor from Orange/San Bernardino County Line westerly until approximately Carbon Canyon Regional Park. The County Scenic Highway Plan does not identify SR 57, a portion of which is identified as a Caltrans Eligible State Scenic Highway, as noted previously.

Given that no officially designated State or County Scenic Highway traverses Placentia, project implementation would not substantially damage scenic resources within a state scenic highway. No impact would occur in this regard. Notwithstanding the finding that the City does not have any designated scenic roadways, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to scenic resources along the corridors. No goals or policies in the proposed General Plan pertain specifically to State scenic highways.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

4.2.4.3 Light and Glare

Implementation of the Proposed General Plan Could Create New Sources of Substantial Light or Glare, Which Would Adversely Affect Day or Nighttime Views in the Area.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Implementation of the proposed General Plan would allow for future development and redevelopment of residential and non-residential land uses within the Focus Areas and throughout the City. New development could cause light and glare impacts through new light sources such as street lighting, interior and exterior building lighting including for safety purposes, vehicle headlights, illuminated signage, traffic signals, sports field lighting, and new glare sources such as reflective building materials, roofing materials, and windows. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists.

The following Goals and Policies are abstracted from the proposed General Plan to identify the criteria that they establish regarding minimizing visual/aesthetic impacts of light.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal **LU-2** ***Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.***

Policies LU-2.6 Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

 LU-2.12 Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, when and where feasible.

Goal **LU-5** ***Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.***

Policies LU-5.2 Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.

 LU-5.7 Promote exterior signage and lighting that is subdued in character and non-intrusive upon neighboring uses.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.2.5 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Cumulatively Considerable Aesthetics, Light, and Glare Impacts.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Cumulative aesthetic impacts are primarily analyzed in terms of impacts within the City of Placentia, as aesthetic impacts are primarily confined to local areas. Because most of existing land in the City is developed, the City anticipates substantial redevelopment of the acreage allocated to non-residential uses. No specific redevelopment project is incorporated into this analysis; therefore, any future redevelopment within the City will require subsequent environmental review. Refer to the tables in Section 3.0, Project Description that summarize Existing Land Use Distribution (Table 3-3) and proposed General Plan Land Use Designation Density/Intensity Standards (Table 3-4) for further details. This potential future development is anticipated to occur on both vacant and underutilized (redevelopment) land throughout the City.

New development would be reviewed on a project-by-project basis, in order to ensure each City's development standards are met and new development is compatible with the existing and desired regional and local urban and natural environment. Additionally, implementation of the previously

defined proposed General Plan goals and policies would enhance the City's physical setting and reduce the incremental aesthetic impact on the region to a level of insignificance. Moreover, the proposed General Plan would not result in any regional aesthetic impacts that extend beyond the City's borders. The proposed Land Use, Conservation, Sustainability and Open Space and Recreation Elements establish goals and policies that would preserve and improve the City's character and aesthetic quality by focusing on the natural environment and historic resources. Therefore, implementation of the proposed General Plan would not result in cumulatively considerable aesthetic impacts.

Refer to the goals and policies referenced above in this Section 4.2.

Aesthetics impacts associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan and compliance with the MZC. No cumulatively considerable aesthetics impacts would occur as a result of buildout of the proposed General Plan.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

Level of Significance After Mitigation: Less Than Significant Impact

4.2.6 Unavoidable Significant Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Significant Unavoidable Adverse Aesthetic Impacts.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: As stated above, the proposed General Plan also includes goals and policies that would enhance the City's physical setting and reduce the incremental aesthetic impact on the region to a level of insignificance. New development would be reviewed on a project-by-project basis, in order to ensure each of the City's development standards are met and new development is compatible with the existing and desired regional and local urban and natural environment. Moreover, the proposed General Plan would not result in any regional aesthetic impacts that extend beyond the City's borders. The proposed Land Use, Conservation, Sustainability and Open Space and Recreation Elements establish goals and policies that would preserve and improve the City's character and aesthetic quality by focusing on the natural environment and historic resources. Therefore, implementation of the proposed General Plan would not result in significant unavoidable aesthetic impacts.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

Level of Significance After Mitigation: Less Than Significant Impact

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4.3 AGRICULTURE AND FORESTRY RESOURCES

This section evaluates the City's and the Sphere of Influence's Agriculture and Forestry Resources and the potential for Agricultural and Forestry Resources impacts associated with implementation of the proposed General Plan. The City encompasses approximately 4,238 acres of incorporated acreage that is almost 98% developed. The residual undeveloped acreage in the City encompasses an estimated 54.5 acres, about 1.3 percent of the total acreage in the City. Table 3-2 in Chapter 3 summarizes the undeveloped acreage and none of this acreage contains or is designated for agricultural or forestry use. The evaluation of land devoted to agricultural or forestry land uses and the potential impact to such resources is the focus of this evaluation and impacts can be fully quantified.

No comments pertaining to agricultural or forestry resources were received in response to the Notice of Preparation or at the City's scoping meeting for the General Plan EIR.

4.3.1 Regulatory Setting

State and local laws, regulations, plans, or guidelines that are applicable to the proposed project are summarized below.

State

Farmland Mapping and Monitoring Program (FMMP)

The California Department of Conservation's Farmland Mapping and Monitoring Program ("FMMP") rates agricultural land soil quality and irrigation status. The first three categories in descending order of potential are Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. In addition, under the FMMP, each county may define and identify lands important to the local agricultural economy, or Farmland of Local Importance. In general, Farmland of Local Importance is either currently producing, or has the capability to produce, but may not meet the criteria of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.

California Land Conservation Act (Williamson Act)

The Williamson Act (Cal. Govt. Code, §51200 et seq.) allows county governments to enter into contracts with private landowners who agree to restrict parcels of land to agricultural uses or uses compatible with agriculture for at least ten years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon income derived from farming and open space uses as opposed to full market value of the property.

California Government Code section 51250 sets forth that a breach of contract has occurred if: 1) a commercial, industrial, or residential building is constructed that is not allowed by Williamson Act, local uniform rules or ordinances consistent with the provisions of the Williamson Act, and that is not related to an agricultural use or compatible use, and 2) the total area of all of the building or buildings causing the breach exceeds 2,500 square feet. State-owned buildings, however, are exempt from these specific breach of contract provisions (Cal. Govt. Code, §51250(s)(1)(C)).

Local

City of Placentia General Plan

The City has no General Plan goals or policies addressing agricultural and/or forestry resources within the City.

The City of Placentia's existing General Plan was adopted in 1973. Some individual Elements have been updated since that time. The 1973 General Plan identified two different data sets regarding agricultural land and no discussion of forestry resources, timberland, because none was identified in the City in 1973. According to the Introduction to the General Plan, the City hosted approximately 300 acres of citrus orchards in October 1973 and about 150 acres of row crops (page 1, 1973 General Plan). However, in Table 2-2 of the 1973 General Plan, which summarizes the existing land use distribution for 1988, a total of 210.7 acres is identified as allocated to agricultural/open space. In the 1973 General Plan there was no land set aside for continued agricultural land use. According to the existing General Plan there is no longer any agricultural use within the City and no agriculture land use designation is included in this proposed General Plan Land Use Element map.

The following statement is included on page 33 (Section 3.8) of the General Plan Update concerning agricultural land use: *Placentia was originally an agricultural and dairy community featuring row crops and citrus trees. Placentia developed rapidly in the 1960s and 1970s converting most agricultural acreage to urban uses. Currently, row crops (predominantly strawberries and oranges) do not exist in any significant quantify.* Based on a field review of the City using aerial photos and windshield survey, there is no commercial agriculture farming being conducted in the City of Placentia. There are also no forest resources, i.e. timberland.

4.3.2 Threshold of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, agriculture and timber impacts resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

- 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?
- Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined by 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))?
- Result in the loss of forest land or conversion of forest land to non-forest use?
- 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?

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as "no impact." No mitigation measures are recommended for implementation because there are no potentially significant impacts.

4.3.3 Project Impacts and Mitigation Measures

4.3.3.1 Convert Farmland

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?

Level of Significance Before Mitigation: No Impact

Impact Analysis: The City does not include any functional farmland and does not designate any land within the City for agricultural use. With no agricultural resources at risk of undergoing a change to an alternate land use, there is no potential for adverse impacts from implementing the proposed General Plan under this impact category. No mitigation is required. There are no goals or policies in the proposed General Plan regarding agricultural land use.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable.

4.3.3.2 Conflict With Agricultural Zoning

Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Level of Significance Before Mitigation: No Impact

Impact Analysis: The City does not include any functional farmland and does not designate or classify (zone) any land within the City for agricultural use. With no agricultural resources at risk of undergoing a change to an alternate land use, there is no potential for adverse impacts from implementing the proposed General Plan under this impact category. No mitigation is required. There are no goals or policies in the proposed General Plan regarding agricultural land use.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

4.3.3.3 Conflict With Forest Resource Zoning

Conflict with existing zoning for, or cause rezoning of, forest land (as defined by 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))?

Level of Significance Before Mitigation: No Impact

Impact Analysis: The City does not include any forest land as identified under this impact category and does not designate or classify (zone) any land within the City for forest or timberland uses. With no forest resources at risk of undergoing a change to an alternate land use, there is no potential for adverse impacts from implementing the proposed General Plan under this impact category. No mitigation is required. There are no goals or policies in the proposed General Plan regarding forest or timberland land use.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

4.3.3.4 Loss or Conversion of Forest Land

Result in the loss of forest land or conversion of forest land to non-forest use?

Level of Significance Before Mitigation: No Impact

Impact Analysis: The City does not include any functional forest resources or land and does not designate any land within the City for forestry use. With no forest resources at risk of undergoing a change to an alternate land use, there is no potential for adverse impacts from implementing the proposed General Plan under this impact category. No mitigation is required. There are no goals or policies in the proposed General Plan regarding forest or timber land use.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

4.3.3.5 Convert Agricultural or Forest Land to Other Uses

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?

Level of Significance Before Mitigation: No Impact

Impact Analysis: The City does not include any functional agricultural or forest resources and does not designate any land within the City for these uses. With no agricultural or forest resources at risk of being converted to an alternate land use, there is no potential for adverse impacts from implementing the proposed General Plan under this impact category.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

There are no goals or policies in the proposed General Plan regarding agriculture, forest or timber land use.

4.3.4 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Any Cumulatively Considerable Agriculture, Forest or Timber Land Impacts.

Level of Significance Before Mitigation: No Impact

Impact Analysis: Cumulative agriculture and forest resources impacts are analyzed in terms of impacts within the City of Placentia. Because most of existing land in the City is developed, the

City does not currently have any farmland or land designated for future agricultural or forest uses. With no such existing uses in the City, no land, goals or policies identified in support of these uses, the proposed project cannot contribute to any cumulative impacts of any kind. No cumulatively considerable agriculture or forest impacts would occur as a result of buildout of the proposed General Plan.

Mitigation Measures: No mitigation measures are required or proposed.

Level of Significance After Mitigation: No Impact

4.3.5 Unavoidable Significant Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Any Unavoidable Adverse Farmland, Agriculture or Forest Resources Impacts.

Level of Significance Before Mitigation: No Impact

Mitigation Measures: No mitigation measures are required or proposed.

Level of Significance After Mitigation: No Impact

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4.4 AIR QUALITY

This section evaluates the City's and the Sphere of Influence's Air Quality and the potential for adverse Air Quality impacts associated with implementation of the proposed General Plan. The City encompasses approximately 4,238 acres of incorporated acreage that is almost 98% developed. The residual undeveloped acreage in the City encompasses an estimated 54.5 acres, about 1.3 percent of the total acreage in the City. Table 3-2 in Chapter 3 summarizes the undeveloped acreage and the majority of this acreage is allocated to residential and Specific Plan uses. The evaluation of future development and the related emissions of air pollutants is the focus of this evaluation and impacts can be fully quantified.

Extensive comments pertaining to air quality were received from the South Coast Air Quality Management District (SCAQMD) in response to the Notice of Preparation for the General Plan EIR. These comments included:

- Requests a copy of the Draft EIR, including appendices
- Recommends use of the CalEEMod software to forecast emissions
- References the 2016 Air Quality Management Plan (AQMP) for use in the evaluation
- Also, references the SCAQMD's "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning" for use in developing the City's general plans. To review land use compatibility the District suggests utilizing the California Air Resources Control Board's (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective"
- Requests that the analysis provide evaluation of localized significance thresholds where appropriate
- When site specific development is reasonably foreseeable, specific adverse air quality impacts should be identified
- Identifies circumstances under which a health risk assessment should be performed
- Requests identification of mitigation measures
- Requests assessment of alternatives if a significant air quality impact will result from implementing the General Plan

Much of the information presented in the following Subchapter is abstracted from Appendix 2 in Volume 2, Technical Appendices to this Draft EIR with appropriate edits for continuity and clarity. The report is titled "*Air Quality Analysis, Placentia General Plan Update*" dated October 2018 prepared by Michael Baker International.

4.4.1 Regulatory Setting

Federal, state and local laws, regulations, plans, or guidelines that are applicable to the proposed project are summarized below.

Federal

Air quality is protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the EPA developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and Pb; refer to Table 4.4-1, *National and California Ambient Air Quality Standards and Attainment Status*.

**Table 4.4-1
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS**

Pollutant	Averaging Time	California ¹		Federal ²	
		Standard ³	Attainment Status	Standards ^{3,4}	Attainment Status
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Nonattainment	N/A	N/A ⁵
	8 Hours	0.070 ppm (137 µg/m ³)	Nonattainment	0.070 ppm (137 µg/m ³)	Nonattainment
Particulate Matter (PM ₁₀)	24 Hours	50 µg/m ³	Nonattainment	150 µg/m ³	Attainment / Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Nonattainment	N/A	N/A
Fine Particulate Matter (PM _{2.5})	24 Hours	No Separate State Standard		35 µg/m ³	Nonattainment
	Annual Arithmetic Mean	12 µg/m ³	Nonattainment	12.0 µg/m ³	Nonattainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Attainment / Maintenance
	1 Hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Attainment / Maintenance
Nitrogen Dioxide (NO ₂) ⁵	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	N/A	53 ppb (100 µg/m ³)	Attainment / Maintenance
	1 Hour	0.18 ppm (339 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Attainment / Maintenance
Lead (Pb) ^{7,8}	30 days Average	1.5 µg/m ³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m ³	Nonattainment
	Rolling 3-Month Average	N/A	N/A	0.15 µg/m ³	Nonattainment
Sulfur Dioxide (SO ₂) ⁶	24 Hours	0.04 ppm (105 µg/m ³)	Attainment	0.14 ppm (for certain areas)	Unclassified / Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified / Attainment
Visibility-Reducing Particles ⁹	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Unclassified		
Vinyl Chloride ⁷	24 Hour	0.01 ppm (26 µg/m ³)	N/A		

Notes:

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10} , $\text{PM}_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
6. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
8. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
9. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: California Air Resources Board and U.S. Environmental Protection Agency, *Ambient Air Quality Standards chart*, <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>, May 4, 2016.

A nonattainment area is an area where pollutant concentrations do not meet the National Ambient Air Quality Standards and/or California Ambient Air Quality Standards. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 *Code of Federal Regulations (CFR)* Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states.

State

In 1988, the California Clean Air Act (CCAA) was adopted and led to the establishment of the California Ambient Air Quality Standards (CAAQS) for the same major pollutants, as the NAAQS and to standards for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. There are currently no NAAQS for these latter pollutants. CARB is responsible for enforcing air pollution regulations in California. The CCAA requires all air pollution control districts in California to endeavor to achieve and maintain state ambient air-quality standards by the earliest practicable date and to develop plans and regulations specifying how they will meet this goal.

Regional

South Coast Air Quality Management District

The *2016 Air Quality Management Plan (2016 AQMP)*, which was adopted by the SCAQMD in March 2017, proposes policies and measures to achieve Federal and State air quality standards in the South Coast Air Basin (Basin) and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under the SCAQMD's jurisdiction. The 2016 AQMP relies on a regional and multi-level partnership of governmental agencies at the Federal, State, regional, and local level. These agencies (EPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the 2016 AQMP programs. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)*, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts.

The 2016 AQMP addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The 2016 AQMP highlights the reductions and the interagency planning necessary to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal Clean Air Act. The primary task of the 2016 AQMP is to bring the Basin into attainment with federal health-based standards.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to

transportation, the economy, community development, and the environment. SCAG serves as the Federally-designated metropolitan planning organization (MPO) for the Southern California region and is the largest metropolitan planning organization in the United States. With respect to air quality planning, SCAG has prepared the *Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the 2016 AQMP. SCAG is responsible under the FCAA for determining conformity of projects, plans, and programs within the SCAQMD.

Local

City of Placentia

The following goals and policies have been identified as contributing to a reduction in air emissions within the City of Placentia.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.1	Preserve single-family neighborhoods in Placentia, which provide support for the City's commercial and industrial uses.
	LU-1.2	Allow for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing and mobile homes, in designated areas to satisfy regional housing needs.
	LU-1.5	Promote the development of distinct, well-designed focus areas that are served by transit, contain a mix of commercial or civic activities, are supported by adjacent residential areas, and serve as focal points in the community.
	LU-1.6	Encourage mixed use development within the Old Town District, TOD District and other appropriate areas.
Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.2	Develop residential and commercial design guidelines to both protect existing development and allow for future development that is attractive, compatible, and sensitive to surrounding uses.
	LU-2.7	Allow small lot single-family and medium-density development as infill projects and provide adequate development standards or design guidelines to ensure compatibility with surrounding residential uses.
	LU-2.8	Preserve Placentia's low-density residential neighborhoods through enforcement of land use and property development standards while creating a harmonious blending of buildings and landscape when new development occurs.

Goal	LU-4	<i>Ensure that new development minimizes the impacts on the natural environmental including the natural landscape, vegetation, air and water resources.</i>
Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.2	Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.
Goal	LU-8	<i>Continue to diversify transportation choices in Placentia for residents and businesses.</i>
Policies	LU-8.1	Continue to facilitate the development of passenger serving rail through the City ensuring the construction of the proposed Metrolink stop to serve the Old Town area.
	LU-8.2	Identify locations for potential transportation facilities, such as parking facilities and transit stations, that serve both commuters and residents and include in future private and public redevelopment of these locations.
	LU-8.4	Provide all classes of bike lanes, bike paths, and bike routes throughout the city as new development or redevelopment occurs.
	LU-8.5	Consider new and innovative modes of transportation for inner city travel and for local regional travel, such as motorized bikes, scooters, ride-share, etc.
Goal	LU-9	<i>Continue to provide a high quality of public infrastructure and services.</i>
Policies	LU-9.3	City shall adopt a “Complete Streets” policy, which embodies the community’s intent to plan, design, operate and maintain street so they are safe for all users of all ages and abilities. These policies shall guide the planning, design and construction of streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists and freight vehicles.

Mobility Element

Goal	MOB-2	<i>Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.</i>
Policies	MOB-2.1	Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City.
	MOB-2.2	Ensure adequate capacity to accommodate the traffic generated by land uses within the City, while balancing the needs of the pedestrian, cyclists and other multi-modal users.
	MOB-2.5	Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., locate retail in closer proximity to residents).
	MOB-2.19	Require the use of Transportation Control Measures (TCM’s) to improve air quality and reduce traffic congestion.

Goal **MOB-3** ***Encourage transit and active transportation modes, including public transportation, bicycles (discussed below), ridesharing, and walking, to support land use plans and related transportation needs.***

- Policies**
- MOB-3.1 Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.
 - MOB-3.2 Support the development of a high-quality public transit system that minimizes dependency on the automobile.
 - MOB-3.3 Ensure that effective Transportation Demand Management (TDM) measures and programs such as ridesharing and increased vehicle occupancy are being implemented.
 - MOB-3.4 Implement adequate sidewalks and crosswalks to meet the required uses and needs, which serves to encourage alternative modes of transportation.
 - MOB-3.5 Respond to increases in demand for additional bus service through interaction with OCTA and other available resources, and seek out grant funding to provide supplemental transit services such as additional fixed bus/trolley routes or subsidized on-demand transit services such as Lyft or Uber.
 - MOB-3.7 Encourage pedestrian activities through streetscape and transit enhancement programs.
 - MOB-3.8 Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.
 - MOB-3.9 Working cooperatively with OCTA, construct the planned Placentia Metrolink Station and parking structure as well as implement maintenance and operation plans for the station to serve both residents and commuters.
 - MOB-3.10 Continue to support the accessibility and accommodation of all transit users.
 - MOB-3.11 Continue to develop and improve access to and from transit routes by walking and bicycling and by people with disabilities.

Goal **MOB-4** ***Encourage bicycle travel as a primary mode of transportation.***

- Policies**
- MOB-4.1 Develop and adopt a comprehensive bicycle master plan to position for regional, state, and federal funding opportunities.
 - MOB-4.3 Review the existing Class I, II and III bikeways and modify as needed to comply with the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).
 - MOB-4.4 Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.
 - MOB-4.6 Incorporate bicycle planning into the traditional transportation planning process.
 - MOB-4.7 Support bikeways that minimize cyclist/motorist conflicts, such as constructing the planned replacement of the Golden Avenue Bridge to link directly to Segment D of the OC Loop Project to further link multiple bikeways into a 66 mile branded facility throughout northern and central Orange County as well as implementation of the

Go Placentia Loop linking the Placentia Metrolink Station to major destinations near and around Placentia.

- MOB-4.8 Support regional and subregional efforts to ensure cyclists are considered when developing new or retrofitting existing transportation facilities and systems.
- MOB-4.9 Support and implement policies and regulations to comply with recognized bicycle infrastructure design standards of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (AASHTO).
- MOB-4.10 Support efforts to maintain, expand and create new connections between the Placentia bikeways, the bikeways in neighboring jurisdictions and regional bikeways.
- MOB-4.11 Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
- MOB-4.12 Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- MOB-4.13 Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.
- MOB-4.14 Require that new streets or developments contain adequate right-of-way for bicycle lanes, where appropriate.
- MOB-4.15 Where space and appropriate roadway conditions currently exist, continue to install bike routes.

Goal **MOB-6** ***Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic and parking congestion and other traffic impacts.***

Policies MOB-6.3 The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.

Conservation Element

Goal **CON-2** ***Reduce air pollution through proper land use and transportation planning.***

Policies CON-2.1 Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region’s current Air Quality Management Plan.

CON-2.2 Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.

CON-2.3 Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

- CON-2.4 Develop neighborhood parks near concentrations of residents to encourage walking to parks. Use the Quimby in-lieu to fund new and expanded park space.
- CON-2.5 Implement through design requirements, the Complete Street tenets. Encourage the design of commercial areas to foster pedestrian circulation.
- CON-2.6 Cooperate and participate in regional air quality management plans, programs, and enforcement measures.
- CON-2.7 Implement the required components of the Congestion Management Plan, and continue to work with Orange County Transportation Authority on annual updates to the CMP.
- CON-2.8 Encourage and expand the use of electric charging station for EV vehicles. This would be in private and public development.
- CON-2.9 Adopt a Climate Action Plan by December 2022.
- CON-2.10 Utilize California Air Resources Board (CARB) recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
- CON-2.11 Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, rideshare, bikeshare programs (and scooter share programs) and creating and expanding a network of multiuse trails and bicycle paths. Focus on connecting Placentia and Fullerton along bikeways, using the Placentia Metrolink station as a catalyst.
- CON-2.12 Encourage mixed use development as a way to preserve natural resources.
- Goal** **CON-3** ***Improve air quality by reducing the amount of vehicular emissions in Placentia.***
- Policies** CON-3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to reduce and eliminate vehicle trips.
- CON-3.3 Promote and establish modified work schedules for private development and employers which reduce peak period auto travel. This applies to the City government services but supports private industry efforts as well.
- CON-3.4 Cooperate in and encourage efforts to promote the Metrolink Station by residents and visitors to Placentia. Expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.
- CON-3.5 Expand the use of alternative fueled vehicles for city services.
- CON-3.6 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
- CON-3.7 Encourage employer rideshare and transit incentives programs by local businesses.

- CON-3.8 Manage parking supply to discourage auto use, while ensuring that economic development goals are not sacrificed.
- CON-3.9 Encourage businesses to alter truck delivery routes and local delivery schedules to lesser traveled roads during peak hours, or switch to off-peak delivery hours.
- CON-3.10 Implement Citywide traffic flow improvements outlined in the Mobility Element.
- CON-3.11 Support state and federal legislation which would improve vehicle/transportation technology and cleaner fuels.
- CON-3.12 Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.
- CON-3.13 Encourage a mix of land uses located together to reduce vehicle trips and miles traveled.
- CON-3.14 Participate in and create incentive and rebate programs for alternative fuel vehicles.
- CON-3.15 Educate residents and commercial business owner on any rebate programs for solar heating and cooling in both residential and commercial structures.
- CON-3.16 Require new developments to install electric vehicle charging stations.
- CON-3.17 Install electric vehicle charging stations at City owned properties.
- CON-3.18 Implement a bicycle sharing program at the new transit station.
- Goal** **CON-4** ***Reduce particulate emissions to the greatest extent feasible.***
- Policy** CON-4.1 Continue policies to minimize particulate matter emissions during road and building construction and demolition.
- Goal** **CON-5** ***Reduce emissions through reduced energy consumption and promote sustainable and renewable energy sources.***
- Policies** CON-5.1 Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
- CON-5.2 Promote local recycling of wastes and the use of recycled materials in both private and public projects and uses.
- CON-5.3 Encourage solar swimming pool heaters and residential and commercial water heaters and other energy using appliances.
- Goal** **CON-6** ***Conserve energy resources through the use of available technology such as solar and other conservation practices.***
- Policies** CON-6.1 Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
- CON-6.2 Encourage new development and existing structures to install energy efficient equipment.

In addition to the preceding air quality goals and policies, water and solid waste goals and policies also reduce energy consumption by reducing demand for water and reducing the volume of solid waste requiring disposal. Refer to the discussions in the Utilities and Services Subchapter for a list of these goals and policies.

Safety Element (Urban Fire Hazards)

Goal	SAF-2	<i>Protect the lives and property of residents, businesses owners, and visitors from the hazards of urban fires.</i>
Policies	SAF-2.1	Continue to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector.
	SAF-2.2	Continue to refine procedures and processes to minimize the risk of fire hazards, requiring new development, where appropriate, to: <ul style="list-style-type: none"> • Utilize fire-resistant building materials; • Incorporate Fire retardant landscaping; • Incorporate fire sprinklers as appropriate; and • Provide Fire Protection Plans.
	SAF-2.4	Monitor fire response times to ensure they are keeping to desired levels of service.
	SAF-2.5	Ensure adequate fire-fighting resources are available to meet the demands of new development, especially with increases in the construction of mid- to high-rise structures, by ensuring that: <ul style="list-style-type: none"> • Fire flow engine requirements are consistent with Insurance Service Office (ISO) recommendations; and • The height of truck ladders and other equipment and apparatus are sufficient to protect multiple types of structures.

The preceding goal and policies are designed to reduce fires and related particulate pollution associated with wildland and urban fires.

Health, Wellness and Environmental Justice

Goal	HW/EJ-2	<i>Promote land use patterns, both private and public, that promote increased physical activity and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.</i>
Policies	HW/EJ-2.1	Consider amending the Zoning Code to allow neighborhood-serving retail uses within neighborhoods at key nodes to provide opportunities for retail services within one-quarter mile of all residences. Permit these neighborhood serving uses with no minimum parking requirements.
Goal	HW/EJ-3	<i>Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.</i>
Policies	HW/EJ-3.1	Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.
	HW/EJ-3.2	Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-

visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety. Crosswalks should be installed on Melrose Avenue for those participating in the Whitten Center programs.

	HW/EJ-3.5	Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter-to a half-mile) of established residential areas and DACs.
Goal	HW/EJ-4	<i>Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.</i>
Policies	HW/EJ-4.1	Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City.
	HW/EJ-4.2	Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs.
	HW/EJ-4.3	Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.
	HW/EJ-4.4	Fully implement and promote the Old Town Revitalization Plan and the Transit Oriented Development district to ensure, as those areas develop under these plans, that a full range of retail and services are provided within walking or easy transit distances.
	HW/EJ-4.5	Update Zoning Code to eliminate any barriers to facilitating the goal of creating complete neighborhoods with access to retail and recreation resources within walking distance of homes.
Goal	HW/EJ-5	<i>Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.</i>
Policies	HW/EJ-5.2	Develop and support education and enforcement campaigns on traffic, bicycle, and public transit options. Encourage bicycle and pedestrian safety through education and incentive programs. Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.
	HW/EJ-5.3	Execute policies and programs that encourage transit use and increase transit service throughout the City.
	HW/EJ-5.4	In new policies and programs stress the priority of bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity.
	HW/EJ-5.5	Promote ride-sharing with a citywide ride-share management plan.
	HW/EJ-5.6	Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of para-transit service for seniors

and people of all abilities, and enhance service within the City and to regional public facilities, especially medical facilities.

HW/EJ-5.7 Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel by adopting and implementing a Complete Streets ordinance.

HW/EJ-5.10 Promote and provide secure bicycle parking and storage in existing and new development.

HW/EJ-5.18 Adopt a city-wide bicycle plan that will eventually connect residents to retail areas, park, recreational facilities, schools, and government buildings. This plan would also connect to bike trails in adjacent cities.

HW/EJ-5.19 Promote ride-sharing with a citywide ride-share management plan.

Goal **HW/EJ-7** ***Ensure that parks, trails, open spaces, and community facilities that support active, healthy recreation and activities are distributed throughout Placentia and are available to residents of disadvantaged communities.***

Policies HW/EJ-7.15 Consider citywide bike share programs.

Goal **HW/EJ-10** ***Promote to land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantage communities.***

Policies HW/EJ-10.1 Promote land use patterns that reduce driving and promote walking, cycling, and transit use.

HW/EJ-10.2 Discourage locating truck routes on primarily residential streets and in DACs.

HW/EJ-10.3 Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.

HW/EJ-10.4 Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.

HW/EJ-10.5 Require landscaping, ventilation systems, double-paned windows, setbacks, landscaping, barriers, ventilation systems, air filters and other measures to achieve healthy indoor air quality and noise levels in the development of new sensitive land uses.

HW/EJ-10.6 Continue purchase or lease of fuel-efficient and low- emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require EV charging stations and priority parking in all new private development.

HW/EJ-10.7 Prohibit new sources of air pollutant emissions in the disadvantaged communities to minimize impacts on the population, especially children and the senior community and encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.

- HW/EJ-10.8 Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.
- HW/EJ-10.9 Consider any potential air quality impacts when making land use decisions for new development, even if not required by California Environmental Quality Act.
- HW/EJ-10.10 Consider adopting a Second-Hand Smoke Ordinance to reduce exposure to harmful effects of second-hand smoke in indoor and outdoor areas. Continue to make efforts to protect vulnerable populations, such as children and seniors from exposure to second-hand smoke.
- HW/EJ-10.11 Distribute information on how to reduce or eliminate sources of indoor air pollution.
- HW/EJ-10.12 Conduct a public information campaign to let residents living within 1,000 feet of a freeway know what mitigation measures they can take. These would include things such as installing high-efficiency air filters, keeping windows closed in the early morning, refraining from outdoor exercise in the mornings, installing thick landscaping, reducing driving, and using public transport instead.
- Goal** **HW/EJ-11** ***Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.***
- Policies** HW/EJ-11-1 Prepare a Climate Action Plan to identify ways to reduce citywide GHG emissions and minimize the impacts of climate change on Placentia residents.
- HW/EJ-11-2 Create an “Urban Forest” Plan to address the need for planning, planting, and maintaining trees in the City and DACs to mitigate heat exposure for Placentia residents. The plan should focus on providing shade trees to reduce the “heat-island” effect.
- HW/EJ-11-4 Create a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs.
- Goal** **HW/EJ 12** ***Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.***
- Policies** HW/EJ-12-1 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).
- HW/EJ-12-2 In reviewing development proposals, site sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
- HW/EJ-12-3 Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- HW/EJ-12-4 Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with

operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).

HW/EJ-12-5 Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.

HW/EJ-12-6 Require project proponents to prepare health risk assessments in accordance with CARB and SCAQMD recommended procedures if new land uses are proposed within the distances described above for freeways, distribution facilities, and rail yards.

HW/EJ-12-7 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.

HW/EJ-12-8 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

HW/EJ-12-9 The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

HW/EJ-12-10 Encourage non-polluting industry and clean green technology companies to locate to the City.

HW/EJ-12-11 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

HW/EJ-12-12 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments busy roadways with significant volumes of heavy truck traffic).

Goal **HW/EJ-13** ***Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.***

Policies HW/EJ-13.1 Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations.

HW/EJ-13.2 Require energy and resource efficient buildings and landscaping in all public and private development projects.

HW/EJ-13.3 Develop green infrastructure standards that rely on natural processes for stormwater drainage, groundwater recharge and flood management.

HW/EJ-13.4 Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future

demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.

- HW/EJ-13.5 Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.
- HW/EJ-13.6 Promote waste reduction and recycling to minimize materials that are processed in landfills. Encourage residents and businesses to reduce waste and minimize consumption of goods that require higher energy use for shipping and packaging. Encourage composting to reduce food and yard waste and provide mulch for gardening.
- HW/EJ-13.7 Promote water conservation and recycled water use. Implement water conservation efforts for households, businesses, industries and public infrastructure.
- HW/EJ-13.8 Continue to implement the City's Green Building Code and update as appropriate. Require newly-constructed or renovated City-owned and private buildings and structures to comply with the Green Building Ordinance. Encourage LEEDS certification for commercial, industrial and public projects.
- HW/EJ-13.9 Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.
- HW/EJ-13.10 Promote land use patterns that are transit, bicycle, and pedestrian-oriented and have a mix of uses, especially neighborhood serving businesses, within walking distance of homes and workplaces. Encourage multi-modal transportation with land use patterns that are transit, bicycle and pedestrian-oriented, have a mix of uses.

Goal **HW/EJ-14** ***Improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities.***

Policies HW/EJ-14.1 Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, railroads, diesel trucks, oil refineries, and busy roadways.

HW/EJ-14.5 Monitor changes in technology that will prevent and mitigate transportation-related noise and air quality impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise and air quality impacts of vehicles. Alternatives to sound walls should be considered where possible.

HW/EJ-14.7 Consider zoning that prohibits the construction of new sensitive uses within 1,000 feet of a freeway.

Sustainability Element

Goal **S-7** ***Environmental impacts and natural resource consumption is minimized through the implementation of building and construction practices.***

Policies	S-7.1	Support the use of green building methods in new construction and rehabilitation projects, including both public agency projects and private projects undertaken by homeowners.
	S-7.2	Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency, irrigation systems designed to minimize water waste, and allowances for reclaimed water use in residential construction, where feasible.
Goal	S-8	<i>Reliance on single-occupancy private vehicles is reduced through the availability of alternative modes of transport (See Mobility Element)</i>
Policies	S-8.1	Encourage businesses, organizations, and residents to participate in the implementation of regional transportation demand management, including car-pooling programs.
	S-8.2	Continue to support implementation of alternative forms of transportation within the City through coordination with transit providers such as OCTA and Metrolink.
	S-8.3	Continue to seek out opportunities to provide connected bicycle routes throughout the City and greater region.
Goal	S-9	<i>Higher-density, compact, residential development and mixed-uses will be located near the Metrolink station to create an integrated transit-oriented development (See Land Use Element and Mobility Element)</i>
Policies	S-9.1	Include a mix of uses that will support transit use throughout the day and meet identified needs of transit riders and the immediate area.
	S-9.2	Provide pedestrian oriented development and create a sense of place around the Metrolink station that is compatible with the nature, scale and aesthetics of the surrounding community.
	S-9.3	Consider local interests in the location, design, function and operation of the transit-oriented development to the extent reasonable and appropriate.
	S-9.4	Provide pedestrian amenities such as lighting, landscaping, and benches and other related street furniture within the area to encourage pedestrian activity and improve safety.
Goal	S-10	<i>Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.</i>
Policies	S-10.3	Provide for clean air and water quality through the support of state and regional initiatives and regulations.
	S-10.4	Support clean air by promoting a balance of residential and non-residential uses to provide options to reduce vehicle trips and vehicles miles traveled.
	S-10.5	Support efforts to improve housing options and employment opportunities within the City in order to reduce commuting.

This completes the list of goals and policies included in the new Placentia General Plan to reduce air emissions to the extent feasible.

4.4.2 Existing Setting

4.4.2.1 South Coast Air Basin

Geography

The City of Placentia is located in the South Coast Air Basin (Basin), a 6,600-square mile area bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area of Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Climate

The climate in the Basin is characterized by moderate temperatures and comfortable humidity, with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature.

Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

In the City of Placentia, the climate is typically warm during summer when temperatures tend to be in the 70's and cool during winter when temperatures tend to be in the 50's. The warmest month of the year is August with an average maximum temperature of 89°F, while the coldest month of the year is December with an average minimum temperature of 47°F. Temperature variations between night and day tend to be moderate during summer with a difference that can reach 24°F, and moderate during winter with an average difference of 23°F. The annual average

precipitation in Placentia is 13.53 inches. Rainfall is evenly distributed throughout the year. The wettest month of the year is February with an average rainfall of 3.18 inches.¹

4.4.2.2 Ambient Air Quality

The monitoring stations in the State are operated by the California Air Resources Board (CARB), local Air Pollution Control Districts or Air Quality Management Districts, by private contractors, and by the National Park Service. These entities operate more than 250 air monitoring stations in California. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level. In the Basin, each monitoring station is located within a Source Receptor Area (SRA). The communities within a SRA are expected to have similar climatology and ambient air pollutant concentrations. The City of Placentia is in SRA 16 (North Orange County).

Pollutants Measured

The following air quality information briefly describes the various types of pollutants monitored at the Anaheim Monitoring Station. The Anaheim Monitoring Station is the nearest to the City within SRA 16. Air quality data from 2015 through 2017 is provided in Table 4.4-2, *Local Air Quality Levels*.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency, as seen in high altitudes) are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO. Exposure to high levels of CO can slow reflexes and cause drowsiness, as well as result in death in confined spaces at very high concentrations.

Nitrogen Dioxide (NO_x). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃, and react in the atmosphere to form acid rain. Nitrogen dioxide (NO₂) (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations).

NO₂ can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes as well as cause pulmonary dysfunction.

¹ The Weather Channel, *Average Weather for Placentia, CA*, Accessed October 9, 2018. <https://weather.com/weather/monthly/l/USCA0875:1:US>.

Table 4.4-2
LOCAL AIR QUALITY LEVELS

Pollutant	California Standard	Federal Standard	Year	Maximum ¹ Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone (O ₃) (1-Hour) ²	0.09 ppm for 1 hour	NA ⁵	2015	0.100 ppm	1/0
			2016	0.103	2/0
			2017	0.090	0/0
Ozone (O ₃) (8-Hour) ²	0.07 ppm for 8 hours	0.07 ppm for 8 hours	2015	0.080 ppm	1/1
			2016	0.074	4/4
			2017	0.076	4/4
Carbon Monoxide (CO) (1-Hour) ²	20.0 ppm for 1 hour	35.0 ppm for 1 hour	2015	3.07 ppm	0/0
			2016	2.61	0/0
			2017	2.45	0/0
Carbon Monoxide (CO) (8-Hour) ²	9.0 ppm for 8 hours	9.0 ppm for 8 hours	2015	8.0 ppm	0/0
			2016	8.0	0/0
			2017	8.0	0/0
Nitrogen Dioxide (NO ₂) (1-Hour) ²	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2015	0.0591 ppm	0/0
			2016	0.0643	0/0
			2017	0.0812	0/0
Particulate Matter (PM ₁₀) ^{2, 3,4}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2015	59.0 µg/m ³	2/0
			2016	74.0	NA/0
			2017	95.7.0	NA/0
Fine Particulate Matter (PM _{2.5}) ^{2,4}	No Separate State Standard	35 µg/m ³ for 24 hours	2015	45.8 µg/m ³	NA/3
			2016	44.4	NA/1
			2017	53.9	NA/7

Notes:

ppm = parts per million; PM₁₀ = particulate matter 10 microns in diameter or less; NM = not measured; µg/m³ = micrograms per cubic meter; PM_{2.5} = particulate matter 2.5 microns in diameter or less; NA = not available.

1. Maximum concentration is measured over the same period as the California Standards.
2. Anaheim Monitoring Station located at 1630 Pampas Lane, California 92802.
3. PM₁₀ exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
4. PM₁₀ and PM_{2.5} exceedances are derived from the number of samples exceeded, not days.
5. The Federal standard was revoked in June 2005.

Sources: Aerometric Data Analysis and Measurement System (ADAM), summaries from 2015 to 2017, <http://www.arb.ca.gov/adam>.
Quality Assurance Air Monitoring Sites, https://www.arb.ca.gov/qaweb/site.php?s_arb_code=30031.
Air Data, Tables of 8-Hour Average Data, https://aqs.epa.gov/aqsweb/airdata/download_files.html#eighthour.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

The "Bad" O₃ is a photochemical pollutant, and needs reactive organic compounds (ROGs), NO_x, and sunlight to form; therefore, ROGs and NO_x are O₃ precursors. Precursors are a group of pollutants that combine to create other pollutants. In this case ROG and NO_x combine with sunlight to create ground-level O₃. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter which is smaller than 10 microns (or ten one-millionths) of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate in the lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to PM_{2.5}, both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the U.S. Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Orange County portion of the Basin as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell. It is formed primarily by the combustion of sulfur-containing fossil fuels, such as gasoline and diesel fuel. Sulfur is a natural component in crude oil that ends up in gasoline and diesel unless removed. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_x) and lead (Pb). Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂.

Reactive Organic Gases (ROG) and Volatile Organic Compounds (VOC). *Hydrocarbons are organic gases that are formed solely of hydrogen and carbon that exist in the ambient air. There are several subsets of organic gases including ROGs and VOCs. ROGs contribute to the formation of smog and/or may be toxic themselves. ROGs often have an odor; some examples include gasoline, alcohol, and the solvents used in paints. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources*

are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation). Although ROGs and VOCs they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis. On a regional emissions level, adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOC to form secondary pollutants such as O₃. Refer to the summary of health effects described in Table 4.4-3.

4.4.2.3 Primary Sources of Air Pollutant Emissions

Air pollutants within the City of Placentia are generated by stationary and mobile sources. These emission sources are described below.

Stationary and Point Sources

Stationary source emissions refer to those that originate from a single place or object that does not move around. Typical stationary sources include buildings, power plants, mines, smokestacks, vents, incinerators, and other facilities using industrial combustion processes. Stationary point sources have one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial projects. The City of Placentia also contains several point sources, a single identifiable source of air pollution. A variety of pollutants, including reactive hydrocarbons from activities such as spray painting, are generated by smaller commercial and industrial uses. Industrial uses are generally located in the southern portion of the City adjacent to the Burlington Northern Santa Fe (BNSF) rail line. While each use might not represent a significant source of air pollution, the cumulative effects of development within the City could be significant. For example, the combination of several point sources could represent a substantial amount of emissions. Although the number and nature of future additional air pollutant point sources is presently unknown, each individual source would be required to comply with rules and regulations established by the SCAQMD. These regulations require that sources of hazardous materials or criteria pollutants above threshold levels obtain permits prior to operation of the facility.

Mobile Sources

Mobile sources of emissions refer to those moving objects that release pollution and include cars, trucks, busses, planes, trains, motorcycles, and gasoline-powered lawn mowers. Mobile source emissions may be classified as on- or off-road sources. Increased traffic volumes within the City of Placentia could contribute to regional incremental emissions of NO_x, VOC, CO, SO_x, and PM₁₀. The following is a listing of emissions that typically emanate from vehicular sources:

**Table 4.4-3
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> • Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions. 	<ul style="list-style-type: none"> • Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> • Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> • Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> • Contaminated soil. 	<ul style="list-style-type: none"> • Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> • Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions. 	<ul style="list-style-type: none"> • Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> • Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> • Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes. 	<ul style="list-style-type: none"> • Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.
Source: California Air Resources Board, 2002		

- Vehicle running exhaust (VOC, CO, NO_x, SO_x, and PM₁₀);
- Vehicle tire wear particulates (PM₁₀);
- Vehicle brake wear particulates (PM₁₀);
- Vehicle variable starts (VOC, CO, NO_x) – starting a vehicle and the first few minutes of driving generate higher emissions because the emissions-control equipment has not yet reached its optimal operating temperature;
- Vehicle hot soaks [cooling down] (VOC) – the engine remains hot for a period of time after the vehicle is turned off, and gasoline evaporates when the car is parked while cooling down;
- Vehicle diurnal [while parked and engine is cool] (VOC) – even when the vehicle is parked for long periods of time, gasoline evaporation occurs as the temperature rises during the day;
- Vehicle resting losses (VOC) – includes the escape of fuel vapor from the fuel system while the vehicle is inoperative; and
- Vehicle evaporative running losses (VOC) – the hot engine and exhaust system can vaporize gasoline while the vehicle is running.

On-Road Sources. These sources are considered to be a combination of emissions from automobiles, trucks, and indirect sources. Major sources of mobile emissions in the City of Placentia include the local and regional roadway network. State Route 57 (SR-57) passes through the southwest portion of the City in a north-south direction and State Route 90 (Imperial Highway) passes through northeast portion of the City. State Route 91 (SR-91) is located outside the City boundary to the south, traversing in an east-west direction. Additionally, major and primary arterials that serve the City are Orangethorpe Avenue, Yorba Linda Boulevard, Chapman Avenue, Placentia Avenue, Kraemer Boulevard, Rose Drive/Tustin Avenue, Lakeview Avenue, and Bastanchury Road.

Indirect on-road sources of emissions are those that by themselves may not emit air contaminants; however, they indirectly cause the generation of air pollutants by attracting vehicle trips or by consuming energy. Examples of these indirect sources include an office complex or commercial center that generates trips and consumes energy resources.

Off-Road Sources. Off-road sources include aircraft, trains, construction equipment, and landscape equipment. The Fullerton Municipal Airport, approximately five miles to the west of the City, is one of the primary sources of air traffic from a nearby city. The nearest common-carrier airport is John Wayne Airport in the City of Santa Ana, approximately 15 miles south of the City. Additionally, the BNSF railroad crosses the City. The railroad serves BNSF freight trains as well as the Metrolink 91 Line. The BNSF operates a major double-track freight rail line known as the Orange County Gateway along the Orangethorpe Corridor. This rail line connects the Port of Los Angeles with the Inland Empire and Midwest United States. The nearest Metrolink train station is currently located in Fullerton, approximately 4 miles west of the City, which provides commuter train service from Oceanside to Los Angeles Union Station. The nearest Amtrak train station is also located in Fullerton. Plans are underway to begin construction of a Metrolink commuter train station in 2019, to be located at the intersection of Melrose Avenue and Crowther Avenue.² Construction activities are typically temporary and intermittent and can be located at various locations within the City. Landscape equipment emissions would occur more regularly and would occur throughout the City, especially within residential areas.

² KOA Corporation, *City of Placentia General Plan Mobility Element Update Technical Traffic Study*, August 2018.

Emissions from off-road sources include NO_x and diesel particulate matter, which contribute to public health problems. The EPA has set emission standards for the engines used in most construction, agricultural, and industrial equipment. The EPA has adopted off-road diesel fuel requirements to decrease the allowable levels of sulfur, which can damage advanced emission control technologies. Additionally in 2007, CARB adopted the In-Use Off-Road Diesel Vehicle to reduce diesel particulate matter and NO_x emissions from in-use off-road heavy-duty diesel vehicles in California.³

4.4.2.4 Existing Air Pollutant Emissions Inventory

Orange County Emissions Inventory

Table 4.4-4, *2015 Estimated Emissions Inventory for Orange County*, summarizes the emissions of criteria air pollutants within Orange County for various source categories in 2015. According to the emissions inventory, mobile sources are generally the largest contributor to air pollutant levels.

**Table 4.4-4
2015 ESTIMATED EMISSIONS INVENTORY FOR ORANGE COUNTY**

Source Type/Category	Estimated Annual Average Emissions (Tons/Day) ²					
	ROG	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}
Stationary Sources						
Fuel Combustion	0.6	5.7	5.3	0.7	0.6	0.6
Waste Disposal	2.5	0.3	0.4	0.1	0.1	0.1
Cleaning and Surface Coating	9.6	0.0	0.0	-	0.1	0.1
Petroleum Production Marketing	6.0	0.0	0.2	0.0	0.0	0.0
Industrial Processes	3.7	0.1	0.1	0.0	2.2	1.1
<i>Subtotal (Stationary Sources)¹</i>	<i>22.4</i>	<i>6.1</i>	<i>6.0</i>	<i>0.7</i>	<i>3.0</i>	<i>1.9</i>
Areawide Sources						
Solvent Evaporation	26.5	-	-	-	0.0	0.0
Miscellaneous Processes	1.6	14.7	4.3	0.1	44.6	10.0
<i>Subtotal (Areawide Sources)¹</i>	<i>28.1</i>	<i>14.7</i>	<i>4.3</i>	<i>0.1</i>	<i>44.6</i>	<i>10.1</i>
Mobile Sources						
On-Road Mobile Sources	27.9	256.7	45.8	0.4	4.4	3.0
Other Mobile Sources	28.0	239.4	53.7	5.9	3.9	3.4
<i>Subtotal (Mobile Sources)¹</i>	<i>55.9</i>	<i>496.2</i>	<i>99.5</i>	<i>6.3</i>	<i>8.3</i>	<i>6.4</i>
Total for Orange County	106.4	517.0	109.7	7.2	55.8	18.3
Notes:						
1. Totals may be slightly off due to rounding. Totals are derived from the inventory model, and are not specifically added by category.						
2. This total excludes emissions from natural sources (i.e., biogenic, geogenic, and wildfire sources).						
Source: California Air Resources Board, <i>2015 Almanac Emission Projection Data</i> , accessed at: http://www.arb.ca.gov/app/emsinv/emssumcat.php .						

City of Placentia Emissions Inventory

Table 4-5, *Summary of Estimated Existing Emissions Inventory for the City of Placentia*, summarizes the emissions of criteria air pollutants within the City for area, energy, mobile, waste, and water categories. The emissions inventory is based on existing land use information and

³ California Air Resources Board, *In-Use Off-Road Diesel Vehicle Regulation*, October 1, 2018, <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>, accessed October 9, 2018.

traffic behavior. The data used to calculate the emissions inventory for criteria pollutants is based on the City’s existing land use inventory provided by City of Placentia. According to the emissions inventory, mobile sources are generally the largest contributor to air pollutant levels.

**Table 4-5
 SUMMARY OF ESTIMATED EXISTING EMISSIONS INVENTORY FOR THE CITY OF PLACENTIA**

Source Type/Category ²	Estimated Annual Average Emissions (Tons/Year) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area (hearths, consumer products, architectural coatings, and landscape equipment)	351.52	11.06	399.59	0.57	34.07	34.07
Energy (building electricity and natural gas use)	4.72	41.82	28.28	0.26	3.26	3.26
Mobile (vehicle emissions)	298.20	1,342.56	4,117.18	14.86	1,310.91	361.12
Waste (emissions associated with landfill disposal)	--	--	--	--	0.00	0.00
Water (electricity associated with transport and treatment of water)	--	--	--	--	0.00	0.00
Total for the City of Placentia³	654.44	1,395.44	4,545.05	15.68	1,348.24	398.45
Notes:						
1. Emissions estimates calculated using CalEEMod version 2016.3.2.						
2. Emissions estimates calculated using the Existing Land Use Distribution table depicted in <u>Chapter 2, Land Use Element</u> .						
3. Totals may be slightly off due to rounding.						

4.4.2.5 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The majority of land uses located within the City that are sensitive to air pollution include residential uses (particularly those in the vicinity of SR-57), schools, hospitals, churches, and parks. There is a total of 16 schools located within the City of Placentia. Of those 16 schools, ten are elementary schools, two are middle schools, three are high schools, and there is one District Education Center. Additionally, there is one hospital, several parks and a golf course located within the City.

4.4.3 Project Impacts and Mitigation Measures

4.4.3.1 Significance Threshold Criteria

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they “substantially” contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following five tests of air quality impact significance. A project would have a potentially significant impact if it:

- a. Conflicts with or obstructs implementation of the applicable air quality plan.
- b. Results in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- c. Exposes sensitive receptors to substantial pollutant concentrations.
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.4.3.2 Primary Pollutants

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

4.4.3.3 Secondary Pollutants

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

**Table 4.4-6
 DAILY EMISSIONS THRESHOLDS**

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3
Source: SCAQMD CEQA Air Quality Handbook, November 1993 Rev.		

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

4.4.3.4 Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

The SCAQMD CEQA Handbook also identifies various secondary significance criteria related to toxic, hazardous or odorous air contaminants. However, because this is a "General Plan" assessment of air quality impacts the focus is on community-wide emissions, not project specific emissions. It is the goals and policies contained in the General Plan, presented above, that will minimize future emissions for specific development projects.

4.4.4 Project Impact Analysis

a. *Conflict with or obstruct implementation of applicable air quality plan.*

Level of Significance: Less Than Significant Impact

Impact Analysis: The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD 2016 Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- 1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- 2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated for the proposed project:

Criterion 1 – Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this Air Analysis, with implementation of the new goals and policies included in the draft General Plan, implementation of the General Plan will not result in significant impacts based on the SCAQMD regional thresholds of significance (refer to Tables 4.4-5 through 4.4-7). Annual emissions within the City are forecast to be substantially reduced by 2040 based on the new goals and policies in the General Plan and the limited potential for new development within the City. Therefore, the implementation of the proposed General Plan will not contribute to the frequency or severity of any air pollutant concentration standards and the proposed project is found to be consistent with the AQMP for the first criterion.

Criterion 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2016) includes chapters on: the challenges in a changing region, creating a plan for our future and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the new General Plan contains future growth assumptions outlined in the goals and policies listed above.

With minimal changes in land use an incorporation of goals and policies that contribute to a sustainable future in the City of Placentia, emission reductions should occur across the board for mobility, direct energy use and population growth. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the City as a whole through 2040 and is also found to be consistent with the AQMP for the second criterion. Thus, based on the consistency of the proposed project with both Criteria 1 and 2 above, the proposed project will not result in an inconsistency with the SCAQMD AQMP.

Level of Significance After Mitigation: Not Applicable

- b. Results in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard.*

Level of Significance: Less Than Significant With Mitigation Implementation

Impact Analysis: Table 4.4-7, *Summary of Estimated Proposed 2040 General Plan Emissions Inventory for the City of Placentia*, summarizes the emissions of criteria air pollutants within the City for area, energy, mobile, waste, and water categories in 2040. The emissions inventory is based on the planned 2040 land use information and anticipated traffic behavior. The data used to calculate the emissions inventory for criteria pollutants is based on the 2040 General Plan land use inventory provided by the City of Placentia, August 2018. According to the emissions

inventory, mobile sources are generally the largest contributor to the estimated annual average air pollutant levels.

**Table 4.4-7
SUMMARY OF ESTIMATED PROPOSED 2040 GENERAL PLAN EMISSIONS
INVENTORY FOR THE CITY OF PLACENTIA**

Source Type/Category ²	Estimated Annual Average Emissions (Tons/Year) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area (hearths, consumer products, architectural coatings, and landscape equipment)	482.87	19.26	654.27	1.03	61.53	61.53
Energy (building electricity and natural gas use) ³	0.65 ³	6.08 ³	3.90 ³	0.04 ³	0.48 ³	0.48 ³
Mobile (vehicle emissions)	133.35	689.91	1,872.00	10.38	1,308.54	353.34
Waste (emissions associated with landfill disposal)	--	--	--	--	0.00	0.00
Water (electricity associated with transport and treatment of water)	--	--	--	--	0.00	0.00
Total for the City of Placentia⁴	621.52	755.93	2,556.27	11.71	1,373.73	418.54
Notes:						
1. Emissions estimates calculated using CalEEMod version 2016.3.2.						
2. Emissions estimates calculated using the 2040 General Plan Land Use Designation Potential Development Buildout table depicted in <u>Chapter 2, Land Use Element</u> .						
3. Assumes that 87% of electricity will be generated by renewable sources in 2040, results show 13% of pollutants estimated by CalEEMod.						
4. Totals may be slightly off due to rounding.						

The data indicate that ROG emissions will be slightly reduced in 2040; NO_x emissions will be substantially reduced in 2040; CO emissions will be substantially reduced; SO_x emissions will be slightly reduced; PM₁₀ emissions will be increased by about 25 tons annually (~136.9 lbs/day); and PM_{2.5} emissions will be increased by about 20 tons annually (~110 lbs/day). Only the PM_{2.5} emissions exceed the daily emission significance threshold, ~110 lbs/day compared to the threshold of 55 lbs/day. The referenced goals and policies will minimize direct PM 2.5 emissions in the future. PM 2.5 emissions will be further reduced due to the substantial reductions in ROG, NO_x and SO_x emissions which will reduce secondarily formed small particulates in the SCAB. Finally, to minimize daily emissions of PM 2.5 from within the City, the following mitigation measure shall be implemented over the planning horizon to reduce daily emissions.

AQ-1 *The City shall confer with the SCAQMD to identify project specific and City-wide PM_{2.5} emission reduction strategies beginning in 2020. The City shall implement those strategies that reduce daily emissions with the goal of achieving 55 lbs/day of reductions over the 20-year planning horizon.*

The future emissions from implementing the General Plan are generally reduced (in some cases substantially) or do not exceed daily emission thresholds. Based on the combined emission reductions, extensive goals and policies to reduce air emissions, and implementation of mitigation measure AQ-1, potential air quality impacts under this issue are considered less than significant.

Level of Significance After Mitigation: Less Than Significant Impact

c. *Exposes sensitive receptors to substantial pollutant concentrations.*

Level of Significance Before Mitigation: No Impact

Impact Analysis: Approval of the City of Placentia's new General Plan will result in implementation of a number of goals, policies and a mitigation measure that will reduce emissions in the City relative to the existing condition, including local pollutants, such as NO_x and CO. No specific projects are being approved through adoption of the new General Plan and the referenced policies and mitigation measure ensure compatibility of future projects with adjacent land uses. With only small parcels of land available for future development, the potential for exposing sensitive receptors to substantial pollutant concentrations is considered negligible. No impact under this issue are expected to affect the City or nearby residents.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: No Impact

d. *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.*

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The new General Plan incorporates extensive policies that require compatibility with adjacent land uses. Refer to specific goals and policies listed above in the Land Use Element, Conservation Element and Sustainability Element. Through implementation of these goals and policies the potential for air emissions from future projects to adversely impact a substantial number of people is considered minimal. Simply by reviewing all future projects for consistency with these goals and policies, any future project's "other" emissions will be identified and either controlled or not permitted. Therefore, impacts under this issue category are considered to be a less than significant impact.

Level of Significance After Mitigation: Not Applicable.

4.4.5 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result In Any Cumulatively Considerable Air Quality Impacts.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Cumulative air quality impacts are analyzed in terms of impacts within the City of Placentia and SCAB. With implementation of the General Plan goals and policies that will minimize future air emission and the single mitigation measure to reduce PM_{2.5} emissions, the City as a whole is forecast to reduce or not increase future emissions of criteria air pollutants. Thus, the proposed project is not forecast to make a substantial contribution to local or regional air quality. No cumulatively considerable air quality impacts would occur as a result of buildout of the proposed General Plan.

Mitigation Measures: No mitigation measures are required or proposed specific to cumulative impacts.

Cumulative Level of Significance After Mitigation: Less Than Significant Impact

4.4.6 Unavoidable Significant Impacts

Development associated with implementation of the proposed General Plan and cumulative development would not result in any unavoidable significant air quality impacts.

4.5 BIOLOGICAL RESOURCES

This Subchapter describes the biological resources in the City of Placentia (City), and potential adverse impacts to Biological Resources associated with implementation of the proposed Placentia General Plan. Review and analysis of compliance with all Federal, State, and local laws and policies regarding biological resources have also been conducted.

4.5.1 Regulatory Setting

Threatened and endangered species are listed by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). In California, three agencies generally regulate activities within inland streams, wetlands, and riparian areas: U.S. Army Corps of Engineers (USACE or ACOE); the CDFW; and the Regional Water Quality Control Board (RWQCB). The ACOE Regulatory Branch regulates activities pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. The CDFW regulates activities under CDFG Code Sections 1600-1607. The RWQCB regulates activities pursuant to Section 401 of the CWA and the California Porter-Cologne Act.

4.5.1.1 Federal

Federal Endangered Species Act of 1973

The Federal Endangered Species Act of 1973 (16 U.S.C. 1531-1543) and subsequent amendments provide for the conservation of endangered and threatened species and the habitats on which they depend. Federally endangered species are ones facing extinction throughout all or a significant portion of its geographical range. A federally threatened species is one likely to become endangered within the foreseeable future throughout all of or a significant portion of its range. The presence of any federally threatened or endangered species on a site generally imposes severe constraints on development; particularly if development would result in a “take” of the species or its habitat. The term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct. Harm in this sense can include any disturbance to habitats used by the species during any portion of its life history.

Federal Clean Water Act

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (ACOE) regulates discharges of dredged and/or fill material into waters of the United States. “Waters of the United States” are defined in ACOE regulations at 33 C.F.R. Part 328.3(a). The ACOE and United States Environmental Protection Agency (EPA) defines “fill material” as any “material placed in waters of the United States where the material has the effect of: (i) Replacing any portion of a water of the United States with dry land; or (ii) Changing the bottom elevation of any portion of the waters of the United States.” Fill material may include sand, rock, clay, construction debris, wood chips, or other similar “materials used to create any structure or infrastructure in the waters of the United States.” The term “waters of the United States” includes the following:

- All waters that have, are, or may be used in interstate or foreign commerce (including sightseeing or hunting), including all waters subject to the ebb and flow of the tide;
- Wetlands;
- All waters such as interstate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds; the use, degradation or destruction of which could affect interstate or foreign commerce;

- All impoundments of water mentioned above;
- All tributaries of waters mentioned above;
- Territorial seas; and,
- All wetlands adjacent to the waters mentioned above.

In the absence of wetlands, the ACOE's jurisdiction in non-tidal waters extends to the ordinary high water mark (OHWM), which is defined as "...that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area (33 CFR 328.3(e))."

Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands are jointly defined by the ACOE and EPA as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3(b))."

On January 9, 2001, the U.S. Supreme Court issued the decision, *Solid Waste Agency of Northern Cook County v. U.S. Army Corp of Engineers et al.* As a result of this case, the scope of the ACOE's Section 404 CWA regulatory permitting program was limited, restricting ACOE's jurisdictional authority over isolated, non-navigable, intrastate waters that are not tributary or adjacent to navigable waters or tributaries (i.e., wetland conditions). The Supreme Court held that Congress did not intend for isolated, non-navigable water conditions to be covered within Section 404 of the CWA, as they are not considered to be true "waters of the U.S."

SECTION 401

The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under the Federal CWA and the California Porter-Cologne Water Quality Control Act. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the United States, including wetlands (isolated and non-isolated conditions).

Through 401 Certification, Section 401 of the CWA allows the RWQCB to regulate any proposed Federally permitted activity that may affect water quality. Such activities include the discharge of dredged or fill material, as permitted by the ACOE, pursuant to Section 404 of the CWA. The RWQCB is required to provide "certification that there is reasonable assurance that an activity which may result in the discharge to waters of the United States will not violate water quality standards," pursuant to Section 401. Water Quality Certification must be based on the finding that proposed discharge will comply with applicable water quality standards, of which are given as objectives in each of the RWQCB's Basin Plans.

In addition, pursuant to the Porter-Cologne Water Quality Control Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 does not apply. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MTBA), 50 C.F.R. Part 10, prohibits take of migratory birds. Under the MTBA, it is unlawful to “pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product.” Implementation of the proposed project will be required to comply with the MTBA, which prohibits the take of migratory bird species that are considered to utilize the site and their nests or eggs. In addition, Sections 3505, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

4.5.1.2 State Regulations

California Endangered Species Act

California Endangered Species Act (Fish and Game Code 2050, et seq.) (CESA) establishes that it is the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that state agencies should not approve projects which would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. CESA requires state lead agencies to notify the California Department of Fish and Wildlife (CDFW) during the CEQA process regarding potential effects to threatened or endangered species as a CEQA Trustee Agency.

California Fish and Game Code

Note the Department of Fish and Game has been renamed the California Department of Fish and Wildlife (CDFW), but the State laws still fall under, under Section 1600 of the Fish and Game Code, regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake, which supports fish or wildlife. The Code defines a stream, including creeks and rivers, as “a body of water that flows at least periodically or intermittently through a bed or channel having surface or subsurface flow that supports or has supported riparian vegetation.” Lakes under the jurisdiction of CDFW may also include man-made features.

California Department of Fish and Game Lake and Streambed Alteration Agreements

Historically, the State of California regulated activities in rivers, streams, and lakes pursuant to California Fish and Game Code Sections 1600-1607; however, on January 1, 2004, legislation went into effect that repealed Fish and Game Code Sections 1600-1607 and instead, added Fish and Game Code Sections 1600-1616. This action eliminated the separation between private/public notifications (previously 1601/1603). Section 1602 of the Fish and Game Code requires any person, state, or local governmental agency, or public utility to notify the CDFW before commencing any activity that would result in one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or,
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes within the State of California. While the jurisdictional limits are similar to the limits defined by ACOE regulations, CDFW jurisdiction includes riparian habitat supported by a river, stream, or lake with or without the presence or absence of saturated soil conditions or hydric soils. CDFW jurisdiction generally includes to the top of bank of the stream, or to the outer limit of

the adjacent riparian vegetation (outer drip line), whichever is greater. Any project that occurs within or in the vicinity of a river, stream, lake, or their tributaries typically requires notification of the CDFW, including rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life, and watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

California Environmental Quality Act

In addition to specific Federal and State statutes for the protection of threatened and endangered species, California Environmental Quality Act (CEQA) Guidelines Section 15380(b) provides that a species not listed on the Federal or State list of protected species may be considered rare or endangered if it can be shown that the species meets certain specified criteria. Modeled after definitions in the FESA and the section of the California Fish and Game Code dealing with rare or endangered plants and animals, these criteria are given in CEQA Guidelines Section 15380(b). The effect of Section 15380(b) is to require public agencies to undertake reviews to determine if projects would result in significant effects on species not listed by either the USFWS or CDFW (i.e., candidate species). Through this process, agencies are provided with the authority to protect additional species from the potential impacts of a project until the appropriate government agencies have an opportunity to designate the species as protected, if deemed appropriate.

4.5.2 Environmental Setting

4.5.2.1 Background

The City of Placentia is almost completely urbanized and landscaped with mostly non-native species. No known rare or endangered plant or animal species have been identified within the City based on a review of State and Federal data bases. The community's most significant plant resources are its ornamentals. The urban landscaping within Placentia provides habitat for smaller rodents and birds. However, the frequent disruptions caused by urban activities and the frequent cultivation of such plant life make these plant communities a less than an ideal habitat for wild animals.¹

4.5.2.2 Vegetation^{2,3}

As stated above, the City of Placentia has been urbanized and therefore does not contain many non-native species. The following are the listed plant species identified by the CDFW California Natural Diversity Database (CNDDDB) and USFWS IPaC database:

Abronia villosa var. aurita

Common Name: chaparral sand-verbena

Habitat: Chaparral, coastal scrub, and desert dunes.

Federal Status: None

State Status: None

California Rare Plant Rank: 1B.1 (rare, threatened, or endangered in CA and elsewhere).

Abronia villosa var. aurita is a dicot, an annual herb that is native to California, and is endemic (limited) to California. This species is not likely to occur in the City of Placentia because it has

¹ <http://www.placentia.org/DocumentCenter/View/53/chapter6?bidId=>

² <https://www.calflora.org/>

³ <http://www.placentia.org/DocumentCenter/View/6264/Appendix-B---EPD-Alta-Vista-845-HSE-rpt-11-17?bidId=>

been assumed to be extirpated from the area as a result of channelization of the Santa Ana River in the 1940s.

Astragalus pycnostachyus var. lanosissimus

Common Name: Ventura Marsh milk-vetch

Habitat: Marshes and swamps, coastal dunes, coastal scrub, salt marsh, and wetland; within reach of high tide or protected by barrier beaches, more rarely near seeps on sandy bluffs with a range of 1-60 meters (m) above mean sea level (amsl).

Federal Status: Endangered

State Status: Endangered

California Rare Plant Rank: 1B.1 (rare, threatened, or endangered in CA and elsewhere).

Astragalus pycnostachyus var. lanosissimus, a dicot, is a perennial herb that is native to California, and is endemic (limited) to California. The occurrence potential within the City for this species is low due to urban development.

Calochortus plummerae

Common Name: Plummer's mariposa lily

Habitat: Chaparral, cismontane woodlands, coastal scrub, Lower coniferous forests, and grasslands; associated with granitic soils.

Federal Status: Candidate Species

State Status: None

California Rare Plant Rank: 4.2 (limited distribution).

Calochortus plummerae, a monocot, is a perennial herb (bulb) that is native to California, and is endemic (limited) to California. The occurrence potential within the City for this species is low due to urban development.

Calochortus weedii var. intermedius

Common Name: Intermediate mariposa lily

Habitat: Chaparral, coastal scrub, grasslands; often associated with dry, rocky, open slopes.

Federal Status: Candidate Species

State Status: None

California Rare Plant Rank: 1B.1 (rare, threatened, or endangered in CA and elsewhere).

Calochortus weedii var. intermedius, a monocot, is a perennial herb (bulb) that is native to California, and is endemic (limited) to California. The occurrence potential within the City for this species is low due to urban development.

Centromadia parryi ssp. australis

Common Name: Southern tarplant

Habitat: Valley and foothill grassland, sage scrub, riparian woodland

Federal Status: None

State Status: None

California Rare Plant Rank: 1B.1 (rare, threatened, or endangered in CA and elsewhere).

Centromadia parryi ssp. Australis, a dicot, is an annual herb that is native to California, Baja California. The occurrence potential within the City for this species is low due to urban development.

Chorizanthe parryi ssp. parryi

Common Name: Parry's spineflower

Habitat: Chaparral and coastal scrub; associated with sandy or rocky openings.

Federal Status: Candidate Species

State Status: None

California Rare Plant Rank: 1B.1 (rare, threatened, or endangered in CA and elsewhere).

Chorizanthe parryi ssp. *Parryi*, a dicot, is an annual herb that is native to California, and is endemic (limited) to California. The occurrence potential within the City for this species is low due to urban development.

Dudleya multicaulis

Common Name: Many-stemmed dudleya

Habitat: Chaparral, coastal scrub, and grasslands; often associated with clay soils.

Federal Status: Candidate Species

State Status: None

California Rare Plant Rank: 1B.2 (rare, threatened, or endangered in CA and elsewhere).

Dudleya multicaulis, a dicot, is a perennial herb that is native to California, and is endemic (limited) to California. The occurrence potential within the City for this species is low due to urban development.

Eriastrum densifolium* ssp. *sanctorum

Common Name: Santa Ana River woollystar

Habitat: Coastal scrub, chaparral, and alluvial scrub; associated with sandy soil in river floodplains or terraced fluvial deposits.

Federal Status: Endangered

State Status: Endangered

California Rare Plant Rank: 1B.1 (rare, threatened, or endangered in CA and elsewhere).

Eriastrum densifolium ssp. *sanctorum*, a dicot, is a perennial herb that is native to California, and is endemic (limited) to California. The occurrence potential within the City for this species is low due to urban development.

Lepidium virginicum* var. *robinsonii

Common Name: Robinson's pepper-grass

Habitat: Chaparral and coastal scrub; associated with dry soils; known to occur on roadsides.

Federal Status: None

State Status: None

California Rare Plant Rank: 4.3 (limited distribution)

Lepidium virginicum var. *robinsonii*, a dicot, is an annual herb that is native to California, Baja California. The occurrence potential within the City for this species is low due to urban development.

Muhlenbergia californica

Common Name: California muhly

Habitat: Chaparral, coastal scrub, lower montane coniferous forest, and meadows; associated with moist soils, seeps, and streambanks.

Federal Status: None

State Status: None

California Rare Plant Rank: 4.3 (limited distribution)

Muhlenbergia californica, monocot, is a perennial grass (rhizomatous) that is native to California, and is endemic (limited) to California. The occurrence potential within the City for this species is low due to urban development.

Sidalcea neomexicana

Common Name: Salt spring checkerbloom

Habitat: Chaparral, coastal scrub, lower montane coniferous forest, Mohavean desert scrub, coastal brackish marsh, and alkali playas, seeps, and marshes; associated with moist, alkaline soils.

Federal Status: None

State Status: None

California Rare Plant Rank: 2B.2 (rare, threatened, or endangered in CA; common elsewhere)

Sidalcea neomexicana, a dicot, is a perennial herb that is native to California, is also found outside of California, but is confined to western North America. The occurrence potential within the City for this species is low due to urban development.

Based on a review of CDFW's CNDDDB BIOS application (the State biology data base), which maps known occurrences listed species within the state of California, no other listed species are known to have a potential to exist within the City of Placentia.

Common species known to occur in the City include introduced (non-native) plant species. Ruderal species recorded included Mediterranean grass (*Schismus barbatus*), foxtail chess (*Bromus madritensis* ssp. *rubens*), Russian thistle (*Salsola tragus*), Jimsonweed (*Datura stramonium*), black mustard (*Brassica nigra*), spotted spurge (*Euphorbia maculata*), and Australian saltbush (*Atriplex semibaccata*). Other species include gum tree (*Eucalyptus* sp.) and fan palm (*Washingtonia filifera*).

4.5.2.3 Wildlife

As stated above, the City of Placentia has been urbanized and therefore does not contain many known special status wildlife species, either listed or identified as sensitive by agencies responsible for biological resource issues. The following are the listed species identified by the CDFW CNDDDB and USFWS IPaC database; this list has been limited to the species located within and just outside of the City of Placentia on the CNDDDB BIOS application:

Anniella stebbinsi

Common Name: southern California legless lizard

Habitat: This species is found generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Though this species can be found in a variety of habitats, they generally reside in moist, loose soil. They prefer soils with a high moisture content. Specific habitats include: Broadleaved upland forest, Chaparral, Coastal dunes, Coastal scrub.

Federal Status: None

State Status: None

Anniella stebbinsi has a low probability to be located within the City of Placentia given that there is a lack of suitable habitat within the City.

Ardea Herodias

Common Name: great blue heron

Habitat: This species is a colonial nester in tall trees, cliffsides, and sequestered spots on marshes and also at rookery sites in close proximity to foraging areas. Habitat includes: marshes, lake margins, tide-flats, rivers and streams, wet meadows, Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, &Wetland.

Federal Status: None

State Status: None

Ardea Herodias nests are located in a windrow of large, ornamental pine trees; surrounded by bare ground, roadways, and commercial development. It is assumed that, because this species has adapted to some urban development, that it may be located within the City of Placentia.

Buteo swainsoni

Common Name: Swainson's hawk

Habitat: This species breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. This species requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. Habitat includes: Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland.

Federal Status: None

State Status: Threatened

The *Buteo swainsoni* population generally considered extirpated from the transverse ranges region because extensive development since has eliminated nesting and foraging habitat.

Catostomus santaanae

Common Name: Santa Ana sucker

Habitat: This species is endemic to Los Angeles Basin south coastal streams. Members of this species are habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, and algae. Habitat includes: Aquatic, South coast flowing waters.

Federal Status: Threatened

State Status: None

The *Catostomus santaanae* species is assumed to exist within particular locations within the Santa Ana River, and other streams containing habitat that would support this species.

Coccyzus americanus occidentalis

Common Name: western yellow-billed cuckoo

Habitat: This species is a riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests can be found in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.

Federal Status: Threatened

State Status: Endangered

The *Coccyzus americanus occidentalis* is assumed to be extirpated from the area, though it was assumed to be located near the Santa Ana River.

Elanus leucurus

Common Name: white-tailed kite

Habitat: Habitat includes rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching. Habitat includes: Cismontane woodland, Marsh & swamp, Riparian woodland, Valley & foothill grassland, Wetland

Federal Status: None

State Status: None

The *Elanus leucurus* is assumed to exist within the City where suitable habitat exists.

Eumops perotis californicus

Common Name: western mastiff bat

Habitat: This species can be found in many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. It roosts in crevices in cliff faces, high buildings, trees and tunnels.

Federal Status: None

State Status: None

The *Eumops perotis californicus* is assumed to exist within the City where suitable habitat exists.

Falco peregrinus anatum

Common Name: American peregrine falcon

Habitat: Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.

Federal Status: Delisted

State Status: Delisted

The *Falco peregrinus anatum* is assumed to exist within the City where suitable habitat exists.

Laterallus jamaicensis coturniculus

Common Name: California black rail

Habitat: This species inhabits freshwater marshes, wetland, wet meadows and shallow margins of saltwater marshes bordering larger bays. This species needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.

Federal Status: None

State Status: Threatened

The *Laterallus jamaicensis coturniculus* has been mapped generally by CNDDDB to the vicinity of Chino. Chino Creek and San Antonio Wash located to the west of Chino and may have been the location of the freshwater marsh.

Oncorhynchus mykiss irideus pop. 10

Common Name: steelhead - southern California DPS

Habitat: Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions. Habitat includes” Aquatic, South coast flowing waters.

Federal Status: Endangered

State Status: None

The *Oncorhynchus mykiss irideus pop. 10* is assumed to be possibly extirpated from the City, though it was assumed to be located near the Santa Ana River and its tributaries.

Phrynosoma blainvillii

Common Name: coast horned lizard

Habitat: This species frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects. Habitat includes: Chaparral Cismontane, woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, and Valley & foothill grassland.

Federal Status: Endangered

State Status: None

The *Phrynosoma blainvillii* is assumed to exist within the City where suitable habitat exists.

Polioptila californica californica

Common Name: coastal California gnatcatcher

Habitat: Obligate, permanent resident of coastal sage scrub below 2500 ft in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied. Habitat includes: Coastal bluff scrub, and Coastal scrub.

Federal Status: Threatened

State Status: None

The *Polioptila californica californica* has historically been located in the Tonnor Hills north of Brea, though this species is assumed to exist within the City where suitable habitat exists.

Southern California Arroyo Chub/Santa Ana Sucker Stream

Common Name: Southern California Arroyo Chub/Santa Ana Sucker Stream

Habitat: Santa Ana River & Tributaries, San Bernardino, Riverside & Orange Counties. The best habitat has been found below Riverside narrows where ground water is forced to the surface & flows become more perennial & stable. Santa Ana suckers & arroyo chub are the only native fish species that still occur.

Federal Status: None

State Status: None

The *Southern California Arroyo Chub/Santa Ana Sucker Stream* is assumed to possibly exist near the Santa Ana River and its tributaries.

Sternula antillarum browni

Common Name: California least tern

Habitat: This species nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas. Habitat includes: Alkali playa and Wetland.

Federal Status: Endangered

State Status: Endangered

The *Sternula antillarum browni* has been historically documented in Anaheim, which is located southwest of Placentia. It is assumed to exist within the City where suitable habitat exists.

Vireo bellii pusillus

Common Name: least Bell's vireo

Habitat: Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite. Habitat includes: Riparian forest, Riparian scrub, Riparian woodland

Federal Status: Endangered

State Status: Endangered

The *Vireo bellii pusillus* has been historically been located in the Tonnor Hills north of Brea, though this species is assumed to exist within the City where suitable habitat exists.

Common bird species that may be observed in the City include, but are not limited to the northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), and house sparrow (*Passer domesticus*). Common reptile species in the City include but are not limited to the side-blotched lizard (*Uta stansburiana*). Common animal species in the City include but are not limited to the California ground squirrel (*Spermophilus beecheyi*).

There are 21 migratory bird species that have been recorded within and around the City of Placentia according to the IPaC database include:

Aechmophorus clarkii

Clark's Grebe: This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Aquila chrysaetos

Golden Eagle: This is not a BCC in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in shore areas from certain types of development activities.

Baeolophus inornatus

Oak Titmouse: This is a BCC throughout its range in the continental USA and Alaska.

Calypte costae

Costa's Hummingbird: This is a BCC only in particular region in the continental USA

Carduelis lawrencei

Lawrence's Goldfinch: This is a BCC throughout its range in the continental USA and Alaska.

Chamaea fasciata

Wrentit: This is a BCC throughout its range in the continental USA and Alaska.

Geothlypis trichas sinuosa

Common Yellowthroat: This is a BCC only in particular Bird Conservation Regions (BCRs) in the continental USA

Haliaeetus leucocephalus

Bald Eagle: This is not a BCC in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in shore areas from certain types of development or activities.

Limnodromus griseus

Short-billed Dowitcher: This is a BCC throughout its range in the continental USA and Alaska.

Limosa fedoa

Marbled Godwit: This is a BCC the continental USA and Alaska.

Melospiza melodia

Song Sparrow: This is a BCC only in particular BCRs in the continental USA.

Numenius americanus

Long-billed Curlew: This is a BCC the continental USA and Alaska.

Numenius phaeopus

Whimbrel: This is a BCC throughout its range in the continental USA and Alaska.

Picoides nuttallii

Nuttall's Woodpecker: This is a BCC on in particular BCRs in the continental USA.

Pipilo maculatus clementae

Spotted Towhee: This is a BCC only in particular BCRs in the continental USA.

Rynchops niger

Black Skimmer: This is a BCC throughout its range in the continental USA and Alaska.

Selasphorus sasin

Allen's Hummingbird: This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Selasphorus rufus

Rufous Hummingbird: This is a BCC throughout its range in the continental USA and Alaska.

Spizella atrogularis

Black-chinned Sparrow: This is a BCC throughout its range in the continental USA and Alaska.

Toxostoma redivivum

California Thrasher: This is a BCC throughout its range in the continental USA and Alaska.

Tringa semipalmata

Willet: This is a BCC throughout its range in the continental USA and Alaska.

4.5.2.4 Wildlife Movement Corridors

The City of Placentia is surrounded by existing development, and therefore, the City does not occupy an important location relative to regional wildlife movement for native species. As such, development of the small amount of remaining undeveloped land in the City would not be expected to have any significant effect on local or regional wildlife movement.

4.5.2.5 Critical Habitat

The term "critical habitat" applies to areas designated by the USFWS to be of essential biological importance to Federally-listed species. Critical habitat is represented by a specific geographic area that is considered to be essential for the conservation of a threatened or endangered species and, as such, may require special management and long-term protection. Areas that are not presently occupied by a Federally-listed species may be considered as critical habitat as such habitat may be necessary for the recovery of the species. An area is designated as "critical habitat" following publication of a proposed Federal regulation in the Federal Register and receipt and consideration of public comments on the proposal. The final boundaries of the critical habitat area are published in the Federal Register.

Federal agencies are required to consult with the USFWS on actions they carry out, fund, or authorize in order to ensure that such actions will not result in the destruction or adverse modification of established critical habitat. As such, areas designated as critical habitat are provided protection for the long-term conservation of the species; however, a critical habitat designation has no effect on actions where a Federal agency is not involved (i.e. federal funding or permitting).

There is no designated or proposed critical habitat within the City.

4.5.3 Thresholds of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) have been utilized as thresholds of significance in this Section. Accordingly, biological

resources impacts resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

- a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
- c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

CEQA Guidelines Section 15065(a), Mandatory Findings of Significance, states that a project may have a significant effect on the environment if it would 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, reduce the number or restrict the range of an endangered, rare or threatened species ..."

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would substantially diminish, or result in the loss of, an important biological resource or those that would obviously conflict with local, State, or Federal resource conservation plans, goals, or regulations. Impacts are sometimes locally adverse but not significant because, although they would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Section 15380, Endangered, Rare or Threatened Species, states that a lead agency can consider a non-listed species to be Rare, Threatened, or Endangered for the purposes of CEQA, if the species can be shown to meet the criteria in the definition of Rare, Threatened, or Endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for each special status species was considered according to the definitions for Rare, Threatened, and Endangered listed in CEQA Guidelines Section 15380.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.5.4 Project Impacts and Mitigation Measures

4.5.4.1 Special Status Species

Implementation of the Proposed General Plan Could Have an Adverse Effect, Either Directly or Indirectly or Through Habitat Modification, on any Species Identified as a Candidate, Sensitive, or Special Status Species.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Please refer to the discussion under 4.5.3 above for a detailed list of special status plant and wildlife species, as well as migratory birds that may be located within the City.

As discussed in the Project Description (Chapter 3), the City of Placentia is almost entirely developed. Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3% of the City's total acreage. The lack of vacant land within the City indicates that biological resources are limited within the City, and in most cases would remain undisturbed in the areas that are already developed.

As such, the City has the authority to meet the Federal and State endangered species and conservation planning obligations for its jurisdiction. Future development would undergo environmental and design review on a project- by-project basis, in order to determine potential impacts to candidate, sensitive, and special status species. It is the City's goal (Conservation Element Goal CON-7) to conserve the few remaining native and established plant and animal species. The proposed General Plan has established Policy CON-7.2, in order to ensure that future development and re-development projects undergo thorough environmental review to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any City approvals, no matter what level of environmental review is required by CEQA. Additionally, Policy CON-7.1 encourages the development an urban forest management plan to promote the consistent use of trees, and CON-7.3 provides uses for the urban forest management plan to provide for the consistent use of street trees along all sidewalks and property frontages. It is the City's goal to preserve open space resources—which is enforced through Open Space and Recreation Element Goal OSR-3. Additionally, the City's Land Use Element enforces Goal LU-4, which would ensure that new development minimizes the impacts on the natural environment including the natural landscape, vegetation, air and water resources. Policy LU-4.4 would preserve mature vegetation within new development sites where possible. As such, the proposed General Plan Land Use, Conservation, and Open Space and Recreation Elements, have established goals and policies that address potential impacts to candidate, sensitive, or special status species and their habitats.

In general, future development anticipated by the proposed General Plan would be subject to compliance with the proposed General Plan Update goals and policies. Additionally, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to biological resources, including impacts to candidate, sensitive, or special status species and their habitats. If necessary, project-specific mitigation would be recommended to reduce potential impacts to a less than significant level. However, given the limited undeveloped area within the City of Placentia, the potential to impact sensitive biological resources is limited. Therefore, future development associated with implementation of the proposed General Plan is not anticipated to have a substantial adverse effect, either directly

or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan

Conservation Element

- | | | |
|-----------------|--------------|---|
| Goal | CON-7 | <i>Preserve the few remaining native and established plant and animal species.</i> |
| Policies | CON-7.1 | Develop an urban forest management plan to promote the consistent use of trees, thereby helping to reducing air quality impacts. |
| | CON-7.2 | Provide for thorough environmental review prior to project approval to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any city approvals, no matter what level of environmental review is required by CEQA. |
| | CON-7.3 | Utilize the urban forest management plan to provide for the consistent use of street trees along all sidewalks and property frontages. Continue planting trees along all roadways to help filter air pollutants, clean the air, and provide other health benefits to the community. Replace trees promptly when damaged or diseased. Consider increasing the number of street trees on both commercial and residential streets. |

Open Space, Park and Recreation Facilities Element

- | | | |
|-----------------|-------------------|--|
| Goal | OS&R-3 | <i>Preserve open space resources to maintain the high quality of life in Placentia.</i> |
| Policies | OS&R-3.1 | Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity. |
| | OS&R-3.3 | Publicize programs that seek to encourage residents to use native California and drought tolerant plants. |
| | OS&R-3.4 | Develop an Urban Forest Management Plan to help reinforce a sense of form and positive civic image. |
| | OS&R-3.6 | Require that all new development, before issuance of building permits, meet the goals and policies of the General Plan regarding protecting and preserving open space resources. |

Land Use Element

- | | | |
|-----------------|-------------|--|
| Goal | LU-4 | <i>Ensure that new development minimizes the impacts on the natural environmental including the natural landscape, vegetation, air and water resources.</i> |
| Policies | LU-4.5 | Require new development to preserve all mature vegetation wherever possible. |

Mitigation Measures: None required beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.5.4.2 Sensitive Vegetation Communities

Implementation of the Proposed General Plan Could Have an Adverse Effect on a Sensitive Vegetation Community, Including Riparian Habitat and Federally Protected Wetlands.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: As previously stated, the City of Placentia is almost entirely developed. Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3% of the City’s total acreage. The lack of vacant land within the City indicates that biological resources are limited within the City, and in most cases would remain undisturbed in the areas that are already developed.

There are no known sensitive vegetation communities located within the City of Placentia due to the urban build-out that has occurred leaving little undeveloped land within the City. However, wetlands exist within the City including Freshwater Emergent Wetland, Freshwater Forested/Shrub Wetland, Freshwater Pond, and Riverine wetlands.

Wetlands

Please refer to the discussion under section 4.5.2.1. To be considered a jurisdictional wetland under Section 404, an area must possess three (3) wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology.

Hydrophytic vegetation: Hydrophytic vegetation is plant life that grows, and is typically adapted for life, in permanently or periodically saturated soils. The hydrophytic vegetation criterion is met if more than 50 percent of the dominant plant species from all strata (tree, shrub, and herb layers) is considered hydrophytic. Hydrophytic species are those included on the 2016 National Wetland Plant List (Arid West Region) (Lichvar, 2016). Each species on the list is rated per a wetland indicator category, as shown in Table 4.5-1. To be considered hydrophytic, the species must have *wetland indicator status*, i.e., be rated as OBL, FACW or FAC (refer to Table 4.5-1 for acronym definitions).

**Table 4.5-1
 WETLAND INDICATOR VEGETATION CATEGORIES**

Category	Probability
Obligate Wetland (OBL)	Almost always occur in wetlands (estimated probability >99%)
Facultative Wetland (FACW)	Usually occur in wetlands (estimated probability 67 to 99%)
Facultative (FAC)	Equally likely to occur in wetlands and non-wetlands (estimated probability 34 to 66%)
Facultative Upland (FACU)	Usually occur in non-wetlands (estimated probability 67 to 99%)
Obligate Upland (UPL)	Almost always occur in non-wetlands (estimated probability >99%)

- ▶ Hydric Soil: Soil maps from the USDA-NRCS Web Soil Survey (USDA 2016) were reviewed for soil types found within the project area. Hydric soils are saturated or inundated long enough during the growing season to develop anaerobic conditions that favor growth and regeneration of hydrophytic vegetation. There are several indirect indicators that may signify the presence of hydric soils including hydrogen sulfide generation, the presence of iron and manganese concretions, certain soil colors, gleying, and the presence of mottling. Generally, hydric soils are dark in color or may be gleyed (bluish, greenish, or grayish), resulting from soil development under anoxic (without oxygen) conditions. Bright mottles within an otherwise

dark soil matrix indicate periodic saturation with intervening periods of soil aeration. Hydric indicators are particularly difficult to observe in sandy soils, which are often recently deposited soils of flood plains (entisols) and usually lack sufficient fines (clay and silt) and organic material to allow use of soil color as a reliable indicator of hydric conditions. Hydric soil indicators in sandy soils include accumulations of organic matter in the surface horizon, vertical streaking of subsurface horizons by organic matter, and organic pans. Limited hydric soils occur within the City.

The hydric soil criterion is satisfied at a location if soils in the area can be inferred or observed to have a high groundwater table, if there is evidence of prolonged soil saturation, or if there are any indicators suggesting a long-term reducing environment in the upper part of the soil profile. Reducing conditions are most easily assessed using soil color. Soil colors were evaluated using the Munsell Soil Color Charts (Gretag/Macbeth, 2000). Soil pits were dug to an approximate depth of 18 inches to evaluate soil profiles for indications of anaerobic and redoximorphic (hydric) conditions in the subsurface.

- ▶ Wetland Hydrology: The wetland hydrology criterion is satisfied at a location based upon conclusions inferred from field observations that indicate an area has a high probability of being inundated or saturated (flooded, ponded, or tidally influenced) long enough during the growing season to develop anaerobic conditions in the surface soil environment, especially the root zone (USACE, 1987 and 2008b).

The above criteria would be used for future development project in the City in circumstances in which there is a potential to impact wetlands on site to determine whether the wetlands meet the jurisdictional wetland criteria such that a permit under Section 404 would be required.

As stated previously, future development would undergo environmental and design review on a project- by-project basis, in order to determine potential impacts to candidate, sensitive, and special status species. The proposed General Plan Conservation Element has established goals and policies that address potential impacts to what little riparian habitats and wetlands exist within the City. The City's goal (Conservation Element Goal CON-7) would conserve the few remaining native and established plant and animal species, while Policy CON-7.2 would ensure that future development and re-development projects undergo thorough environmental review to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any City approvals, no matter what level of environmental review is required by CEQA. Additionally, the City's Land Use Element enforces Goal LU-4, which would ensure that new development minimizes the impacts on the natural environment would enforce Policy LU-4.4, which would preserve mature vegetation within new development sites where possible.

Overall, the limited future development that is anticipated by the proposed General Plan would be subject to compliance with the proposed General Plan goals and policies, in order to address potential impacts to sensitive vegetation communities, including riparian habitats and wetlands. Additionally, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to biological resources, including impacts to sensitive vegetation communities, including, riparian habitats and federally protected wetlands. If necessary, project specific mitigation would be recommended to reduce potential impacts to a less than significant level. Therefore, future development according to the proposed General Plan is not anticipated to have a substantial adverse effect on sensitive vegetation

communities, including riparian habitat or federally protected wetlands. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan

Conservation Element

- | | | |
|-----------------|--------------|---|
| Goal | CON-7 | <i>Preserve the few remaining native and established plant and animal species.</i> |
| Policies | CON-7.1 | Develop an urban forest management plan to promote the consistent use of trees, thereby helping to reducing air quality impacts. |
| | CON-7.2 | Provide for thorough environmental review prior to project approval to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any city approvals, no matter what level of environmental review is required by CEQA. |
| | CON-7.3 | Utilize the urban forest management plan to provide for the consistent use of street trees along all sidewalks and property frontages. Continue planting trees along all roadways to help filter air pollutants, clean the air, and provide other health benefits to the community. Replace trees promptly when damaged or diseased. Consider increasing the number of street trees on both commercial and residential streets. |

Land Use Element

- | | | |
|-----------------|-------------|--|
| Goal | LU-4 | <i>Ensure that new development minimizes the impacts on the natural environmental including the natural landscape, vegetation, air and water resources.</i> |
| Policies | LU-4.5 | Require new development to preserve all mature vegetation wherever possible. |

Mitigation Measures: None required beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.5.4.3 Wildlife Movement Corridors

Implementation of the Proposed General Plan Could Interfere with an Established Wildlife Corridor

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: As stated under Section 4.5.3 above, vacant land within the City of Placentia encompasses 54.5 acres, or 1.3% of the City's total acreage. The lack of vacant land within the City indicates that wildlife corridors have been largely been eliminated due to the past extensive urban development. Because the City of Placentia is surrounded by existing development, the City does not occupy an important location relative to regional wildlife movement. As such, development of the City would not be expected to have any significant effect on local or regional wildlife movement.

Future development anticipated by the proposed General Plan would be subject to compliance with the proposed General Plan goals and policies. Additionally, due to the conceptual nature of

the future development, proposals would require individual assessments of potential project-specific impacts to biological resources, including impacts to an established wildlife corridor; though, as stated above, it is not anticipated that the City contains any location that would be important to wildlife movement because the City is nearly completely developed. Therefore, future development in accordance with the General Plan is not anticipated to interfere substantially with an established wildlife corridor. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal **CON-7** ***Preserve the few remaining native and established plant and animal species.***

Policies CON-7.1 Develop an urban forest management plan to promote the consistent use of trees, thereby helping to reducing air quality impacts.

CON-7.2 Provide for thorough environmental review prior to project approval to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any city approvals, no matter what level of environmental review is required by CEQA.

CON-7.3 Utilize the urban forest management plan to provide for the consistent use of street trees along all sidewalks and property frontages. Continue planting trees along all roadways to help filter air pollutants, clean the air, and provide other health benefits to the community. Replace trees promptly when damaged or diseased. Consider increasing the number of street trees on both commercial and residential streets.

Land Use Element

Goal **LU-4** ***Ensure that new development minimizes the impacts on the natural environmental including the natural landscape, vegetation, air and water resources.***

Policies LU-4.5 Require new development to preserve all mature vegetation wherever possible.

Mitigation Measures: None required beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.5.4.4 Local Policy/Ordinance Consistency

Implementation of the Proposed General Plan Could Conflict with a Local Policy or Ordinance Protecting Biological Resources.

Level of Significance Before Mitigation: No Impact

Impact Analysis: The City of Placentia does not have any ordinances pertaining to biological resources in their Municipal Code, nor does the City have any applicable Development Impact Fees (DIFs) that apply to the protection of biological resources within the City of Placentia. The City has a DIF that applies to landscape maintenance, but does not apply to native biological resources. The City has established goal CON-7 included in the Conservation Element of the proposed General Plan, which ensures that native and established plant and animal species are

preserved in the City with future development. Conservation Element Policies—CON 7.1 and CON 7.3—would establish an urban forest management plan that, once developed, approved, and implemented by the City, future development project within the City would be required to comply with this plan.

As such, given that there are no current local ordinances or policies protecting biological resources in the City of Placentia, and given the limited availability of suitable land that would support biological resources, implementation of the General Plan would have no potential to be inconsistent with local policies or ordinances pertaining to biological resources.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal	CON-7	<i>Preserve the few remaining native and established plant and animal species.</i>
Policies	CON-7.1	Develop an urban forest management plan to promote the consistent use of trees, thereby helping to reducing air quality impacts.
	CON-7.2	Provide for thorough environmental review prior to project approval to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any city approvals, no matter what level of environmental review is required by CEQA.
	CON-7.3	Utilize the urban forest management plan to provide for the consistent use of street trees along all sidewalks and property frontages. Continue planting trees along all roadways to help filter air pollutants, clean the air, and provide other health benefits to the community. Replace trees promptly when damaged or diseased. Consider increasing the number of street trees on both commercial and residential streets.

Mitigation Measures: None required beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.5.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan Update and Cumulative Development Could Result in Cumulatively Considerable Impacts to Biological Resources.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Future development projects in the City of Placentia—either development of vacant parcels, or redevelopment of existing developed parcels—may result in impacts to biological resources. As stated above, the City is nearly built-out, with only 1.3% of the City containing vacant, undeveloped parcels. However, during the modest growth anticipated to occur with implementation of the proposed General Plan, it is possible that the limited biological resources remaining in the City could be impacted. It is possible that cumulative development could result in the adverse modification or destruction of biological resources. Potential biological resource impacts associated with the development of individual projects under the proposed General Plan would be specific to each site. All new developments would be required to comply

with existing Federal, State, and local regulations concerning the protection of biological resources on a project-by-project basis. Additionally, implementation of the goals and policies of the proposed General Plan and recommended mitigation measures would reduce potential impacts to the limited remaining biological resources remaining in the City to less than significant levels. Thus, implementation of the proposed General Plan would not result in cumulatively considerable biological resource impacts.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

Level of Significance After Mitigation: Less Than Significant Impact

4.5.6 Unavoidable Significant Impacts

Development Associated with Implementation of the Proposed General Plan Update and Cumulative Development Could Result in Significant Unavoidable Impacts to Biological Resources.

Level of Significance Before Mitigation: Less Than Significant

Impacts related to biological resources associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with the existing regulatory framework, and proposed General Plan goals and policies. No significant unavoidable biological resource impacts would occur as a result of buildout of the proposed General Plan.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

Level of Significance After Mitigation: Less Than Significant Impact

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4.6 CULTURAL RESOURCES

This Subchapter will evaluate the environmental impacts to the issue area of cultural resources from implementation of the proposed Placentia General Plan. The purpose of this section is to identify cultural and historical resources within the City of Placentia, and evaluate potential impacts to such resources that could result from implementation of the Rich Heritage, Bright Future: Placentia General Plan (General Plan Update). Cultural resources relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, which make Placentia unique or significant.

4.6.1 Regulatory Setting

Numerous laws and regulations require federal, State, and local agencies to consider the effects a project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies (e.g., State Historic Preservation Office and the Advisory Council on Historic Preservation). The National Historic Preservation Act (NHPA) of 1966, as amended; the California Environmental Quality Act (CEQA); and the California Register of Historical Resources, Public Resources Code (PRC) 5024, are the primary federal and State laws governing and affecting preservation of cultural resources of national, State, regional, and local significance.

4.6.1.1 Federal

National Historic Preservation Act

Cultural resources are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code [U.S.C.] 300101 et seq.), and the implementing regulations, Protection of Historic Properties (36 Code of Federal Regulations [CFR] Part 800), the Archaeological and Historic Preservation Act of 1974, and the Archaeological Resources Protection Act of 1979. Prior to implementing an “undertaking” (e.g., issuing a federal permit), the NHPA (54 U.S.C. 306108) requires federal agencies to consider the effects of the undertaking on historic properties and to afford the Advisory Council on Historic Preservation and the State Historic Preservation Officer (SHPO) a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the NRHP. Under the NHPA, properties of traditional religious and cultural importance to a Tribe are eligible for inclusion in the NRHP (54 U.S.C. 302706). Also, under the NHPA, a resource is considered significant if it meets the NRHP listing criteria at 36 CFR 60.4.

National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (Code of Federal Regulations [CFR] 36 Section 60.2). The National Register recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels. In the context of the project, which does not involve any historical-period structures, the following National Register criteria are given as the basis for evaluating archaeological resources.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures,

and objects of potential significance must meet one or more of the following four established criteria (U.S. Department of the Interior, 1995):

- Are associated with events that have made a significant contribution to the broad patterns of our history;
- Are associated with the lives of persons significant in our past;
- Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in prehistory or history.

Each resource eligible for listing on the NRHP must demonstrate qualities of integrity, measured by the degree to which the resource retains its historic location, design, setting, materials, workmanship, feeling, and/or association. To be considered for listing, the resource must (generally) be a minimum of 50 years of age; however, some exceptions and overriding considerations to this requirement do occur. Listing on the NRHP does not in and of itself provide protection for a historic resource. Listing on the NRHP instead allows owners of such resources, eligibility for financial and tax incentives to assist in the rehabilitation or preservation of such resources.

Criteria Considerations. The National Register does not typically consider cemeteries, birthplaces, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; or, properties that have achieved significance within the past 50 years as eligible for the National Register; however, such properties may qualify if they are integral parts of districts that are determined to meet the criteria, or if they fall within any of the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;
- A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.

Integrity. Integrity involves the ability of a resource to convey its cultural or historical significance. In order to be eligible for inclusion on the National Register, a property or resource must be shown to be significant consistent with National Register criteria, as well as demonstrating integrity. Evaluation of integrity can be subjective; however, it must always be fundamentally grounded in an understanding of a property's physical features and how such features relate to its overall significance.

The National Register criteria recognize seven aspects or qualities that define integrity. To retain historic integrity, a property needs to possess several (and usually most) of these aspects. Knowing why, where, and when a property is significant is essential in determining which of these aspects is most important to a particular property. The National Register considers the following aspects in evaluating the level of integrity of a particular resource:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

Historic Rehabilitation and Tax Credits Program

The National Park Service (NPS) and the Internal Revenue Service (IRS), in partnership with State Historic Preservation Officer (SHPO), are responsible for administering the Historic Rehabilitation Tax Credits program. This program rewards private financial investment in the rehabilitation of historic buildings that are listed in the National Register of Historic Places. Properties must be income-producing and must be rehabilitated according to rehabilitation standards set by the Secretary of the Interior for historic properties.

4.6.1.2 State

The State implements the NHPA through its statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historic Resources Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdictions.

In order to be considered as significant, a resource must meet at least one of the above-listed criteria and retain enough integrity to support its period of significance and association within a historical context. A resource is assigned a CHR status code following evaluation to identify its significance level. The following general categories represent the status codes assigned to such resources considered for significance:

1. Properties listed in the National Register or the California Register.
2. Properties determined eligible for listing in the National Register or California Register.
3. Appears eligible for National Register or California Register through survey evaluation.
4. Appears eligible for National Register or California Register through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated for National Register or California Register or needs re-evaluation.

Generally, resources that are assigned a CHR code of 6 are determined ineligible for designation under any criteria and are not considered historical resources for the purposes of CEQA.

California Register of Historical Resources

The California Register of Historical Resources (California Register) is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.” (California Public Resources Code § 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (California Public Resources Code § 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

- To be eligible for the California Register, a prehistoric or historical-period property must be significant at the local, State, and/or federal level under one or more of the following criteria:
- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (Those properties identified as eligible for listing in the National Register of Historic Places, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Historic Building Code

The California Historic Building Code (CHBC) provides guidelines for the preservation, restoration, rehabilitation, relocation, and reconstruction of buildings or structures designated as qualified historical buildings or properties by a local, State, or Federal jurisdiction, as defined by CHBC Sections 8-218. The CHBC provides guidelines for long-term preservation efforts of qualified historical buildings or properties in order to allow owners to make improvements for access for persons with disabilities; to provide a cost-effective approach to preservation; and, to ensure overall safety of affected occupants or users.

As defined by the CHBC, a “qualified historical building” is “any building, site, structure, object, district, or collection of structures, and their associated sites, deemed of importance to the history, architecture, or culture of an area by an appropriate local, State, or Federal governmental jurisdiction. This includes designated buildings or properties on, or determined eligible for, official national, State, or local historical registers or official inventories, such as the National Register of Historic Places, California Register of Historical Resources, State Historical Landmark, State Points of Historical Interest, and officially adopted city or county registers, inventories, or surveys of historical or architecturally significant sites, places, or landmarks.”¹

California Historic Landmarks

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource also must be approved for designation by the County Board of Supervisors (or the city or town council in whose jurisdiction it is located); be recommended by the State Historical Resources Commission; and be officially designated by the Director of California State Parks. The specific standards now in use were first applied in the designation of CHL #770. CHLs #770 and above are automatically listed in the CRHR.

To be eligible for designation as a landmark, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California);
- It is associated with an individual or group having a profound influence on the history of California; or
- It is a prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest (PHI) are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. PHI designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a landmark and a point. If a point is later granted status as a landmark, the point designation will be retired. In practice, the point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

¹ California Historic Building Code (Sections 18950 to 18961 of Division 13, Part 2.7 of California Health and Safety Code).

To be eligible for designation as a PHI, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type within the local geographic region (city or county);
- It is associated with an individual or group having a profound influence on the history of the local area; or
- It is a prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

California Environmental Quality Act

Under CEQA (Public Resources Code [PRC] Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. State CEQA Guidelines Section 15064.6 defines a historical resource as: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR; (2) a resource included in a local register of historical resources, as defined in Public Resources Code (PRC) Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

As described by PRC Section 21084.1 and Section 15064.6 of the State CEQA Guidelines, should a project cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired) in the significance of an historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (State CEQA Guidelines Sections 15064.6(b)(1) and 15064.6(b)(4)).

Archaeological resources are defined in CEQA Section 21083.2, which states that a "unique" archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Unique archaeological resources as defined in Section 21083.2 may require reasonable efforts to preserve resources in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. Additionally, the State CEQA Guidelines state that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (State CEQA Guidelines Section 15064.6(c)(4)).

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires in the event human remains are discovered that all ground disturbances must cease and the County Coroner must be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin by the Coroner, the Coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Paleontological Resources

Section 5097.5 of the PRC specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for the damage or removal of paleontological resources.

4.6.1.3 Local

City of Placentia Historical Committee²

The Historical Committee consists of ten (10) regular members who are appointed by the City Council. Committee members typically are familiar with historic preservation principles and practices and have gained knowledge of Placentia history from either long-term residence and/or study and research.

Powers and Duties

- Serves in an advisory capacity to City Council on matters related to historical structures and/or sites located in Placentia.
- Nominates buildings, sites or districts within the City for designation as local landmarks per Policy No. 703.
- Reviews items submitted by City Council, staff or the general public and recommends appropriate course of action.

² <https://www.placentia.org/295/Historical-Committee>

4.6.2 Environmental Setting

4.6.2.1 Historic Structures / Locations

The City of Placentia has many historic structures that serve as reminders of the City's unique history. The following section describes the structures that have been identified as historically significant:

Santa Fe District

Santa Fe Street between Bradford Avenue and Main Street Santa Fe Street was the first commercial street in the townsite, stretching from a train depot (demolished) at Bradford Avenue to the two-story bank building at Main Street. To serve the growing area, after the railroad was completed in 1910, there was a Chamber of Commerce, a grocery store, feed store, post office, a lumber yard, barber shop, blacksmith shop and livery stable, a reading and recreation room which grew into the library, a hardware store, a hotel and many other stores. In 1989, the area was named Placita Santa Fe.

Placentia Orange Growers Association

201 W. Crowther Avenue

The "OG" was first incorporated in 1894, shipping fruit from Fullerton until 1911 when the association built the first packinghouse in Placentia at a cost of \$15,700. The modern building at 207 West Crowther, now used as a multi-use small business building, was constructed in 1934 after a fire had damaged the earlier structure. The new steel-frame concrete building contained large "cold" rooms and was earthquake resistant.

Placentia Mutual Orange Association

341 South Melrose Street

The Placentia Mutual Orange Association (PMOA) was organized October 12, 1910 with 33 members. John C. Tuffree served as the first president. The first packinghouse, built by Sam Kraemer at the corner of Bradford Avenue and Crowther, still stands. Another building was constructed at 3431 S. Melrose Street in the 1930s. At one time the PMOA claimed to ship more citrus in one year via the Santa Fe Railroad than any other California Sunkist affiliated house. The best-known label, which commanded a high price in the New York market, was a Shamrock.

Bradford Brothers, Inc.

100 E. Santa Fe Street

Hartwell and Warren Bradford, sons of A.S. Bradford, opened an independent citrus packinghouse in 1922, constructing the building facing Santa Fe Avenue, which now houses the Placentia-Yorba Unified School District warehouse operation. Hartwell Bradford maintained the A.S. Bradford House as a residence until his death. He invented a patented process to remove natural gas from oil, and was one of the original founders of Pacific Lighting (Southern California Gas Company).

Old City Library

143 S. Bradford Avenue

The Edwin T. Powell Building, at the corner of Bradford Avenue and Center, is the former library building constructed by the Placentia Library District in 1926 at a cost of \$30,000. The architect was Carlton Winslow who had gained worldwide recognition for his design of the Los Angeles City Library. This building is considered one of the most interesting small structures in the town

and served the City until the new library was constructed in 1974. Currently, the senior center is housed in the City-owned building.

Old City Hall

120 S. Bradford Avenue

The City Hall Building, in use until a new Civic Center was dedicated in 1974, was built with federal assistance in the 1940s and replaced a building on Bradford Avenue, just north of Santa Fe. The City retains ownership to the portion of the site containing the fire station.

Kraemer Memorial Park

201 North Bradford Avenue

Mr. and Mrs. Edward Backs donated the site for Kraemer Park to the City of Placentia in 1954. Angeline Backs asked that the public park be named in honor of her father, Samuel Kraemer and her mother, Angelina Yorba Kraemer. A family history, outlined in three brass tablets is located in a memorial near the entrance to the Backs Building facing Bradford Avenue. Trees planted throughout the park were donated and dedicated to other City pioneers.

Veteran's Memorial Fountain

Chapman Avenue and Walnut Street

The Veteran's Memorial Fountain was donated to the City by Edward and Angeline Backs and was constructed at a cost of \$250,000. It is dedicated to our nation's veterans. The sculptor was John Edward Svenson who cast the dolphins in Norway. Arthur Barton, landscape architect for Kraemer Park, designed the courtyard, which surrounds the fountain.

Water Tower

Chapman Avenue and Main Street

The 50,000-gallon water tower, which today bears the markings of Placentia's All America City Award, remains in active service for the Southern California Water Company Golden State Water Company, which serves most of the City. It was constructed in 1941, replacing earlier towers built to serve the original townsite.

Valencia High School

500 N. Bradford Avenue

Valencia, the first high school in Placentia, was rebuilt (after a fire) in its present form in 1935 with some later additions. It is a good example of Moderne Style, sometimes called Art Deco. Bradford Elementary School, built in 1912 as a replacement for the original Placentia school on Chapman and Placentia Avenues, previously occupied the site. One structure from the 1912 school remains behind the auditorium.

Bradford House – Listed on the National Register of Places

136 Palm Circle

The Albert Sumner Bradford home in Bradford Park, was built in 1902 in the modified Queen Anne Style popular at the time. It was located on the Tesoro (treasure) Ranch, which is now the site of the Town Center Shopping Mall. The original Bradford citrus nursery was on this site and provided many of the trees for the burgeoning California Valencia Orange Industry.

Nenno House

502 Palm Drive

The Nenno home was built in 1907-08 by John and Antionette Nenno, who came to Placentia in 1892. John was one of several citrus fumigators, and the house was the site of a small citrus

ranch. The house has been recently restored as an office building with a similar style to the freestanding office building on the north end of the property.

George Key Home – Listed on the National Register of Places

625 W. Bastanchury Avenue

The George Key Home was built in 1898 and is an excellent example of ranch homes of that period, once found throughout the area. In 1983, the County of Orange purchased the home and its contents to be operated as a museum. Visitors can see a collection of the items that were used by ranchers when Placentia was the center of the Valencia Orange industry.

Tri-City Park

Kraemer Boulevard and Golden Avenue

Three cities that adjoin the site, Fullerton, Brea and Placentia, have joined together to develop this lake and its park. It was originally a storage reservoir on the ranch land of Colonel J.K. Tuffree who had surveyed ranch lands owned by Don Able Stearns. Tuffree took land in Placentia in lieu of cash payments for his services. The reservoir held water brought by a gravity canal from the Santa Ana River. Constructed from 1876 to 1878, the canal was operated by the Anaheim Union Water Company, which delivered water to nearby ranches until the 1960s.

Charles Wagner, Jr. House

903 E. Yorba Linda Boulevard

The Wagner home was built in 1920 by one of three Wagner brothers. The home of each Wagner brother still stands today. All three were citrus ranchers, and this house is one of several elegant former ranch homes. It was recently used as a boutique and restaurant and in spring 1991 was used as a backdrop for film production.

The First Macadamia Tetraphylla Planted: SHPI-ORA-015 – Listed by the Office of Historic Preservation as a State Historical Point of Interest

600 Macadamia Lane

Placentia Mutual Orange Packing House: SHPI-ORA-018 – Listed by the Office of Historic Preservation as a State Historical Point of Interest

341 Melrose St.

There are no California Historical Landmarks listed in Placentia.³

4.6.2.2 Paleontological Setting

The following discussion has been extracted and modified from various cultural resource studies that have been conducted on behalf of the City for various projects within the City (See footnote below):^{4,5,6}

³ http://ohp.parks.ca.gov/?page_id=21445

⁴ Mature Culture Consulting, Inc., *Cultural and Paleontological Assessment: Alta Vista Specific Plan, City of Placentia, Orange County, California*, December 2017: https://www.placentia.org/DocumentCenter/View/6265/Appendix-C---CulturalPaleo_AltaVistaSP_121217?bidId=

⁵ Duke Cultural Resources Management, *Archaeological Survey Report Golden Avenue Bridge Replacement and Rehabilitation Project BRL-5269(025) City of Placentia, Orange County, California, California Department of Transportation, District 12*, November 2017: <https://www.placentia.org/DocumentCenter/View/6193/11117-ASR-Reduced?bidId=>

⁶ Mature Culture Consulting, Inc., *Paleontological Letter Report for the Golden Avenue Bridge Replacement and Rehabilitation Project, BRL-5269(025) (DUKE CRM Project C-0219, June 16, 2017:*

Fossils have been located within/surrounding the City, which produced remains of Equus (horse) at a depth of 8-10 feet; Fossil localities in Pleistocene-age sediments containing the remains of large and small mammals, bird, reptile, amphibian, bird, fish and invertebrates have been recorded within the City. Young alluvial fan deposits (Qyfsa) within the City are too recent to have accumulated or fossilized paleontological resources, and are assigned a low sensitivity. However, very old alluvial fan deposits (Qvofsa), have produced multiple nearby fossil localities, and are assigned a high sensitivity. Additionally, the young alluvial fan deposits should be considered in transition, with a potential to ultimately have a high potential to contain paleontological resources in the event of deep ground disturbing activity. Therefore, it is assumed that paleontological resources exist within the City, and, in the event of ground disturbance at depth, it is possible that paleontological resources could be encountered.

4.6.2.3 Prehistoric Context

The following discussion has been extracted and modified from various cultural resource studies that have been conducted on behalf of the City for various projects within the City (See footnote below):⁷

Of the many prehistoric chronological sequences proposed for southern California, the primary regional synthesis was advanced by Wallace (1955). Wallace defines four cultural horizons for the southern California coastal province, each with characteristic local variations:

- I. Early Man (~9000–8500 B.P.)
- II. Milling Stone (8500–4000 B.P.)
- III. Intermediate (4000–1500 B.P.)
- IV. Late Prehistoric (1500~200 B.P.)

Most archaeologists today classify cultural change through time through broad time periods, climatic information, and cultural manifestations.

Early Holocene (11,600 – 7,600 BP)

Traditional models of the prehistory of California hypothesize that its first inhabitants were the big game hunting Paleoindians who lived at the close of the last ice-age (~11,000 years before present [BP]). As the environment warmed and dried, large Ice Age fauna died out, requiring adaptation by groups to survive. The coastal tool manifestation of paleo-indian people is the San Dieguito Complex and within a lifeway known as the Paleocoastal Tradition (PCT).

Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation, utilizing a variety of resources including birds, mollusks, and both large and small mammals (Moratto 1984). The earliest sites known in the area are attributed to the San Dieguito culture, which consists of a hunting culture with flaked stone tool industry (Warren 1967). The material culture related to this time included scrapers, hammer stones, large flaked cores, drills, and choppers, which were used to process food and raw materials.

Middle Holocene (7,600 – 3,650 BP)

The middle Holocene is a time of change and transition. As conditions continued to warm and dry, ancient inhabitants practiced a mixed food procurement strategy of with emphasis of

<https://www.placentia.org/DocumentCenter/View/6201/Paleo-Letter-Report-61317?bidId=>

⁷ See Footnotes 4-6 above.

shellfish and hard seeds. Fishing and the hunting of smaller animals played a less important role in day to day activity. Subsistence patterns changed, resulting in a material complex consisting of an abundance of milling stones (for grinding food items) with a decrease in the number of chipped stone tools. This shift in subsistence is what Wallace (1955) named the Millingstone Horizon and this name has continued among archaeologists working on the coastal province of southern California. For instance, later, the Millingstone Horizon was redefined as a cultural tradition named the Encinitas Tradition (Warren 1967) with various regional expressions including Topanga and La Jolla.

Large habitations are seen in the inland areas and considerable variability is seen along coastal occupation of southern California. Trade networks are postulated by researchers that have dated Ollivella grooved rectangle shell beads as far north as central Oregon dating to 4900-3500 BP (Byrd and Raab 2007). Characteristics of the middle Holocene sites include ground stone artifacts (manos and metates) used for processing plant material and shellfish, flexed burial beneath rock or milling stone cairns, flaked core or cobble tools, dart points, cogstones, discoidals, and crescentics.

Late Holocene (3,650 – 233 BP)

Characteristics of the late Holocene include the introduction of the bow and arrow, mortar and pestle, use of ceramics, and a change to more complex and elaborate mortuary behaviors. Technologies associated with marine resource exploitation proliferated and diversified. The climate fluctuated with periods of drought alternated with cooler and moister periods (Vellanoweth and Grenda 2002; Byrd and Raab 2007; Jones et al. 2004). This resulted in dynamic regional cultural patterns with considerable local variation. Byrd and Raab (2007) suggest that foragers in southern California over-exploited high-ranked food, such as shellfish, fish, marine and land mammals, and plant remains. This led to resource depression, causing people to forage more costly resources that were more abundant. Coastal regions likely practiced seasonal round settlement strategies but these shifted toward permanent settlement through this period. Throughout this period, economic and social diversity flourished and became increasingly complex and populations continued to grow.

4.6.2.3 Ethnography

The following discussion has been extracted and modified from various cultural resource studies that have been conducted on behalf of the City for various projects within the City (See footnote below):⁸

The City is located within the boundaries of Gabrielino Indians. The name Gabrielino was given by the Spanish to the Indians that lived within the boundaries of the Mission San Gabriel Arcángel. The Gabrielino are one of the least known Native American groups in California. Generally, their territory included all of the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrielino spoke a dialect of the Cupan group of the Takic language family. This language was part of the larger Uto-Aztecan language stock which migrated west from the Great Basin. The Gabrielino shared this language with their neighboring groups to the south and east (Bean and Smith 1978, Shipley 1978). Groups of Gabrielino lived in villages that were autonomous from other villages. Each village had access to hunting, collecting, and fishing areas (Bean and Smith 1978). Villages were typically located in or near protected coves, canyons or

⁸ See Footnotes 4-6 above.

foothills and always close to bodies of water. Acorns and shellfish were the most important food for the Gabrielino, although the types and quantity of different foods varied by season and locale. Other important sources of food were grass and many other seed types, deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, quail, doves, ducks and other fowl, fish, and marine mammals. Large Gabrielino villages in Orange County include Hotuuknga and Pasbenga (located near the present-day City of Santa Ana). Hotuuknga is thought to have been located somewhere within present-day Anaheim, Yorba Linda, and/or Brea (McCawley 1996). The village was said to have been along the Santa Ana River which provided essential resources to the tribal population. Typically, women gathered and men hunted, although work tasks often overlapped. Each village had a chief who controlled religious, economic, and warfare authorities. The chief had an assistant and an advisory council who assisted in important decisions and rituals. Each of these positions was hereditary being passed down from generation to generation (Bean and Smith 1978). Although there was conflict among the Gabrielino tribe, trade and interactions between certain groups were still prominent. Trading with the Gabrielino mainlanders and islanders commenced via plank canoes, called "ti'at"s. Within the area near the Project, ethnographic accounts state that the abundance of oil from the oil fields were a staple for trading and medicinal purposes among the local tribes.

4.6.2.4 History

The following discussion has been extracted and modified from various cultural resource studies that have been conducted on behalf of the City for various projects within the City (See footnote below):⁹

While indigenous peoples adapted (and thrived) to environmental conditions in what is now "California," those same lands remained isolated from European and Asian cultures until the early-sixteenth century. In 1521, Spain sent explorer and conquistador Hernan Cortes and his army into what is now Mexico to conquer the indigenous Aztecs and capture the wealth of the land and its people. "New Spain," as the region soon became known, quickly became the hub of Spanish colonial efforts in the New World. Cortes, hopeful of finding comparable wealth in the northern Pacific, authorized the first explorations, and in 1535, founded the first nonnative settlement in Baja (or Lower) California. Inspired by Cortes' success in the New World and hoping to find a waterway from the Pacific to the Atlantic, the Spanish dispatched Juan Rodriguez Cabrillo in 1542 to explore the northwest coast of New Spain. It is believed that Cabrillo sailed as far north as the Oregon border, and that he became the first European to see what was then termed "Alta (or Upper) California" (Paddison 1999:xi).

In 1602, the Spanish Crown ordered Sebastian Vizcaino to make the first detailed survey of the Alta California coast. Vizcaino eventually anchored at Monterey Bay, and in subsequent reports to Spain, greatly exaggerated the quality of the natural harbor he found (Paddison 1999:xii). Despite Vizcaino's inflated recommendations, it took the Spanish almost 170 years to act. The so-called "Sacred Expedition" of 1769, led by Spaniard Gaspar de Portola and Franciscan Fray (or Father) Junipero Serra, was meant to begin the permanent settlement of Alta California, beginning in San Diego. The plan called for the Spanish to converge on San Diego by land and sea, and to use the newly established San Diego settlement as a base to begin further colonization and mission-building activities along the California coast.

Soon after American control was established (1848), gold was discovered in California. There was a tremendous influx of Americans and Europeans, and western Riverside County saw

⁹ See Footnotes 4-6 above.

development of hard rock mining for gold. Several mineral rights were issued around this time, however none within the Project Area. Around the same time, San Bernardino County was settled by homesteaders and farmers, and quickly became a diversified agricultural area with citrus, grain, grapes, poultry, and swine being the leading commodities.

The existence of the Santa Ana River was known to Spanish explorers, with the locations of Mission San Gabriel and Mission San Juan Capistrano placed on either side of the Lower portion. First observed in 1542 by Cabrillo, de Portola was the first explorer to cross the River at a location in what is now Yorba Linda in 1769. The Spanish had experience with large watercourses in Mexico and quickly realized that the River was a danger during a flash flood. Overland exploration by Anza paralleled the River in early 1774, fording the River near Riverside, then after a time drove overland through Chino to Mission San Gabriel. River bottomlands were grazed by cattlemen and as the population grew, lands near the active channels were plowed for agriculture. Regardless of the potential, the River was a draw for agriculture. As American homesteaders entered the area, lands on the Chino, Jurupa and El Rincon ranchos became desirable and the past river history was quickly forgotten. In 1862, the Inland Empire was devastated by what is now considered a 1,000-year flood, and all farms and ranches downstream of the San Bernardino Mountains were destroyed. Water gushed through the pass and into what is now Orange County, turning the land into an "inland sea" for a time. In that year, few farms had been established, but given what happened during the flood, it is likely that much of the established agricultural topsoil was washed away. The 1862 flooding was followed by two years of drought, which essentially brought an end to the Spanish-Mexican cattle ranching methods. The River saw major floods in 1859, 1862, 1884, 1891, 1910, 1916, 1938, 1943 and 1969 (Taylor and Taylor 2007). This, plus the build up to World War II, drove the Army Corps of Engineers (USACE) into understanding the regional importance for local flood protection. The USACE began planning to build the Prado Dam in the mid-1930s but development of the project became a priority after the March 1938 flooding. Construction of the Dam was complete in 1941. The Santa Ana River, Chino Creek, and Temescal Creek were channelized into individual canals that fed into the basin above the Dam. Once water behind the Dam was contained and stored for recharge instead of being piped away, vegetation grew. The area comprising the Prado Dam and upstream basins now provide recreational and park opportunities for the public, as well as watershed management, environmental stewardship and protection, and flood control.

City of Placentia History¹⁰

Most researchers agree that the earliest occupation for the Placentia area dates to the early Holocene (11,000 to 8,000 years ago). The area that is now the City of Placentia was a part of the San Juan Cajon De Santa Ana Land Grant owned by Juan Ontiveros. Named "Placentia" in 1878, the city was originally known as "North Anaheim".

The first pioneer was Daniel Kraemer, who purchased 3900 acres in 1865. Three years later, William McFadden and his wife, Sarah Jane, acquired 100 additional acres in the area. Many other settlers arrived in the following years. Residents built churches and schools as the community slowly developed. The school district's original name was the Cajon School District. In 1878, at the suggestion of Sarah Jane McFadden, the name was changed to the Placentia School District. Placentia is derived from a Latin word meaning "pleasant place to live." The City was then named after the Placentia School District which received its title by Sarah Jane McFadden. Although Sarah Jane McFadden and her husband, William McFadden were one of the City's original pioneers, Daniel Kraemer was the first pioneer of the city.

¹⁰ City of Placentia Website (History of Placentia): <https://www.placentia.org/178/History-of-Placentia>

Placentia was placed on the map in 1910 when A.S. Bradford persuaded the Santa Fe Railroad to re-route their track through this area, thus shortening the rail distance to Los Angeles. A station was built and packing houses were established for the town's growing citrus industry. Mr. Bradford also laid out the main streets of the town and, in his honor, Bradford Avenue retains his name today. Placentia's climate and rich land attracted an ever-growing number of new residents. The area was well suited for raising citrus fruit, walnuts, avocados, and grapes. Placentia became the center of Valencia Orange Growing and Packing, and its 500 citizens voted to incorporate the City in 1926.

The communities surrounding Placentia specialized in oil production. Large oil fields spanned approximately 1,200 acres (orangecounty.net 2015) and covered modern-day Fullerton, Brea, and Yorba Linda. The nearby town of Olinda, which is currently considered to be a neighborhood within the City of Brea, was originally an agricultural community. After the discovery of oil in the Brea Hills in 1880 Olinda grew significantly. The town became an oil town following the success of the Brea-Olinda Oil Field. By the 1940s most the oil fields began to shut down and the population of Olinda decreased as the town (now City) of Brea and other nearby towns became the focus of growth.

4.6.3 Thresholds of Significance

According to PRC §5020.1(j), "historical resource" includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.6(a)(1)-(3)).

Regarding the proper criteria of historical significance, CEQA guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.6(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

CEQA Guidelines require that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources" (Title 14 CCR Section 15064.5(a)(3)).

Under CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource is defined as

physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource would be materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register, a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code. In general, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated guidelines shall be considered as mitigated to below the level of significance.

The thresholds analyzed in this section are derived from Appendix G of the CEQA Guidelines, and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064.6 of the CEQA Guidelines. For analysis purposes, implementation of the General Plan would have a significant effect on cultural resources if it is determined that the project would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in 15064.6.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.6.
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
4. Disturb any human remains, including those interred outside of formal cemeteries.

Based on these significance thresholds and criteria, the General Plan Update's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.6.4 Project Impacts and Mitigation Measures

4.6.4.1 Historic and Archaeological Resources

Implementation of the Proposed General Plan Could Impact Historical and Archaeological Resources.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: As discussed in the Project Description (Chapter 3), the City of Placentia is almost entirely developed. Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3% of the City's total acreage. The lack of vacant land within the City indicates that subsurface cultural resources would remain undisturbed in the areas that are already developed, with the exception of those parcels that may be redeveloped in the future. Additionally, only a limited amount of resources would be impacted as vacant land within the City is developed. Ground-disturbing activities associated with subsequent development of land within the City could unearth previously unknown archaeological resources. Therefore, implementation of the proposed General Plan has the potential to disturb or destroy undocumented archaeological or historical resources, or human remains. All future development projects would be required to comply with all applicable Federal, State, and local regulations concerning the preservation of historic resources.

Historic resources may be vulnerable to future development activities, which may cause a substantial adverse change in the significance of a historical resource. Future construction activities, new development, and infrastructure improvements anticipated by the General Plan Update have the potential to disturb or destroy historic resources. Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment. However, all future development within the City would be subject to compliance with the established Federal and State regulatory framework, which is intended to mitigate potential impacts to historical resources.

The City has recognized the importance of preserving its history and character in the Conservation Element with Goal CON-11 *Preserve Placentia's Historic, Archaeologic and Paleontologic Resources*. Additionally, implementation of the goals and policies of the General Plan Update Conservation and Land Use Elements, and Mitigation Measures CR-1 and CR-2, would reduce potential impacts to undocumented archaeological resources, cultural resources, and historical structure/resources to less than significant levels. Future development would be subject to compliance with the General Plan Update Conservation Element and Land Use Element goals and policies outlined below and Mitigation Measure CR-1, which would ensure that future development in the City would not adversely impact archaeological, cultural, or historical resources, thereby reducing potential impacts to less than significant.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal **CON-11** ***Preserve Placentia's Historic, Archaeologic and Paleontologic Resources***

- Policies**
- CON-11.1 Have a local register adopted by City Council resolution.
 - CON-11.2 Adopt a local preservation ordinance to guide policy and procedure for preserving the historical resources in the City.
 - CON-11.3 Update the City's inventory of historic resources every 10 years.
 - CON-11.4 Periodically update the adopted local register of historic places, which would include local cultural resources, California and National Register properties, points of interest, and surveys as many areas of the City area over 50 years old and may be considered as historic resources.
 - CON-11.5 Protect and maintain the historical integrity of the Bradford House at 136 East Palm.
 - CON-11.6 Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.
 - CON-11.7 Protect and enhance buildings that are deemed historic by adhering to the Historical Resources Ordinance that establishes a local register and outlines regulations for demolition, rehabilitation, additions, restoration, and conservation.
 - CON-11.8 Promote the use of the Mills Act as incentive to preserving both residential and commercial historic buildings.
 - CON-11.9 Promote the City's historic resources with programs celebrating the historic buildings such as annual historic preservation awards or a historic plaque program.

- CON-11.10 Consider designation of conservation or historic districts to protect the existing historic character of neighborhoods.
- CON-11.11 Continue to support the historic plaque program citywide and consider an historic street sign program, marking historic landmarks in the public right of way.
- CON-11.12 Consider adaptive re-use to further the preservation of historic resources.
- CON-11.13 Continue to heighten community awareness of Placentia's history and the City's physical development, and educate the public to the significance of historic area, sites, and structures, including the social events associated with them.
- CON-11.14 Continue to encourage pride in the quality and character of historic areas.
- CON-11.15 Continue to recognize the fragile nature of historic resources and areas, and work to ensure the harmonious appearance of each historic area. Address the transitional areas between residential and non-residential areas.
- CON-11.16 Strive to prevent the demolition of structures listed under the local register of historic places.
- CON-11.17 Continue to offer historic preservation tools such as the Mills Act or Old Town Façade Improvement Program.
- CON-11.18 Recognize and work with other preservation organizations, building relationships and sharing information that could assist with further preservation efforts.
- CON-11.19 Enhance and formalize the oral history program to capture the stories of Placentia residents, thus further preserving the history of the city by remembered and firsthand account.
- CON-11.20 Explore and evaluate different approaches to protect and enhance historic resources throughout the community.

Land Use Element

- | | | |
|-----------------|-------------|---|
| Goal | LU-3 | <i>Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties.</i> |
| Policies | LU-3.6 | Encourage creative reuse, restoration and adaptive reuse of historical buildings. |
| | LU-3.7 | Develop economically viable policies and programs to facilitate a retail adaptive use of historical buildings that will have a public function, thereby allowing it to become part of contemporary urban life. |
| Goal | LU-6 | <i>Ensure and improve the visual image, economic vitality and infrastructure of the Old Town area, the TOD district, and surrounding areas, like the future Chapman corridor.</i> |
| Policies | LU-6.4 | Promote new businesses, mixed used projects, and re-use of historic structures in the Old Town and TOD districts. Monitor the TOD and Old Town zoning districts to determine if any amendments would help spur new development. |

Mitigation Measures

- CR-1** *Future development projects shall continue to be evaluated for cultural resources by the City of Placentia through review by the California Historical Resources Information System (CHRIS), and through notification of and consultation with the local tribes for new entitlement projects. The projects shall be evaluated for compliance with the California Environmental Quality Act (CEQA), and, whether feasible, avoidance of cultural resources. If, following review by the CHRIS and/or tribal consultation, it is determined that there is a potential for impacts to cultural resources, further cultural resources analysis by a qualified professional(s), as defined in Mitigation Measure CR-2, may be required by the City.*
- CR-2** *In the event that cultural resources (archaeological, historical, paleontological) resources are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-foot radius of the area of discovery. If not already retained due to conditions present pursuant to Mitigation Measure CR-1, the project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor), subject to approval by the City of Placentia to evaluate the significance of the find and appropriate course of action (refer to Mitigation Measures CR-1 and CR-3). If avoidance of the resources is not feasible, salvage operation requirements pursuant to Section*

Level of Significance After Mitigation: Less Than Significant Impact

4.6.4.2 Burial Sites

Implementation of the Proposed General Plan Could Impact Unmarked Burial Sites.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: The Placentia area is located within an area with historical presence of Native American Tribes, as discussed in Section 4.6.3 above. As such, there is some potential for human remains, including those interred outside of formal cemeteries, to be encountered during earth removal or disturbance activities with implementation of the proposed General Plan. However, the City of Placentia is almost entirely developed. Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3% of the City's total acreage, which limits the amount of ground disturbance that implementation of the General Plan would have a potential to facilitate as the City is developed and redeveloped further. However, ground-disturbing activities in the City, such as grading or excavation, have the potential to disturb as yet unidentified human remains.

The Native American Graves Protection and Repatriation Act within the State of California, is enacted by the California Native American Historical, Cultural and Sacred Sites Act, and applies to Federal, State, and private lands. Upon discovery of human remains, the activity ceases and the County Coroner shall be notified. If the remains are of a Native American, the coroner notifies the Native American Heritage Commission (NAHC), which then notifies the mostly likely descendants. The NAHC is directed to prepare an inventory of Native American Sacred Places on public lands. It is illegal for anyone to knowingly or willfully possess or obtain any Native American artifacts or human remains from a Native American grave or cairn. Any person who removes, without authority of law, Native American artifacts or human remains from a Native

American grave or cairn with the intent to sell or dissect such remains is guilty of a felony punishable by imprisonment in a Federal or State prison.

If human remains are found as a result of future development, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Sections 7050.5- 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in California Public Resources Code Section 5097.98 would be implemented. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.

Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, and compliance Mitigation Measure CR-3, impacts in this regard would be less than significant.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal **CON-11** ***Preserve Placentia's Historic, Archaeologic and Paleontologic Resources***

Policies CON-11.1 Have a local register adopted by City Council resolution.

 CON-11.6 Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.

Mitigation Measures

CR-3 ***In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.***

Level of Significance After Mitigation: Less Than Significant Impact

4.6.4.3 Paleontological Resources

Implementation of the Proposed General Plan Could Directly or Indirectly Impact a Unique Paleontological Resource or Site.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Based on the discussion under Section 4.6.3 above, fossil localities in Pleistocene-age sediments containing the remains of large and small mammals, bird, reptile, amphibian, bird, fish and invertebrates have been recorded within the City. Young alluvial fan deposits (Qyfsa) within the City are too recent to have accumulated or fossilized paleontological resources, and are assigned a low sensitivity. However, very old alluvial fan deposits (Qvofsa), have produced multiple nearby fossil localities, and are assigned a high sensitivity. Additionally, the young alluvial fan deposits should be considered in transition, with a potential to ultimately have a high potential to contain paleontological resources in the event of deep ground disturbing activity. Therefore, it is assumed that paleontological resources exist within the City, and, in the event of ground disturbance at depth, it is possible that paleontological resources could be encountered.

Future development associated with implementation of the proposed General Plan could indirectly result in impacts to undiscovered paleontological resources through remediation, demolition, redevelopment, or construction activities. All future improvements and development within the City would be subject to compliance with the proposed General Plan Conservation Element Goal CON-11 and the associated policies, and Mitigation Measures CR-1 and CR-2, which would ensure impacts to paleontological resources or unique geologic features are reduced to a less than significant level.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal **CON-11** ***Preserve Placentia's Historic, Archaeologic and Paleontologic Resources***

Policies CON-11.1 Have a local register adopted by City Council resolution.

 CON-11.6 Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.

Mitigation Measures: See Mitigation Measures CR-1 and CR-2 above, which would ensure impacts to paleontological resources or unique geologic features are reduced to a less than significant level.

Level of Significance After Mitigation: Less Than Significant Impact

4.6.5 Cumulative Impacts

Development Associated with Implementation of the General Plan Update and Cumulative Development Could Result in Cumulatively Considerable Impacts to Cultural Resources.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Future development projects in the City of Placentia—either development of vacant parcels, or redevelopment of existing developed parcels—may result in unearthing cultural resources. As stated above, the City is nearly built-out, with very only 1.3% of the City containing vacant, undeveloped parcels. However, during the modest growth anticipated to occur with implementation of the proposed General Plan, it is possible that undiscovered archaeological, paleontological and/or historic resources could be impacted. It is possible that cumulative

development could result in the adverse modification or destruction of archaeological, paleontological, and/or historic resources. Potential cultural resource impacts associated with the development of individual projects under the proposed General Plan would be specific to each site. All new developments would be required to comply with existing Federal, State, and local regulations concerning the protection of archaeological, paleontological and historic resources on a project-by-project basis. Additionally, implementation of the goals and policies of the proposed General Plan and recommended mitigation measures would reduce potential impacts to undocumented archaeological resources, cultural resources, and historical structure/resources to less than significant levels. Thus, implementation of the proposed General Plan would not result in cumulatively considerable cultural resource impacts.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

Level of Significance After Mitigation: Less Than Significant Impact

4.6.6 Unavoidable Significant Impacts

Development Associated with Implementation of the General Plan Update and Cumulative Development Could Result in Significant Unavoidable Impacts to Cultural Resources.

Level of Significance Before Mitigation: Potentially Significant

Impact Analysis: Impacts related to cultural resources associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with the existing regulatory framework, proposed General Plan goals and policies, and mitigation measures. No significant unavoidable cultural resource impacts would occur as a result of buildout of the proposed General Plan.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

Level of Significance After Mitigation: Less Than Significant Impact

4.7 ENERGY

This subchapter evaluates the environmental impacts under the new environmental issue of “Energy.” The rationale for inclusion of this topic in the Initial Study Environment Checklist Form is to ensure that a project’s impacts on future energy demand are considered for all environmental documents prepared to comply with the CEQA. The State of California has made a major commitment to minimize future energy consumption directly, and to reduce project air emissions, particularly greenhouse gases (GHG). Through a variety of legislation discussed in the GHG subchapter of this EIR (Subchapter 4.9) the Checklist now seeks to ensure that future projects minimize their emissions related to energy generation and vehicle miles traveled, two of the three major sources of GHG emissions in the State and nation.

4.7.1 Regulatory Setting

Federal

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Clean Power Plan and New Source Performance Standards for Electric Generating Units. On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO₂ emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO₂ emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, President Trump directed the EPA Administrator to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

33% RPS

Executive Order S-14-08 was signed in November 2008, which expands the state's renewable energy standard to 33 percent renewable power by 2020. In 2011, the state legislature adopted this higher standard in SBX1-2. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

Title 24 Energy Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission in June 1977 and updated triennially (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the California Energy Commission (CEC) adopted the 2013 Building and Energy Efficiency Standards, which go into effect on January 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

Title 24 CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (CALGreen) was adopted as part of the California Building Standards Code (Part 11, Title 24, California Code of Regulations). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011.

Title 25

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and nonfederally regulated appliances. Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen)

Local

City of Placentia Proposed General Plan

The proposed City of Placentia Sustainability Element states the following regarding Energy Resources:

Limited supplies and environmental concerns regarding conventional energy resources such as oil, electricity and natural gas require their conservation. Reductions in domestic oil production in the U.S. has resulted in increasing dependence on foreign imports.

Southern California Edison (Edison) supplies residential and commercial electricity for the City of Placentia. The Southern California Gas Company (The Gas Co.) supplies natural gas to Placentia. Natural gas is a finite resource and therefore supplies cannot be increased.

Given the area's warm climate, the most important alternative and renewable energy resource in Placentia is solar energy. This energy source has considerable potential and can be developed to substitute for oil, gas and other energy supplies. Solar energy's ability to substitute for fossil fuels can be an important tool in the battle against air pollution.

Solar radiation in the form of sunlight can be utilized for energy production in two ways. The first method, active solar systems, involves the use of mechanical devices to convert solar energy to heat or electricity. The second, passive solar systems, utilizes natural heating and cooling from the sun through proper orientation and building design. Placentia's geographic location and climate make it well suited for the utilization of solar power. Southern exposure in the winter and limited western exposure in the summer should be a factor in building design and placement. Streets that run east-west are more adaptable to solar energy practices than north/south streets. The ideal building orientation recommended for the Southern California coastal inland regions is a 35-degree variation to the southwest of the building's long axis. State Title 24 Energy Regulations establish energy performance building code requirements that the City is following and implementing.

Sustainability Element Programs in Place

- **Natural Gas Vehicle Station**

The Natural Gas Vehicle Station, operated by Trillium, offers compressed natural gas (CNG), a naturally occurring gas that consists primarily of methane. Derived from gas wells or as a by-product of crude oil production, CNG produces far less pollutants than comparable gasoline or diesel versions. It also produces less carbon dioxide and other greenhouse gasses. The facility is located at 2999 East La Jolla Street and is open 24 hours a day.

- **Home Energy Renovation Program (HERO)**

Placentia is involved in the Home Energy Renovation Program (HERO), offered through the Western Riverside Council of Governments, which allows residential and commercial property owners to finance various energy and water efficient improvements through the State of California's Property Assessed Clean Energy program. Placentia provides a green business program which sets out to achieve a healthier and cleaner environment by helping businesses integrate environmental responsibility into their operations in a manner that is sustainable as well as profitable. City staff will work with businesses to determine which solid waste reduction, pollution prevention, energy conservation, and water conservation measures would be the best fit and achieve the most savings. Additionally, Southern California Edison (SCE), which provides

electricity service in Placentia, offers energy efficient new construction and home improvement incentives including receiving monetary incentives to constructing homes that are 15-20 percent more energy efficient than the Title 24 requirements, purchasing Energy-star qualified appliances, installing energy-efficient windows, high-efficient water heaters, and making other energy saving improvements. SCE and The Gas Company encourage green change and offer residents rebates and incentives to lessen their financial burden. A State program administered by the Salvation Army also provides eligible families temporary energy assistance for a one-time emergency credit for up to \$1,500 to pay off past dues and avoid utility shut-offs.

4.7.2 Environmental Setting

ELECTRICITY

Electrical power is provided to the City of Placentia by Southern California Edison (SCE). SCE serves the City of Placentia through 28 circuits that provide electricity to about 40,739 customers.¹ SCE provides service to 15 million people within a 50,000 square mile area of central, coastal, and southern California, including the City of Placentia. SCE's service territory includes about 430 cities and communities with a total customer base of about 5 million residential and business accounts. SCE maintains more than 105,773 miles of distribution lines, and 1.4 million electricity poles.

Southern California Edison is developing an electric grid to support California's transition to a clean and sustainable future that meets the needs and expectations of SCE customers. SCE has invested more than \$13 billion in the power distribution grid over three years (2017-19). SCE's main investment goal is to increase power reliability through significant upgrades. The investments include:

- Upgrading cables, poles, switches and transformers;
- Updating the grid so it can accommodate new technologies, such as smart inverters that will allow for the two-way flow of solar energy;
- Adapting the power system to accommodate future California policy related to energy storage, electric transportation and renewable energy; and,
- Providing enhanced automation and monitoring devices to allow us to better respond to changes on the grid.

NATURAL GAS

Southern California Gas (SoCalGas) provides natural gas services to the City of Placentia. According to the California Energy Commission, data gathered as of September 10, 2015 indicates that 60 percent of all electric generation in California comes from natural gas.² More than 101,000 miles of transmission and distribution pipes and four natural gas storage facilities make up the natural gas infrastructure needed to provide natural gas throughout the SoCalGas service territory. The Aliso Canyon storage facility, which is the largest such facility in the western United States, supports natural gas deliveries to homes and businesses throughout the Los Angeles Basin and directly supports 17 natural gas-powered electric plants needed to provide reliable generation and delivery of electricity.

¹ <https://www1.sce.com/nrc/reliability/reports/Placentia.pdf>

² <https://www.socalgas.com/smart-energy/reliable-natural-gas-for-the-future>

RENEWABLE ENERGY

Southern California Edison

In 2016, SCE delivered approximately 20.7 million megawatt-hours (MWh) of renewable energy to its customers, representing approximately 25 percent of the total energy delivered. Based on current renewable energy contracts, SCE expects that upon delivery, 25 percent or more of its customers energy needs will be met with renewable energy. *Table 4.7-1, Southern California Edison, 2016 Renewable Energy Summary* provides a summary of the renewable energy SCE generated in 2016.

**Table 4.7-1
 SOUTHERN CALIFORNIA EDISON, 2016 RENEWABLE ENERGY SUMMARY**

Renewable Energy Source	2016 MWh
Bioenergy	317,479
Geothermal	5,431,502
Small Hydro	446,632
Conduit Hydro	15,006
Solar PV	6,431,256
Solar Thermal	773,861
Wind	7,409,423
Total:	20,735,159

In 2014 SCE was recognized by the U.S. Department of Energy and Environmental Protection Agency with an ENERGY STAR® Sustained Excellence Award for our exemplary work in partnering with customers to save energy through energy efficiency. Additionally, SCE connected 547 megawatts of solar energy to the grid, equivalent to removing 231,839 cars from the road for a year or 16,205 garbage trucks worth of waste being recycled instead of going into a landfill. During the past five years (stated in 2019), SCE has partnered with our customers to save nearly 7.6 billion kWh, enough energy to power over 1.1 million homes for a year. These savings reduce GHG emissions by 3.2 million metric tons, the equivalent of removing 684,000 cars from the road.³ Energy conservation achieved by smart meter technology is expected to reduce emissions of greenhouse gases and smog-forming pollutants by more than 365,000 metric tons per year — the equivalent of removing 79,000 cars from the road yearly.

SCE offers a number of rebates and incentives to encourage customer energy efficiency. These rebates and incentives include the following as of April 29, 2019⁴:

- Smart Thermostat Rebate
- Rebate on a Home or Business Area Network
- Variable Speed Pool Pump (part of the Home Energy Efficiency Rebate [HEER] program)
- Clean Fuel Reward Program for Electric Vehicle
- Summer Discount Program: Rebate for allowing SCE to remotely turn off or cycle off individual customer’s air conditioner (A/C) for a limited time.

SCE also offers business energy advice for small businesses and governments—like the City of Placentia—to promote energy efficiency and energy saving programs on a larger scale.

³ <https://www.sce.com/about-us/environment/energy-conservation>

⁴ <https://www.sce.com/residential/rebates-savings/rebates>

SoCalGas invests about \$10 million each year on research, development and demonstration of new and emerging clean, energy-efficient technologies.⁵ SoCalGas has invested in the use of Renewable Natural Gas (RNG), which, is natural gas derived from organic waste material found in daily life such as food waste, garden and lawn clippings, and animal and plant-based material. It can also be derived from degradable carbon sources like paper, cardboard and wood. The abundance of these materials allows for production of substantial quantities of biogas.⁶ A study conducted by UC Davis estimates that more than 20 percent of California's current residential natural gas use can be provided by RNG derived from our state's existing organic waste alone⁷. In the transportation sector, that's enough to replace around 20 percent of the fuel used by heavy-duty trucks in the state. This can help reduce the need for other fossil-based fuels while boosting our supplies with a locally sourced renewable fuel.

4.7.3 Thresholds of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) have been utilized as thresholds of significance in this Section. Accordingly, impacts to Energy resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

ENER-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

ENER-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.7.4 Project Impacts and Mitigation Measures

ELECTRICITY

Implementation of the Proposed General Plan Could Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Electricity Resources, or Could Conflict with a State or Local Plan for Renewable Energy or Energy Efficiency.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the General Plan would create an increased demand for electricity supplies. According to the United States Energy Information Administration (EIA), the average household in California uses 62 million BTU of energy per home, 31% less than the U.S. average,⁸ which equates to about 557 kWh per month.⁹ Under the proposed General Plan, the number of housing units within City of Placentia would increase by about 6,523 households, which would result in an increase in energy demand within the City by about 3,633,311 kWh per month over the existing energy demand, which is approximately 10,125,703 kWh per month based on the existing number of households at present (18,179). Thus, the development that would occur

⁵ <https://www.socalgas.com/smart-energy/technology-and-investments/clean-energy-investments>

⁶ <https://www.socalgas.com/smart-energy/renewable-gas/what-is-renewable-natural-gas>

⁷ <https://www3.arb.ca.gov/research/apr/past/13-307.pdf>

⁸ https://www.eia.gov/consumption/residential/reports/2009/state_briefs/pdf/ca.pdf

⁹ <https://www.electricchoice.com/blog/electricity-on-average-do-homes/>

within the City over time as planned in the propose General Plan would result in a 35% increase in electricity demand for residential uses over existing conditions.

Non-Residential uses within Orange County utilize approximately 66% of the overall energy demanded within this region.¹⁰ The existing total energy demand within the City of Placentia in 2018 is assumed to be about 29,781,479.4 kWh per month. Utilizing the above percentage, the energy demanded by Non-Residential uses within the City of Placentia in 2018 was about 19,655,776.4 kWh per month. Development of the General Plan would create an increased demand for Non-Residential uses at build out that is anticipated to be commensurate with the increased electricity demands for Residential uses, which equates to an increased demand in electricity of about 6,879,528.24 kWh per month for the Non-Residential uses.

SCE has existing electricity infrastructure located throughout the City, which would serve future development associated with the implementation of the proposed General Plan. Furthermore, the Goals and Policies proposed as part of the General Plan would prevent future wasteful, inefficient, or unnecessary consumption of energy resources. The Conservation Element of the proposed General Plan enforces Goal CON-5, which seeks to reduce emissions through reduced energy consumption and promotion of sustainable and renewable energy resources. Additionally, Goal CON-6 seeks to conserve energy resources through the use of solar and other renewable resource technologies. Technology to move toward energy efficiency is mandated by Federal and State laws. As such, the development that would occur as build-out of the General Plan transpires would require less energy demand for households and businesses to function, and the energy used is anticipated to be derived from greater renewable energy sources than are utilized at present. Mitigation measures ENG-1 through ENG-3 are required to ensure that: 1. Future development within the City is developed in a sustainable, energy efficient manner; 2. Barriers to convert existing development within the City to be more energy efficient are minimized; 3. Barriers for existing businesses and households to access energy efficient appliances, vehicles, etc. and to access strategies to implement energy efficient practices in their own businesses and households are minimized. These mitigation measures, as well as the extensive goals and policies proposed by the General Plan to promote energy efficiency and sustainability in the City of Placentia would ensure that the City will comply and possibly exceed expectations set forth in state and local plans pertaining to energy efficiency.

In addition, all new construction in the State of California is subject to the energy conservation standards set forth in Title 24, Parts 6 and 11 of the California Code of Regulations. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. As stated above, adherence to these practices would reduce the demand for electricity, ensure efficient use of energy associated with future development, and ensure that the development within the City as General Plan buildout occurs would comply with state and local plans for Renewable Energy or Energy Efficiency. As such, impacts are anticipated to be less than significant in this regard.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal	CON-5	<i>Reduce emissions through reduced energy consumption and promote sustainable and renewable energy sources.</i>
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¹⁰ <http://ecdms.energy.ca.gov/elecbycounty.aspx>

Policies	CON-5.1	Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
	CON-5.2	Promote local recycling of wastes and the use of recycled materials in both private and public projects and uses.
	CON-5.3	Encourage solar swimming pool heaters and residential and commercial water heaters and other energy using appliances.
Goal	CON-6	<i>Conserve energy resources through the use of available technology such as solar and other conservation practices.</i>
Policies	CON-6.1	Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
	CON-6.2	Encourage new development and existing structures to install energy efficient equipment.

Housing Element

❖ **Neighborhood Preservation**

Goal	HE-3	<i>Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and structurally sound, and with adequate services and facilities provided; and having a sense of community identity.</i>
Program	HE-3.4	Energy Conservation and Sustainable Building Practices. The City recognizes that utility costs contribute to a household's overall expenditure for housing. The City shall promote energy and water conservation and "green building" in new and existing residential developments by providing educational materials on the City's website and in print form at City Hall, the library and at other public buildings. Compliance with Title 24 of the California Building Code will be required of all residential construction necessitating a building permit. The City shall also refer residents to local utility providers for energy and water conservation programs through the City's website. Finally, through participation in the HERO Program, the City shall provide information and encourage property owners to participate in the property

Safety Element

❖ **Climate Change**

Goal	SAF-5	<i>Increase Placentia's ability to adopt and become resilient to the effects of climate change, including extreme heat and poor air quality, while achieving other health and environmental benefits.</i>
Policy	SAF-5.3	Help residents become heat resilient households (i.e., energy efficient and weatherproof) through home weatherization, air conditioning, energy subsidies and programs.

Health, Wellness and Environmental Justice Element

Goal **HW/EJ-13** ***Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.***

- Policies**
- HW/EJ-13.1 Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations.
 - HW/EJ-13.2 Require energy and resource efficient buildings and landscaping in all public and private development projects.
 - HW/EJ-13.3 Develop green infrastructure standards that rely on natural processes for stormwater drainage, groundwater recharge and flood management.
 - HW/EJ-13.4 Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.
 - HW/EJ-13.5 Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.
 - HW/EJ-13.6 Promote waste reduction and recycling to minimize materials that are processed in landfills. Encourage residents and businesses to reduce waste and minimize consumption of goods that require higher energy use for shipping and packaging. Encourage composting to reduce food and yard waste and provide mulch for gardening.
 - HW/EJ-13.8 Continue to implement the City's Green Building Code and update as appropriate. Require newly-constructed or renovated City-owned and private buildings and structures to comply with the Green Building Ordinance. Encourage LEEDS certification for commercial, industrial and public projects.

Sustainability Element

Goal **S-7** ***Environmental impacts and natural resource consumption is minimized through the implementation of building and construction practices.***

- Policies**
- S-7.1 Support the use of green building methods in new construction and rehabilitation projects, including both public agency projects and private projects undertaken by homeowners.
 - S-7.2 Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency, irrigation systems designed to minimize water waste, and allowances for reclaimed water use in residential construction, where feasible.
 - S-7.3 Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater, recharge the aquifer, and reduce urban runoff.
 - S-7.4 Maintain hardscape (impervious) surface standards in the Placentia Municipal Code as a way to retain storm water absorption capacity and reduce runoff to the

storm drainage system. Consider other methods to reduce runoff, such as green roofs, rain barrels, and cisterns.

- S-7.5 Support the use of reclaimed water, including treated effluent for landscape irrigation in Placentia's parks and on medians. Periodically consider the feasibility of reclaimed water use based on Placentia's capital improvement plans, cost factors, water supply, and other considerations.

Goal **S-10** ***Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.***

Policies S-10.1 Support and implement policies and regulations to reduce impacts to watersheds and urban runoff caused by the design or operation of a site or use, including low impact development techniques.

- S-10.2 City regulations and incentives should be designed to support and require sustainable land use and development.

Mitigation Measures

ENG-1 ***Develop and implement a Strategic Energy Plan to increase energy efficiency in existing City buildings and set standards for any new City facilities with the intent to increase energy efficiency and ultimately reduce GHG emissions. This will include implementation of the following measures as will be detailed within the plan:***

- ***Improve energy efficiency within existing operations through retrofit projects, updated purchasing policies, updated maintenance/operations standards, and education.***
- ***Improve energy efficiency of new construction and major renovations by applying design criteria and participating in incentive programs.***
- ***Provide energy in a reliable and cost-effective manner and utilize renewable energy systems where feasible.***
- ***Monitor and reduce energy demand through metering, building controls, and energy monitoring systems.***
- ***Increase City fleet fuel efficiency by acquiring more hybrid vehicles, using alternative fuels, and by maintaining performance standards for all fleet vehicles.***

ENG-2 ***Provide incentives to promote the siting or use of clean air technologies where feasible. These technologies shall include, but not be limited to, fuel cell technologies, renewable energy sources, and hydrogen fuel.***

ENG-3 ***Coordinate with the South Coast Air Quality Management District, SoCalGas, Southern California Edison, and the California Center for Sustainable Energy to research and possibly develop a mitigation credit program. Under this program, mitigation funds will be used to retrofit existing buildings for energy efficiency to reduce greenhouse gas emissions. Additionally, this program can/will be used to provide incentives for new construction to maximize energy efficient technologies in for new development within the City.***

Level of Significance After Mitigation: Less Than Significant Impact

NATURAL GAS

Implementation of the Proposed General Plan Could Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Natural Gas

Resources, or Could Conflict with a State or Local Plan for Renewable Energy or Energy Efficiency.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Implementation of the General Plan would create an increased demand for natural gas supplies. The City of Placentia represents 0.13% of the State of California's overall population, and as such it is assumed that the City demands about 0.13% of the State of California's overall volume of natural gas demanded by and delivered to consumers. In 2017, the volume of natural gas demanded in Placentia was calculated as follows:¹¹

- Residential Uses: 534.31 million cubic feet
- Commercial Uses: 308.57 million cubic feet
- Industrial Uses: 988.96 million cubic feet

The volume of natural gas demanded as a result of General Plan build out is anticipated to increase as follows:

- Residential Uses: 726.0 million cubic feet; 35.9% increase from existing condition
- Non-Residential Uses: 1,432 million cubic feet; 10% increase from existing condition

SoCalGas is anticipated to be capable of serving the City of Placentia as development associated with buildout of the City occurs. The proposed General Plan's Conservation Element and Sustainability Element put forth Goals and Policies related to reducing energy consumption and promoting sustainable renewable energy sources. Furthermore, the General Plan puts forth Goal S-7 of the Sustainability Element enforces that the City should minimize natural resources consumption through the implementation of green building and construction practices, while Sustainability Element Policy S-7.1 enforces the City's support of green building methods for both public and private projects. As such the Goals and Policies put forth in the General Plan would ensure that natural gas usage in the City—as buildout of the General Plan occurs—would not be consumed in a wasteful, inefficient, or unnecessary manner, nor would natural gas usage within the City as a result of implementation of the General Plan conflict with a state or local plan for renewable energy or energy efficiency. Each project would be reviewed on a case-by-case basis, which means that natural gas sources and infrastructure to serve the project(s) would be planned for well in advance of project construction. As stated above, SoCalGas is working towards utilizing more renewable natural gas resources to supply their customers, which will enable future customers to have access to renewable natural gas sources. Mitigation Measure ENG-1 would require the City to collaborate with SoCalGas (amongst other entities) to research and possible develop a mitigation credit program to increase energy efficiency within existing buildings and maximize energy efficiency for new construction. The following mitigation measure in conjunction with the Goals and Policies presented in the preceding section would ensure that future development in the City not only complies with state or local plans for renewable energy or energy efficiency, but maximizes the opportunities for utilizing these technologies as buildout within the City occurs. As such, implementation of the General Plan is anticipated to have a less than significant potential to result in wasteful, inefficient, or unnecessary consumption of natural gas resources.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced in the preceding section under "Electricity."

¹¹ https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm

Mitigation Measures: Refer to mitigation measures ENG-1 through ENG-3 above, which apply to Natural Gas. No further mitigation is required.

Level of Significance After Mitigation: Less Than Significant Impact

4.7.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Other Cumulative Development Could Result in Cumulatively Considerable Conflicts with a State or Local Plan for Renewable Energy or Energy Efficiency; or, Result in Cumulatively Inefficient, Wasteful, or Unnecessary Consumption of Energy Resources.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Cumulative impacts are discussed and analyzed in terms of impacts associated with the proposed General Plan and related cumulative projects served by the same electricity and natural gas providers. The City of Placentia General Plan would promote development that is consistent with state and local policies pertaining to energy efficiency; however, all development within the State is required to comply with state laws pertaining to energy efficiency, such as Title 24, Parts 6 and 11, and Title 25 of the California Code of Regulations. As such, cumulative development is not anticipated to conflict with state or local plans for renewable energy or energy efficiency, particularly given that the barriers for entry to energy efficient technology have been minimized as the technology has become available to the general population. In general, future projects within the City would be required to adhere to standards that would prevent inefficient, wasteful, or unnecessary consumption of energy resources, and other local jurisdictions surrounding the City of Placentia have similar requirements for development projects. Furthermore, potential electricity and natural gas impacts associated with new developments would be evaluated on a project-by-project basis. All new development that would be served by SCE or SoCalGas would be required to pay applicable fees assessed by each entity as necessary to provide service to the specific project. Neither SCE nor SoCalGas would provide service to new developments if there were not adequate electricity and natural gas supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service. Future cumulative development may be required to meet efficiency standards to be connected to either SCE or SoCalGas's systems or pay a fee commensurate with the excess demand generated from projects that do not meet said efficiency standards.

As such, given the ample requirements that new development projects must adhere to pertaining to energy efficiency and renewable energy, it is not anticipated that cumulative development associated with the General Plan and other nearby jurisdictions would result in cumulatively considerable conflicts with a state or local plan for renewable energy or energy efficiency; or, result in cumulatively inefficient, wasteful, or unnecessary consumption of energy resources such that a significant impact would occur.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced in the preceding section under "Electricity."

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance Before Mitigation: Not Applicable

4.7.6 Unavoidable Significant Impacts

Energy resource impacts associated with implementation of the proposed General Plan would be less than significant with compliance with and/or adherence to Federal, State and local regulations, mitigation measures ENG-1 through ENG-3, and goals and policies in the proposed General Plan. Therefore, no significant unavoidable impacts to energy issues will occur as a result of the proposed General Plan.

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4.8 GEOLOGY AND SEISMIC HAZARDS

This section describes the geologic, seismic, and soil conditions within the City of Placentia and provides an analysis of potential geologic and seismic impacts that could result from the implementation of the proposed General Plan. A review of the existing Federal, State, and local regulations with which development must comply is included. The analysis is based on information obtained from the Safety Element of the proposed General Plan and the Seismic and Geologic Hazards Review.

4.8.1 Regulatory Setting

Federal

Federal Soils and Water Resource Conservation Act

The purpose of the Federal Soil and Water Resources Conservation Act (1977) (16 United States Code Section 2001-2009) is to protect or restore the functions of the soil on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. Soil impacts, including disruptions of its natural functions and of its archive of natural and cultural history, should be avoided as far as practicable. The Secretary of Agriculture oversees the programs associated with the Act.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code (PCR), Chapter 7.5, Section 2621-2699.6) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This State law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as subsidence or liquefaction.

The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Earthquake Fault Zones were called "Special Studies Zones" prior to January 1, 1994. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific area must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet set backs are required).

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property that is being sold is located within one or more State-mapped hazard areas, including Earthquake Fault Zones.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes. Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The State requires: (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation, as part of the local construction permit approval process; and (2) the agent for a property seller or the seller if acting without an agent, must disclose to any prospective buyer if the property is located within a Seismic Hazard Zone. The State Geologist is responsible for compiling seismic hazard zone maps. The SHMA specifies that the lead agency of a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

California Building Standards Code

California building standards are published in the California Code of Regulations, Title 24, known as the California Building Standards Code (CBSC). The CBSC applies to all applications for residential building permits. The CBSC consists of administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure that development complies with the guidelines contained in the CBSC. Cities and counties have the ability to adopt additional building standards beyond the CBSC. CBSC Part 2, named the California Building Code is based upon the International Building Code, and Part 11, named the California Green Building Standards Code, and is also called the CalGreen Code.

California has adopted statewide, mandatory codes based upon the International Code Council's (ICC) Uniform codes. A Triennial Edition of Title 24, *The 2016 California Building Standards Code (Cal. Code Regs., Title 24)* was published July 1, 2016, with an effective date of January 1, 2017. Supplements to the 2016 edition have been published with effective dates in 2017 and 2018. An updated Triennial Edition is expected to be published every third year.

Paleontological Resources

Section 5097.5 of the PRC specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for the damage or removal of paleontological resources.

Local

City of Placentia Municipal Code

The "Building Code of the City of Placentia" (Building Code) is codified in Title 20, Building Codes and Regulations, of the City's Municipal Code. The City's Building Code adopted the California Building Code, 2016 Edition. The purpose of the City's Building Code is to provide minimum standards regulating changes to buildings and structures relative to conditions that could be hazardous to life or property as well as to optimize use of renewable resources and minimize effects on the environment.

County of Orange and Orange County Fire Authority Local Hazard Mitigation Plan

The County of Orange and Orange County Fire Authority Local Hazard Mitigation Plan dated November 2015 was developed in accordance with the Disaster Mitigation Act of 2000 (Public Law 106-390) such that the local jurisdiction could be eligible to receive FEMA mitigation project grants (42 USC 5165). The mission of the County of Orange and Orange County Fire Authority Hazard Mitigation Plan is “to promote sound public policy designed to protect residents, critical facilities, infrastructure, key resources, private property, and the environment from natural hazards in County unincorporated area, fire hazards in the Fire Authority service area, and County and Fire Authority owned facilities.” The Orange County Emergency Management Organization, of which the City of Placentia is a member, contributed to the creation of the County Hazard Mitigation Plan.

4.8.2 Environmental Setting

A focused vulnerability assessment was conducted as part of the proposed General Plan to identify potential hazards affecting Placentia (see Appendix 1, Volume 2). The Safety Element of the proposed General Plan documents and assesses how natural and human-induced hazards are present within the City of Placentia, and how these hazards may adversely affect members of the community. The Safety Element policies seek to minimize potential dangers to residents, workers, and visitors and to reduce the level of economic and property loss due to a potential disaster. It also describes the emergency preparedness, response and recovery programs to be used before, during and after crisis situations.

Regional and Local Faults

The City of Placentia is located in seismically active southern California, as are most Southern California cities. Active and potentially active faults are located adjacent to Placentia; however, there are no Alquist-Priolo (AP) Earthquake Fault Zones within the City limits. The California Geological Survey defines active and potentially active faults in the Alquist-Priolo Earthquake Fault Zoning Act. For the purpose of the Act, active and potentially active faults are respectively defined as those that have ruptured during the last ~11,000 years and those that have ruptured in the last ~ 1.5 million years. Maps of Earthquake Fault Zones have been published by the California Geological Survey in accordance with the AP Special Studies Zone Act, 1994, which regulates development near active faults.

Although Placentia does not lie within an AP Zone, seismic risk is still considered high because of the proximity to other active AP faulting in the region. Major faults that have potential to impact the City are shown in Figure 4.8-1, Regional Faults. The faults shown on this map are summarized below:

1. Yorba Linda seismic source zone is a group of faults located approximately 0.3 miles northeast of the City of Placentia and is capable of producing a magnitude 6.4 earthquake.
2. The Puente Hills (Coyote Hills) is a northwest trending blind Thrust Fault system that extends approximately 26 miles between downtown Los Angeles and northern Orange County. The fault is buried and extends beneath the San Gabriel Mountains where it merges with the Sierra Madre Fault System. Locally the approximate location of the fault is between Whittier fault and the City of Placentia. The Puente Hills thrust is considered to be the source of the 1987 magnitude 6.0 Whittier Narrows earthquake. In 2014 this fault produced a magnitude 5.1 quake, with over 100 aftershocks within the following few days. The Puente

Hills Thrust dips about 25 degrees to the north and is considered capable of generating a magnitude 7.1 earthquake.

3. Peralta Hills Thrust is an east-west trending thrust fault along the south flank of the Peralta Hills, about 3 mile southeast of the center of the City of Placentia. This is the closest known active fault to the City. This feature has been exposed in several excavations and displaces Tertiary-age rocks over Quaternary deposits. Recent small earthquakes (1999-2000) with magnitudes of 1.7 to 3.9 at depths of 3.5 to 12 km under the Peralta Hills indicate right-oblique reverse active faulting below the area, supporting the concept of a deeper main break of the Peralta Hills thrust fault system. The fault is located approximately 3 miles southeast of the City. The length of the fault zone suggests that a maximum earthquake of about 6.0 to 6.5 is capable of occurring on this feature.
4. Whittier Fault is part of the Whittier-Elsinore fault system and extends from the Los Angeles basin area to Mexico, a distance of more than 250km. The Whittier segment extends along the western margin of the Puente Hills for a distance of about 40km. The fault is about 3.8 miles north of the center of the City of Placentia. Although this fault has not generated any major earthquakes in historical time, geological relationships suggest that it is capable of generating a magnitude 6 to 7.2 earthquake.
5. Newport-Inglewood Structural Zone is expressed as a series of discontinuous faults and folds extending from the Santa Monica fault at its northern end to the Newport Beach area where it trends offshore. The estimated total length of the fault zone is approximately 65 miles. The magnitude 6.25 Long Beach earthquake of 1933 occurred on the Newport-Inglewood fault. The epicenter of the earthquake was offshore near Newport Beach. The fault zone is located approximately 14.6 miles southwest of the City and is considered capable of producing earthquakes with a magnitude of up to 7.4.
6. Sierra Madre Fault is part of a set of north-dipping reverse faults extending between Santa Barbara Channel east to Chino Basin. The fault is located about 17 miles north of the City. The fault is classified as Holocene in age and is considered capable of producing earthquakes with a magnitude of up to 8.0.
7. The San Jacinto Fault system is highly seismically active and has been the source of several historical fault ruptures associated with the earthquake magnitudes in the range of 6 to 7. The San Jacinto fault zone extends more than 150 miles northwesterly from the Imperial segment near the Gulf of California to the San Gabriel-San Bernardino Mountains north of San Bernardino. The fault is located about 34 miles northeast of the City and is considered capable of producing earthquakes with a magnitude of up to 7.5.
8. The San Andreas Fault system extends southeasterly from Cape Mendocino, approximately 200 miles north of San Francisco, to the east side of the Salton Sea, a distance of almost 700 miles. The central portion of the San Andreas Fault produced a major earthquake in 1857 that resulted in ground rupture over approximately 190 miles from the Cholame Valley, in San Luis Obispo County, to just northwest of the San Bernardino area. The City of Placentia is located approximately 36 miles southerly of the central segment of the San Andreas Fault. The San Andreas Fault is considered capable of producing earthquakes with a magnitude of up to 7.9.

9. The Norwalk Fault is located approximately 4.5 miles west-northwest of the City of Placentia. This fault has been recorded within the limits of the project site by many researchers. It is postulated to have been the source of a magnitude 4.7 earthquake in 1929; however, the fault is not classified as an active AP fault by the California Geological Survey.

Ground Rupture and Shaking

Although ground rupture is not considered to be a major concern for the City of Placentia, it is still likely that the city will be subject to some moderate to severe seismic shaking. Some degree of structural damage due to stronger seismic shaking should be expected, but the risk can be reduced through adherence to seismic design codes (California Building Code 2016).

The twelve buildings constructed of unreinforced masonry built within the City before 1933 therefore are most at risk of seismic-related structural damage. These structures are listed below and a map of their locations is provided in Appendix 1 of Volume 2:

1. 234 S. Bradford – APN: 339-061-07
2. 238 S. Bradford – APN: 339-061-08
3. 109 Santa Fe Ave – APN: 339-365-25
4. 141 Santa Fe Ave – APN: 339-365-10
5. 110 Santa Fe Ave – APN: 339-394-06
6. 100 Santa Fe Ave – APN: 339-394-07
7. 214 Santa Fe Ave – APN: 339-393-07
8. 226 Santa Fe Ave – APN: 339-393-02
9. 301 Santa Fe Ave – APN: 339-363-19
10. 352 Santa Fe Ave – APN: 339-392-01
11. 330 Santa Fe Ave – APN: 339-3992-07
12. 310 Santa Fe Ave – APN: 339-392-11

Soil liquefaction

Soil liquefaction is a seismically induced form of ground failure, which has been a major cause of earthquake damage in Southern California. During the 1971 San Fernando and 1994 Northridge earthquakes, significant damage to roads, utility pipelines, buildings and other structures was caused by liquefaction. Liquefaction takes place when granular materials that are saturated by water lose strength and transform from a solid to a liquid state. Liquefaction generally occurs during significant earthquake activity, and structures located on saturated granular soils such as silt or sand may experience significant damage during an earthquake due to the instability of structural foundations and the moving earth. Soils most susceptible to liquefaction are saturated, loose, uniformly graded, fine-grained sand deposits. However, silty sands and sandy silts have also been reported to be susceptible to liquefaction or partial liquefaction.

The occurrence of liquefaction is generally limited to soils located within about 50 feet of the ground surface. Primary factors affecting the potential for a soil to undergo liquefaction include:

- 1) Depth to groundwater;
- 2) Soil type;
- 3) Relative density of the soil and initial confining (overburden) pressure; and
- 4) Intensity and duration of ground shaking.

Potential problems associated with soil liquefaction include ground surface settlement (i.e., vertical movement of the ground), loss of foundation bearing support strength, and lateral

spreading (i.e., landslides). The City's building codes require structures in liquefaction areas to be designed to withstand the potential impacts that could be caused by liquefaction. Areas of high liquefaction potential for the City of Placentia are provided in Figure 4.8-2, Potential Liquefaction and Landslide Hazard Zones as identified by the California Department of Conservation, Division of Mines and Geology (CGS, 1998 and 2005). Map 21 *Liquefaction Map – Orange County* of the Orange County Hazard Mitigation Plan (2015) shows areas of moderate and high liquefaction potential within the City of Placentia. The map in the GP looks very different than the one in County Hazard Mitigation Plan. GP maps most recent cited data is 2005. State Conservation CGS has a 2015 dated (for faults, hazards are 2005 which may explain date of map in GP) map "Earthquake Zone of Required Investigation Yorba Linda Quadrangle" that looks like GP map here: http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/YORBA_LINDA_EZRIM.pdf. The County hazard mitigation plan map shows much broader swath of city impacted by liquefaction. Link to OC hazard mitigation plan document map is page 88: cams.ocgov.com/Web_Publisher/Agenda07_12_2016.../O00216-000668A.PDF. The County Map contains the most current liquefaction data for the City.

Slope Instability/Landslides

Slope failure can occur as either rapid movement of large masses of soil ("landslide") or slow, continuous movement ("creep"). Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to various factors including steep slope conditions, erosion, rainfall, groundwater, nature of the underlying soil or bedrock, previous landslide deposits, and grading impacts.

The majority of City of Placentia has not been mapped as being within a zone susceptible to landslide as designated by the State of California Seismic Hazard Zones, Yorba Linda Quadrangle (CGS, 2005). However, a few local slope instabilities appear in the northwest area of the City, just south of Anaheim Union Reservoir in Tri City Park. Landslide potential within the City is shown in Figure 4.8-2, Potential Liquefaction and Landslide Hazard Zones.

Paleontological Setting

The following discussion has been extracted and modified from various cultural resource studies that have been conducted on behalf of the City for various projects within the City (See footnote below):^{1,2,3}

Fossils have been located within/surrounding the City, which produced remains of Equus (horse) at a depth of 8-10 feet; Fossil localities in Pleistocene-age sediments containing the remains of large and small mammals, bird, reptile, amphibian, bird, fish and invertebrates have been recorded within the City. Young alluvial fan deposits (Qyfsa) within the City are too recent to have accumulated or fossilized paleontological resources, and are assigned a low sensitivity. However, very old alluvial fan deposits (Qvofsa), have produced multiple nearby fossil localities, and are assigned a high sensitivity. Additionally, the young alluvial fan

¹ Mature Culture Consulting, Inc., *Cultural and Paleontological Assessment: Alta Vista Specific Plan, City of Placentia, Orange County, California*, December 2017: https://www.placentia.org/DocumentCenter/View/6265/Appendix-C---CulturalPaleo_AltaVistaSP_121217?bidId=

² Duke Cultural Resources Management, *Archaeological Survey Report Golden Avenue Bridge Replacement and Rehabilitation Project BRL-5269(025) City of Placentia, Orange County, California, California Department of Transportation, District 12*, November 2017: <https://www.placentia.org/DocumentCenter/View/6193/11117-ASR-Reduced?bidId=>

³ Mature Culture Consulting, Inc., *Paleontological Letter Report for the Golden Avenue Bridge Replacement and Rehabilitation Project, BRL-5269(025) (DUKE CRM Project C-0219, June 16, 2017:* <https://www.placentia.org/DocumentCenter/View/6201/Paleo-Letter-Report-61317?bidId=>

deposits should be considered in transition, with a potential to ultimately have a high potential to contain paleontological resources in the event of deep ground disturbing activity. Therefore, it is assumed that paleontological resources exist within the City, and, in the event of ground disturbance at depth, it is possible that paleontological resources could be encountered.

4.8.3 Threshold of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) are used as thresholds of significance in this Section. Accordingly, geology and seismic hazard impacts resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - (ii) Strong seismic ground shaking?
 - (iii) Seismic-related ground failure, including liquefaction?
 - (iv) Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.8.4 Project Impacts and Mitigation Measures

Implementation of the Proposed General Plan Could Expose People and Structures to Potentially Substantial Adverse Effects Involving Fault Rupture, Strong Seismic Groundshaking, and Seismic-Related or Other Types of Ground Failures.

Impact Analysis: As discussed in Section 4.8-2 Environmental Setting, the City of Placentia is located in seismically active southern California. Active and potentially active faults (defined by CA Geological Survey as faults that have been active in the last 1.5 million years) are located adjacent to Placentia; however, there are no Alquist-Priolo (AP) Earthquake Fault Zones within the City limits. Maps of Earthquake Fault Zones have been published by the California Geological Survey in accordance with the AP Special Studies Zone Act, 1994, which regulates

development near active faults. Although Placentia does not lie within an AP Zone, seismic risk is still considered high because of the proximity to other active AP faulting in the region. Major faults that have potential to impact the City are shown in Figure 4.8-1, Regional Faults. The faults shown on this map were summarized previously in Section 4.8-2 Environmental Setting.

Although ground rupture is not considered to be a major concern for the City of Placentia, it is still likely that the city will be subject to some moderate to severe seismic shaking. The intensity of ground-shaking would depend upon the magnitude of the earthquake, distance to the epicenter and the geology of the area between the epicenter and the City. Some degree of structural damage is likely to occur due to strong seismic shaking; however, the risk of substantial damage can be reduced through adherence to seismic design codes (California Building Code 2016). Structural vulnerabilities in older buildings that are less earthquake resistant are most likely to contribute to the largest source of injury and economic loss as a result of an earthquake. As detailed in Section 4.8-2 Environmental Setting, the City has identified twelve buildings within the City limits that were constructed of unreinforced masonry prior to 1933. These structures are considered the most at risk of seismic-related structural damage.

Development anticipated under the proposed General Plan would potentially result in the addition of 6,523 dwelling units and 784,000 square feet throughout the City, thereby exposing more residents and employees to the effects of ground shaking from locally and regionally generated earthquakes. Redevelopment which may occur as part of the proposed General Plan would potentially replace some older structures, constructed before modern seismic-related building codes were enacted, with new structures, required to be constructed in conformance with modern seismic design codes, thereby reducing seismically-related structural hazards.

Areas of high potential for seismically-induced liquefaction within the City of Placentia are provided in Figure 4.8-2, Potential Liquefaction and Landslide Hazard Zones as identified by the California Department of Conservation, Division of Mines and Geology (CGS, 1998 and 2005). The City's building codes require structures in liquefaction areas to be designed to withstand the potential impacts that could be caused by liquefaction.

The majority of City of Placentia has not been mapped as being within a zone susceptible to landslide as designated by the State of California Seismic Hazard Zones, Yorba Linda Quadrangle (CGS, 2005). However, a few local slope instabilities appear in the northwest area of the City, just south of Anaheim Union Reservoir in Tri City Park. Landslide potential within the City is shown in Figure 4.8-2, Potential Liquefaction and Landslide Hazard Zones.

The proposed General Plan Safety Element includes goals and policies designed to protect the community from risks associated with seismic hazards. These measures acknowledge safety concerns pertaining to seismic ground-shaking and are included herein as they would reduce impacts associated with seismically induced ground-shaking. The design, construction, and engineering of future buildings within the City would be subject to compliance with the City's Building Code and California Building Code 2016 as well as the proposed General Plan Safety Element goals and policies through the permitting process. Compliance with referenced building codes and Safety Element goals and policies would be mandatory for all applicable projects proposed as part of implementation of the proposed General Plan and would reduce impacts associated with seismically-induced ground-shaking to less than significant levels.

Goals and Policies in the Proposed General Plan

Safety Element

❖ **Geologic and Seismic**

Goal **SAF-1** **Geologic and Seismic: Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.**

Policies SAF-1.1 Minimize the risk to life and property through the identification of potentially hazardous areas, adherence to proper construction design criteria, and provision of public information.

SAF-1.2 Require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process for all structures.

SAF-1.3 Require removal or rehabilitation of hazardous or substandard structures that may collapse in the event of an earthquake, such as the unreinforced masonry buildings identified above.

SAF-1.4 Promote the strengthening of planned utilities, the retrofit and rehabilitation of existing weak structures and lifeline utilities (i.e., utility and communications lines), and the relocation of certain critical facilities to increase public safety and minimize potential damage from seismic and geologic hazards.

SAF-1.5 Require that new construction and significant alterations to structures located within potential landslide areas (northwest part of City) be evaluated for site stability, including the potential impact to other properties, during project design and review.

SAF-1.6 Provide public education and information materials to increase the community's preparedness in the event of a disaster.

SAF-1.7 Continue to have and improve upon inter-jurisdictional cooperation and communication, especially with regards to safety aspects of dams, freeway structures, oil wells and pipelines, regional fault studies, and disaster response and emergency plans.

❖ **Disaster Preparedness, Response and Recovery**

Goal **SAF-7** **Minimize the risk to life and property through emergency preparedness and public awareness.**

Policies SAF-7.1 Ensure the availability of both the Safety Element and City emergency preparedness plans to employers and residents of Placentia.

SAF-7.2 Coordinate disaster preparedness and recovery with other governmental agencies.

SAF-7.3 Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g. road width, road type, length of dead-end roads, etc.).

- SAF-7.4 Continue to conduct public outreach efforts to prepare the community for an emergency and provide them with guidance on how to respond to natural and man-made disasters, including the location of pre-designated evacuation routes and Transportation Assembly Points. This can be done through community newsletters, the City websites and information at community events. Ensure that outreach efforts are done in multiple languages.
- SAF-7.5 Develop an emergency communications system that will be able to inform all residents of a disaster and instructions for safety.
- SAF-7.6 Train multi-lingual personnel to assist in evacuation and other emergency response activities to meet the community need.
- SAF-7.7 Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.
- SAF-7.8 Continue to evaluate and practice preparedness through Emergency Operations Center (EOC) exercises.
- SAF-7.9 Continue and build on the existing Community Emergency Response Team (CERT) program, providing more information to the community and raising the awareness of the program via community newsletters, the city website and information at community events.
- SAF-7.10 Help residents build a stronger, broader Neighborhood Watch (America on Watch) program, seeking more participation across all neighborhoods of Placentia, prioritizing disadvantaged communities.
- SAF-7.11 Adopt a Hazard Mitigation Plan, incorporating climate change policy and coordinate with surrounding cities.
- SAF-7.12 Ensure that mutual aid agreements are in place.

Level of Significance Before Mitigation: Less Than Significant Impact. Because future projects proposed as part of implementation of the proposed General Plan would be required to comply with the City's Building Code and California Building Code 2016 as well as the proposed General Plan Safety Element goals and policies through the permitting process, and because these mandatory codes and policies would reduce impacts associated with seismically-induced ground shaking to less than significant levels, no mitigation is required.

Implementation of the Proposed General Plan Could Result in Impacts Related to Soil Erosion or Loss of Topsoil.

Impact Analysis: Construction activities associated with future development projects within the City have the potential to result in soil erosion during excavation, grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. Construction associated with future development would be required to comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures.

The City of Placentia currently operates under NPDES Permit No. CAS618030, Order No. R8-2010-0062 which requires the City to minimize short- and long-term impacts on receiving water

quality from new development and significant redevelopment to the maximum extent practicable. The City's General Plan must ensure that watershed and storm water quality and quality management are considered in accordance with the Order.

Specifically, construction associated with future development projects must comply with Chapter 20.40 of the City's Municipal Code, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, construction associated with future development projects would be required to have erosion control plans approved by the City of Placentia Departments of Public Works, as well as Storm Water Pollution Prevention Plans (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction activities to reduce soil erosion to the maximum extent possible. Policies related to reducing water-borne soil erosion are provided in the proposed General Plan Conservation Element. Furthermore, all construction activities would be required to comply with SCAQMD Rule 403 regarding the control of fugitive dust. Therefore, compliance with the proposed General Plan Conservation Element goals and policies, and compliance with the City's applicable building regulations regarding erosion control and SCAQMD Rule 403 would ensure that impacts related to soil erosion during construction phases of future development projects would be less than significant.

Level of Significance Before Mitigation: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Goals and Policies in the Proposed General Plan

❖ Water Resources

Goal **CON-1** ***Conserve groundwater and imported water resources.***

Policies CON-1.3 Protect ground water resources from sources of pollution by monitoring with a robust inspection program for existing and potential gross polluters. This uses the NPDES program requirements.

Future Development Resulting From Implementation of the Proposed General Plan Could Result in Impacts Related to Expansive Soils, Soil Strength, or the Potential to Support Septic Tanks or Alternative Waste Water Disposal Systems.

Impact Analysis: Expansive soils have the potential to expand when water is added and shrink when water is lost and can result in damage to overlying structures and infrastructure. Future development projects implemented in accordance with the proposed General Plan would require site-specific reports that would identify on-site expansive soils and provide mitigation measures to reduce potential impacts on the proposed improvements. Such measures may include structural mitigation or ground improvement. In addition, the California Building Standards Code contains minimum requirements for construction on expansive soils.

As detailed in the City's Sewer System Management Plan, the City of Placentia provides wastewater collection service to the majority of parcels within the City limits through approximately 84 miles of gravity sanitary sewer pipelines. The City's wastewater collection system conveys untreated wastewater to Orange County Sanitation District (OCSD's) trunk sewer system via multiple separate connections. OCSD conveys, treats, and disposes of the City's wastewater flows via OCSD Plants No. 1 and/or 2. Yorba Linda Water District (YLWD) provides wastewater collection system within approximately 15% of the City of Placentia. These wastewater flows are

also ultimately conveyed to the OCSD system, however, at multiple locations, the YLWD does connect to the City's wastewater collection system prior to outfalls to the OCSD system. OCSD owns and operates approximately 2.9 miles of gravity sewers within a 0.11 square mile unincorporated area completely within the City of Placentia's border, known as the "County Island". The wastewater flows from this area have no known connections to the City's system. The extensive existing sewer system within the City, the highly developed existing conditions of the City and increased development density that would occur with implementation of the proposed General Plan combine to make the likelihood of future installation of septic systems within City boundaries unlikely.

In the unlikely event that an area is not currently supported by wastewater infrastructure (refer to Section 5.16, Wastewater) future development would be required to install septic systems or alternative waste water disposal systems. Prior to the installation of such systems, project applicants would be required to comply with applicable City or Orange County requirements. However, future development projects associated with the implementation of the proposed General Plan are not anticipated to create impacts to soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste. Impacts are considered less than significant in this regard.

Future development projects associated with implementation of the proposed General Plan would be required to comply with all applicable building codes (i.e., City Building Code, and California Building Standards Code) and the goal and policies of the General Plan. Compliance with the proposed General Plan Safety Element goals and policies would reduce impacts regarding expansive soils to a less than significant level.

Implementation of the Proposed General Plan Could Directly or Indirectly Impact a Unique Paleontological Resource or Site or a Unique Geologic Feature.

Impact Analysis: Based on the discussion under Section 4.8.2 above, fossil localities in Pleistocene-age sediments containing the remains of large and small mammals, bird, reptile, amphibian, bird, fish and invertebrates have been recorded within the City. Young alluvial fan deposits (Qyfsa) within the City are too recent to have accumulated or fossilized paleontological resources, and are assigned a low sensitivity. However, very old alluvial fan deposits (Qvofsa), have produced multiple nearby fossil localities, and are assigned a high sensitivity. Additionally, the young alluvial fan deposits should be considered in transition, with a potential to ultimately have a high potential to contain paleontological resources in the event of deep ground disturbing activity. Therefore, it is assumed that paleontological resources exist within the City, and, in the event of ground disturbance at depth, it is possible that paleontological resources could be encountered. Additionally, it is possible that unique geological features exist below ground, though no known above ground geologic features are anticipated to be located within the limited undeveloped areas located in the City.

Future development associated with implementation of the proposed General Plan could indirectly result in impacts to undiscovered paleontological and/or unique geologic resources through remediation, demolition, redevelopment, or construction activities. All future improvements and development within the City would be subject to compliance with the proposed General Plan Conservation Element Goal CON-11 and the associated policies, and Mitigation Measures CR-1 and CR-2, which would ensure impacts to paleontological resources or unique geologic features are reduced to a less than significant level.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal **CON-11** ***Preserve Placentia's Historic, Archaeologic and Paleontologic Resources***

Policies CON-11.1 Have a local register adopted by City Council resolution.

 CON-11.6 Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.

Level of Significance Before Mitigation: Potentially Significant Impact

Mitigation Measures: Please refer to Mitigation Measures CR-1 and CR-2 identified in Subchapter 4.6, Cultural Resources, which would ensure impacts to paleontological resources or unique geologic features are reduced to a less than significant level.

Level of Significance After Mitigation: Less Than Significant Impact

4.8.5 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Could Result in Cumulatively Considerable Impacts Related to Seismic, Geologic, and Soil Conditions.

Impact Analysis: Although conditions conducive to potential seismic and geologic hazards occur regionally, the increased exposure of people and structures to these hazards resulting from implementation of the proposed General Plan would be specific to the City of Placentia. However, increased growth within the subregion, as a result of the proposed General Plan and other projects, would contribute to the cumulative exposure of people and structures to geologic and seismic hazards. As concluded above, impacts related to seismic, geologic, and soil conditions associated with implementation of the proposed General Plan would be less than significant with adherence to the CBSC, Municipal Code, and NPDES requirements. Unsafe seismic, geologic, and soil conditions exist throughout southern California and new development in such areas could result in potentially significant impacts. These potential impacts would be evaluated on a project-by-project basis in accordance with CEQA. If a specific site were determined to create a significant impact that could not be feasibly mitigated, the site would not be appropriate for development. Individual development projects under the proposed General Plan would undergo site-specific evaluation to determine the threat and the cumulative threat of regional seismic and geologic hazards. This process, along with compliance to the proposed General Plan Safety Element goals and policies, Federal and State laws, local building codes, and public safety standards would result in less than significant cumulative impacts related to potential seismic, geologic, and soil hazards. Therefore, implementation of the proposed General Plan would not result in cumulatively considerable impacts involving seismic and geologic hazards.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

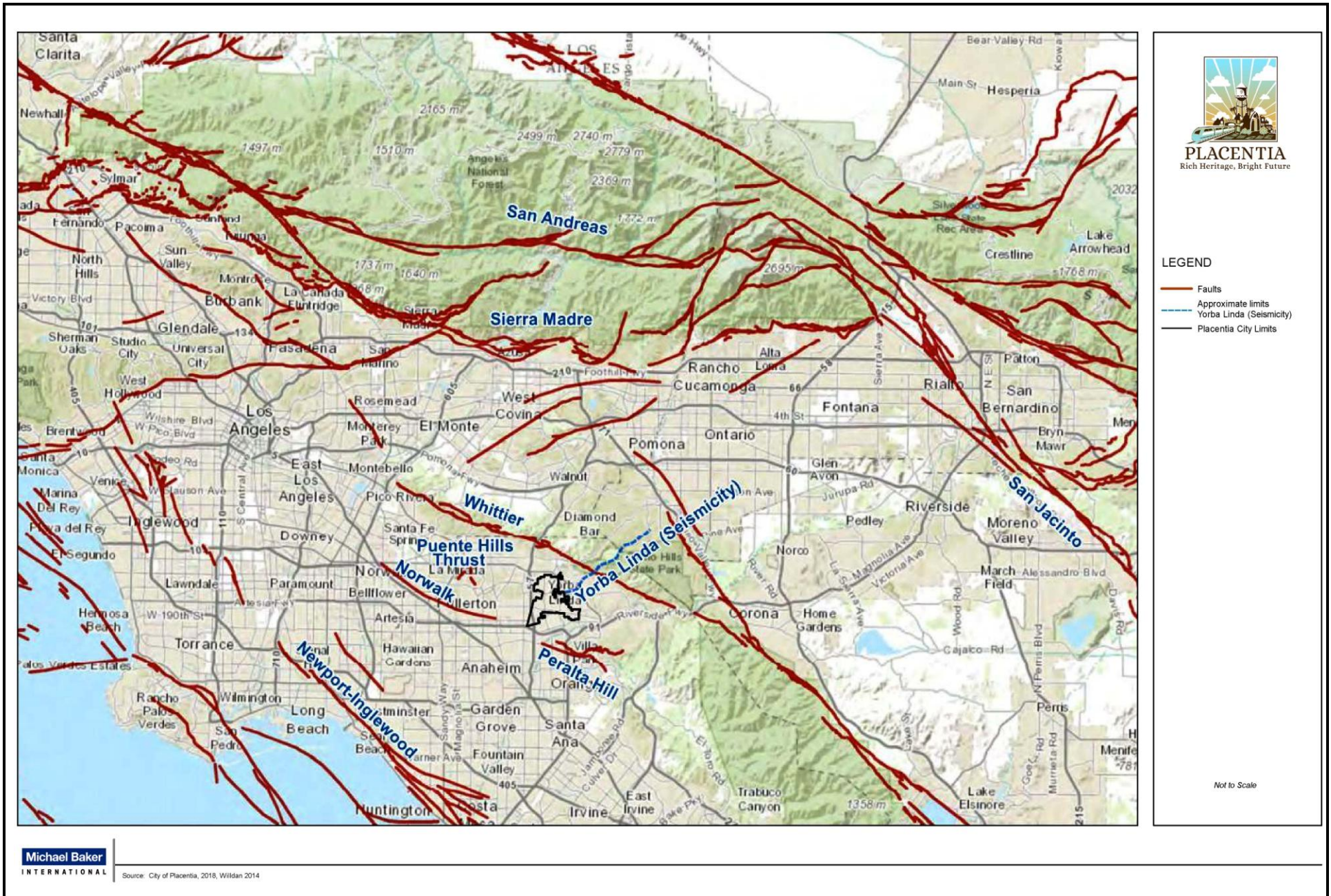
Level of Significance: Less Than Significant Impact

4.8.6 Unavoidable Significant Impacts

Impacts related to geologic, soil, and seismicity associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with policies and implementation measures in the proposed General Plan. No significant unavoidable geologic, soil, and seismic impacts would occur as a result of implementation of the proposed General Plan.

Level of Significance: Less Than Significant Impact

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are available.

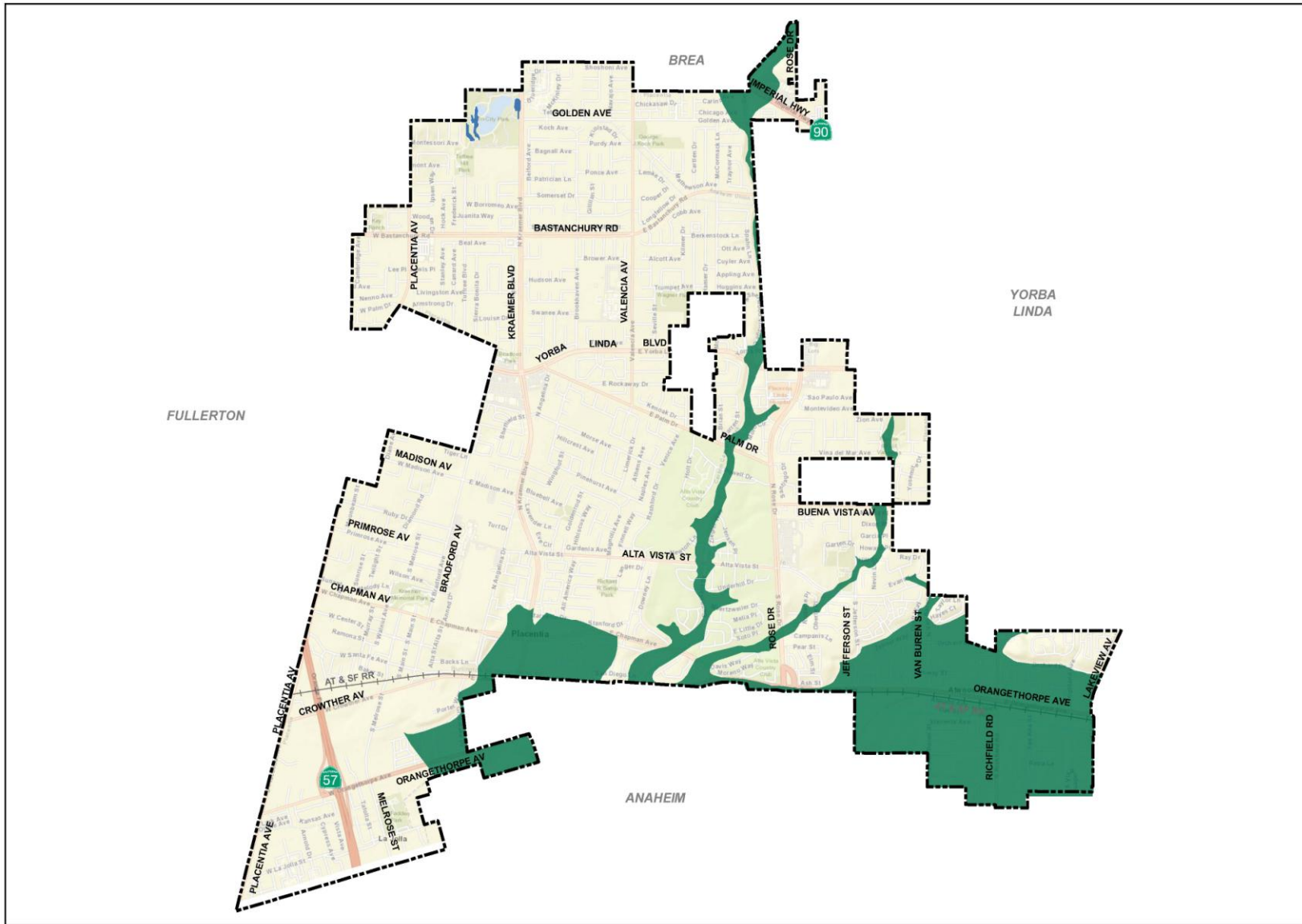
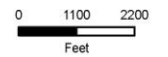




PLACENTIA
Rich Heritage, Bright Future

LEGEND

- Liquefaction
- Earthquake-Induced Landslide
- Railroad
- Placentia City Limits



Michael Baker
INTERNATIONAL

Source: City of Placentia, 2018, California Department of Conservation, 1998 and 2005

FIGURE 4.8-2

Tom Dodson & Associates
Environmental Consultants

Potential Liquefaction and Landslide Hazard Zones

4.9 GREENHOUSE GAS / CLIMATE CHANGE

This section evaluates the potential for the new General Plan to cause adverse impacts associated with greenhouse gas (GHG) emissions. The City encompasses approximately 4,238 acres of incorporated acreage that is almost 98% developed. The residual undeveloped acreage in the City encompasses an estimated 54.5 acres, about 1.3% of the total acreage in the City. Table 3-2 in Chapter 3 summarizes the undeveloped acreage and the majority of this acreage is allocated to residential and Specific Plan uses. The evaluation of future development and the related emissions of GHGs is the focus of this subchapter and impacts can be fully quantified.

No specific comments were submitted to the City pertaining to GHGs in response to the Notice of Preparation for the General Plan EIR. The South Coast Air Quality Management District (SCAQMD) submitted extensive comments regarding air quality in general and some of this agency's comments apply to GHGs. These comments included:

- Requests a copy of the Draft EIR, including appendices
- Recommends use of the CalEEMod software to forecast emissions
- References the 2016 Air Quality Management Plan (AQMP) for use in the evaluation
- Also, references the SCAQMD's "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning" for use in developing the City's general plans. To review land use compatibility the District suggests utilizing the California Air Resources Control Board's (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective"
- Requests that the analysis provide evaluation of localized significance thresholds where appropriate
- When site specific development is reasonably foreseeable, specific adverse air quality impacts should be identified
- Identifies circumstances under which a health risk assessment should be performed
- Requests identification of mitigation measures
- Requests assessment of alternatives if a significant air quality impact will result from implementing the General Plan

Much of the information presented in the following Subchapter is abstracted from Appendix 2 in Volume 2, Technical Appendices to this Draft EIR with appropriate edits for continuity and clarity. The report is titled "*Air Quality Analysis, Placentia General Plan Update*" dated October 2018 prepared by Michael Baker International.

4.9.1 Regulatory Setting

Federal, state and local laws, regulations, plans, or guidelines that are applicable to the proposed project are summarized below.

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding. The EPA authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (carbon dioxide [CO₂], methane [CH₄], nitrous oxide [N₂O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are

tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

Clean Power Plan and New Source Performance Standards for Electric Generating Units. On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO₂ emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO₂ emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, President Trump directed the EPA Administrator to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring, and that there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in

California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of State's first climate adaptation strategy. This will result in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order S-14-08. Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the "Renewable Electricity Standard" on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-20-04. Executive Order S-20-04, the California Green Building Initiative, (signed into law on December 14, 2004), establishes a goal of reducing energy use in State-owned buildings by 20 percent from a 2003 baseline by 2015. It also encourages the private commercial sector to set the same goal. The initiative places the California Energy Commission (CEC) in charge of developing a building efficiency benchmarking system, commissioning and retro-commissioning (commissioning for existing commercial buildings) guidelines and developing and refining building energy efficiency standards under Title 24 to meet this goal.

Executive Order S-21-09. Executive Order S-21-09, 33 percent Renewable Energy for California, directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002) which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006) which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State.”

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California’s existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

Assembly Bill 3018. AB 3018 established the Green Collar Jobs Council (GCJC) under the California Workforce Investment Board (CWIB). The GCJC will develop a comprehensive approach to address California’s emerging workforce needs associated with the emerging green economy. This bill will ignite the development of job training programs in the clean and green technology sectors.

Senate Bill 97. SB 97, signed in August 2007 (Chapter 185, Statutes of 2007; PRC Sections 21083.05 and 21097), acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the Governor’s Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions (or the effects of GHG emissions), as required by CEQA.

OPR published a technical advisory recommending that CEQA lead agencies make a good-faith effort to estimate the quantity of GHG emissions that would be generated by a proposed project. Specifically, based on available information, CEQA lead agencies should estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether project-level or cumulative impacts could occur, and should mitigate the impacts where feasible. OPR requested CARB technical staff to recommend a method for setting CEQA thresholds of significance as described in CEQA Guidelines Section 15064.7 that will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

The Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010.

Senate Bill 375. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Senate Bills 1078 and 107. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Senate Bill 1368. SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a performance standard for base load generation of GHG emissions by investor-owned utilities by February 1, 2007. SB 1368 also required the California Energy Commission (CEC) to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a base load combined-cycle, natural gas fired plant. Furthermore, the legislation states that all electricity provided to California, including imported electricity, must be generated by plants that meet the standards set by CPUC and CEC.

Senate Bill 32 (SB 32). Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 100 (SB 100). SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours(kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the CPUC, CEC, state board, and all other state agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the PUC, Energy Commission, and state board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by

January 1, 2021, and every 4 years thereafter that includes specified information relating to the implementation of the policy.

CARB Scoping Plan

The CARB Scoping Plan Update functions as a roadmap to achieve the 2030 GHG reduction goal of reducing greenhouse gas emissions in California to 40 percent of their 1990 levels. On December 11, 2008, CARB adopted its original Scoping Plan, as required by AB 32, to reach 1990 levels of greenhouse gases by 2020. The Plan was later updated in 2014 to include the most recent science related to climate change and identify actions California has taken to reduce GHG emissions. The 2017 Scoping Plan Update builds on those actions and takes aim at the 2030 target established by SB32.

CARB's 2017 Scoping Plan Update contains the following goals:

1. SB 350
 - Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030.
 - Doubling of energy efficiency savings by 2030.
2. Low Carbon Fuel Standard (LCFS)
 - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
 - Maintaining existing GHG standards for light- and heavy-duty vehicles.
Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
Increase ZEV buses, delivery and other trucks.
4. Sustainable Freight Action Plan
 - Improve freight system efficiency.
Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
Deploy over 100,000 zero-emission trucks and equipment by 2030.
5. Short-Lived Climate Pollutant (SLCP) Reduction Strategy
 - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
 - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.
6. SB 375 Sustainable Communities Strategies
 - Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
 - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
CARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements.
8. 20 percent reduction in greenhouse gas emissions from the refinery sector.

9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Regional

The Southern California region has begun to address climate change through its regional planning process, as described in this section.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for all jurisdictions in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, including Placentia. SCAG is required to prepare a Sustainable Communities Strategy as part of its Regional Transportation Plan (RTP) to reduce vehicle travel emissions to 13 percent below 2005 per capita emissions by 2035. The most recent update to the SCAG RTP, 2016-2040 RTP/SCS was approved in 2016.

SCAG's first Sustainable Communities Strategy was incorporated into the Regional Transportation Plan in 2012, providing broad guidance to support focused development in key areas, improvements to enable more walking and biking, a mix of housing types, and transportation investments (including public transit). Two SCAG subregions, including the Orange County Council of Governments, have prepared their own subregional Sustainable Communities Strategies. The underlying land use, transportation, and socioeconomic data in the Orange County Council of Governments' subregional Sustainable Communities Strategy has been incorporated into the regional Sustainable Communities Strategy prepared by SCAG.

South Coast Air Quality Management District

The project is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD.

SCAQMD Regulation XXVII, Climate Change

SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

A variety of agencies have developed greenhouse gas emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects in the jurisdiction of the SCAQMD remain in flux. The SCAQMD is in the process of developing thresholds, as discussed below.

SCAQMD Threshold Development

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration (“SCAQMD draft local agency threshold”); however, the SCAQMD Board has not approved the thresholds as of the date of the Notice of Preparation. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to a project’s operational emissions. If a project’s emissions are under one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO_{2e} per year
 - Based on land use type: residential: 3,500 MTCO_{2e} per year; commercial: 1,400 MTCO_{2e} per year; or mixed use: 3,000 MTCO_{2e} per year.
 - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO_{2e} per year.
- Tier 4 has the following options:
 - Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO_{2e} /SP/year for projects and 6.6 MTCO_{2e} /SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO_{2e}/SP/year for projects and 4.1 MTCO_{2e} /SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

Local

City of Placentia

The following goals and policies have been identified as contributing to a reduction in GHG emissions within the City of Placentia.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.1	Preserve single-family neighborhoods in Placentia, which provide support for the City’s commercial and industrial uses.

	LU-1.2	Allow for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing and mobile homes, in designated areas to satisfy regional housing needs.
	LU-1.5	Promote the development of distinct, well-designed focus areas that are served by transit, contain a mix of commercial or civic activities, are supported by adjacent residential areas, and serve as focal points in the community.
	LU-1.6	Encourage mixed use development within the Old Town District, TOD District and other appropriate areas.
Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.2	Develop residential and commercial design guidelines to both protect existing development and allow for future development that is attractive, compatible, and sensitive to surrounding uses.
	LU-2.7	Allow small lot single-family and medium-density development as infill projects and provide adequate development standards or design guidelines to ensure compatibility with surrounding residential uses.
	LU-2.8	Preserve Placentia's low-density residential neighborhoods through enforcement of land use and property development standards while creating a harmonious blending of buildings and landscape when new development occurs.
Goal	LU-4	<i>Ensure that new development minimizes the impacts on the natural environmental including the natural landscape, vegetation, air and water resources.</i>
Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.2	Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.
Goal	LU-8	<i>Continue to diversify transportation choices in Placentia for residents and businesses.</i>
Policies	LU-8.1	Continue to facilitate the development of passenger serving rail through the City ensuring the construction of the proposed Metrolink stop to serve the Old Town area.
	LU-8.2	Identify locations for potential transportation facilities, such as parking facilities and transit stations, that serve both commuters and residents and include in future private and public redevelopment of these locations.
	LU-8.4	Provide all classes of bike lanes, bike paths, and bike routes throughout the city as new development or redevelopment occurs.
	LU-8.5	Consider new and innovative modes of transportation for inner city travel and for local regional travel, such as motorized bikes, scooters, ride-share, etc.

Goal	LU-9	<i>Continue to provide a high quality of public infrastructure and services.</i>
Policies	LU-9.3	City shall adopt a “Complete Streets” policy, which embodies the community’s intent to plan, design, operate and maintain street so they are safe for all users of all ages and abilities. These policies shall guide the planning, design and construction of streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists and freight vehicles.

Mobility Element

Goal	MOB-2	<i>Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.</i>
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| Policies | MOB-2.1 | Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City. |
| | MOB-2.2 | Ensure adequate capacity to accommodate the traffic generated by land uses within the City, while balancing the needs of the pedestrian, cyclists and other multi-modal users. |
| | MOB-2.5 | Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., locate retail in closer proximity to residents). |
| | MOB-2.19 | Require the use of Transportation Control Measures (TCM’s) to improve air quality and reduce traffic congestion. |

Goal	MOB-3	<i>Encourage transit and active transportation modes, including public transportation, bicycles (discussed below), ridesharing, and walking, to support land use plans and related transportation needs.</i>
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| Policies | MOB-3.1 | Encourage development and improvements which incorporate innovative methods of accommodating transportation demands. |
| | MOB-3.2 | Support the development of a high-quality public transit system that minimizes dependency on the automobile. |
| | MOB-3.3 | Ensure that effective Transportation Demand Management (TDM) measures and programs such as ridesharing and increased vehicle occupancy are being implemented. |
| | MOB-3.4 | Implement adequate sidewalks and crosswalks to meet the required uses and needs, which serves to encourage alternative modes of transportation. |
| | MOB-3.5 | Respond to increases in demand for additional bus service through interaction with OCTA and other available resources, and seek out grant funding to provide supplemental transit services such as additional fixed bus/trolley routes or subsidized on-demand transit services such as Lyft or Uber. |
| | MOB-3.7 | Encourage pedestrian activities through streetscape and transit enhancement programs. |

- MOB-3.8 Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.
- MOB-3.9 Working cooperatively with OCTA, construct the planned Placentia Metrolink Station and parking structure as well as implement maintenance and operation plans for the station to serve both residents and commuters.
- MOB-3.10 Continue to support the accessibility and accommodation of all transit users.
- MOB-3.11 Continue to develop and improve access to and from transit routes by walking and bicycling and by people with disabilities.
- Goal** **MOB-4** ***Encourage bicycle travel as a primary mode of transportation.***
- Policies**
- MOB-4.1 Develop and adopt a comprehensive bicycle master plan to position for regional, state, and federal funding opportunities.
- MOB-4.3 Review the existing Class I, II and III bikeways and modify as needed to comply with the *California Manual on Uniform Traffic Control Devices (CA MUTCD)*.
- MOB-4.4 Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.
- MOB-4.6 Incorporate bicycle planning into the traditional transportation planning process.
- MOB-4.7 Support bikeways that minimize cyclist/motorist conflicts, such as constructing the planned replacement of the Golden Avenue Bridge to link directly to Segment D of the OC Loop Project to further link multiple bikeways into a 66 mile branded facility throughout northern and central Orange County as well as implementation of the Go Placentia Loop linking the Placentia Metrolink Station to major destinations near and around Placentia.
- MOB-4.8 Support regional and subregional efforts to ensure cyclists are considered when developing new or retrofitting existing transportation facilities and systems.
- MOB-4.9 Support and implement policies and regulations to comply with recognized bicycle infrastructure design standards of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (AASHTO).
- MOB-4.10 Support efforts to maintain, expand and create new connections between the Placentia bikeways, the bikeways in neighboring jurisdictions and regional bikeways.
- MOB-4.11 Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
- MOB-4.12 Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- MOB-4.13 Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.

MOB-4.14 Require that new streets or developments contain adequate right-of-way for bicycle lanes, where appropriate.

MOB-4.15 Where space and appropriate roadway conditions currently exist, continue to install bike routes.

Goal **MOB-6** ***Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic and parking congestion and other traffic impacts.***

Policies MOB-6.3 The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.

Conservation Element

Goal **CON-2** ***Reduce air pollution through proper land use and transportation planning.***

Policies CON-2.1 Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's current Air Quality Management Plan.

CON-2.2 Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.

CON-2.3 Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

CON-2.4 Develop neighborhood parks near concentrations of residents to encourage walking to parks. Use the Quimby in-lieu to fund new and expanded park space.

CON-2.5 Implement through design requirements, the Complete Street tenets. Encourage the design of commercial areas to foster pedestrian circulation.

CON-2.6 Cooperate and participate in regional air quality management plans, programs, and enforcement measures.

CON-2.7 Implement the required components of the Congestion Management Plan, and continue to work with Orange County Transportation Authority on annual updates to the CMP.

CON-2.8 Encourage and expand the use of electric charging station for EV vehicles. This would be in private and public development.

CON-2.9 Adopt a Climate Action Plan by December 2022.

CON-2.10 Utilize California Air Resources Board (CARB) recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.

CON-2.11 Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, rideshare, bikeshare programs (and scooter share programs) and creating and expanding a

network of multiuse trails and bicycle paths. Focus on connecting Placentia and Fullerton along bikeways, using the Placentia Metrolink station as a catalyst.

CON-2.12 Encourage mixed use development as a way to preserve natural resources.

Goal **CON-3** ***Improve air quality by reducing the amount of vehicular emissions in Placentia.***

Policies CON-3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to reduce and eliminate vehicle trips.

CON-3.3 Promote and establish modified work schedules for private development and employers which reduce peak period auto travel. This applies to the City government services but supports private industry efforts as well.

CON-3.4 Cooperate in and encourage efforts to promote the Metrolink Station by residents and visitors to Placentia. Expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.

CON-3.5 Expand the use of alternative fueled vehicles for city services.

CON-3.6 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

CON-3.7 Encourage employer rideshare and transit incentives programs by local businesses.

CON-3.8 Manage parking supply to discourage auto use, while ensuring that economic development goals are not sacrificed.

CON-3.9 Encourage businesses to alter truck delivery routes and local delivery schedules to lesser traveled roads during peak hours, or switch to off-peak delivery hours.

CON-3.10 Implement Citywide traffic flow improvements outlined in the Mobility Element.

CON-3.11 Support state and federal legislation which would improve vehicle/transportation technology and cleaner fuels.

CON-3.12 Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.

CON-3.13 Encourage a mix of land uses located together to reduce vehicle trips and miles traveled.

CON-3.14 Participate in and create incentive and rebate programs for alternative fuel vehicles.

CON-3.15 Educate residents and commercial business owner on any rebate programs for solar heating and cooling in both residential and commercial structures.

CON-3.16 Require new developments to install electric vehicle charging stations.

CON-3.17 Install electric vehicle charging stations at City owned properties.

	CON-3-18	Implement a bicycle sharing program at the new transit station.
Goal	CON-4	<i>Reduce particulate emissions to the greatest extent feasible.</i>
Policy	CON-4.1	Continue policies to minimize particulate matter emissions during road and building construction and demolition.
Goal	CON-5	<i>Reduce emissions through reduced energy consumption and promote sustainable and renewable energy sources.</i>
Policies	CON-5.1	Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
	CON-5.2	Promote local recycling of wastes and the use of recycled materials in both private and public projects and uses.
	CON-5.3	Encourage solar swimming pool heaters and residential and commercial water heaters and other energy using appliances.
Goal	CON-6	<i>Conserve energy resources through the use of available technology such as solar and other conservation practices.</i>
Policies	CON-6.1	Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.
	CON-6.2	Encourage new development and existing structures to install energy efficient equipment.

In addition to the preceding air quality goals and policies, water and solid waste goals and policies also reduce energy consumption by reducing demand for water and reducing the volume of solid waste requiring disposal. Refer to the discussions in the Utilities and Services Subchapter for a list of these goals and policies.

Safety Element (Urban Fire Hazards)

Goal	SAF-2	<i>Protect the lives and property of residents, businesses owners, and visitors from the hazards of urban fires.</i>
Policies	SAF-2.1	Continue to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector.
	SAF-2.2	Continue to refine procedures and processes to minimize the risk of fire hazards, requiring new development, where appropriate, to: <ul style="list-style-type: none"> • Utilize fire-resistant building materials; • Incorporate Fire retardant landscaping; • Incorporate fire sprinklers as appropriate; and • Provide Fire Protection Plans.
	SAF-2.4	Monitor fire response times to ensure they are keeping to desired levels of service.
	SAF-2.5	Ensure adequate fire-fighting resources are available to meet the demands of new development, especially with increases in the construction of mid- to high-rise structures, by ensuring that:

- Fire flow engine requirements are consistent with Insurance Service Office (ISO) recommendations; and
- The height of truck ladders and other equipment and apparatus are sufficient to protect multiple types of structures.

The preceding goal and policies are designed to reduce fires and related particulate pollution associated with wildland and urban fires.

Health, Wellness and Environmental Justice

Goal **HW/EJ-2** ***Promote land use patterns, both private and public, that promote increased physical activity and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.***

Policies HW/EJ-2.1 Consider amending the Zoning Code to allow neighborhood-serving retail uses within neighborhoods at key nodes to provide opportunities for retail services within one-quarter mile of all residences. Permit these neighborhoods serving uses with no minimum parking requirements.

Goal **HW/EJ-3** ***Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.***

Policies HW/EJ-3.1 Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.

HW/EJ-3.2 Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety. Crosswalks should be installed on Melrose Avenue for those participating in the Whitten Center programs.

HW/EJ-3.5 Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter-to a half-mile) of established residential areas and DACs.

Goal **HW/EJ-4** ***Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.***

Policies HW/EJ-4.1 Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City.

HW/EJ-4.2 Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs.

HW/EJ-4.3 Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.

HW/EJ-4.4 Fully implement and promote the Old Town Revitalization Plan and the Transit Oriented Development district to ensure, as those areas develop under these

		plans, that a full range of retail and services are provided within walking or easy transit distances.
	HW/EJ-4.5	Update Zoning Code to eliminate any barriers to facilitating the goal of creating complete neighborhoods with access to retail and recreation resources within walking distance of homes.
Goal	HW/EJ-5	<i>Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.</i>
Policies	HW/EJ-5.2	Develop and support education and enforcement campaigns on traffic, bicycle, and public transit options. Encourage bicycle and pedestrian safety through education and incentive programs. Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.
	HW/EJ-5.3	Execute policies and programs that encourage transit use and increase transit service throughout the City.
	HW/EJ-5.4	In new policies and programs stress the priority of bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity.
	HW/EJ-5.5	Promote ride-sharing with a citywide ride-share management plan.
	HW/EJ-5.6	Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of para-transit service for seniors and people of all abilities, and enhance service within the City and to regional public facilities, especially medical facilities.
	HW/EJ-5.7	Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel by adopting and implementing a Complete Streets ordinance.
	HW/EJ-5.10	Promote and provide secure bicycle parking and storage in existing and new development.
	HW/EJ-5.18	Adopt a city-wide bicycle plan that will eventually connect residents to retail areas, park, recreational facilities, schools, and government buildings. This plan would also connect to bike trails in adjacent cities.
	HW/EJ-5.19	Promote ride-sharing with a citywide ride-share management plan.
Goal	HW/EJ-7	<i>Ensure that parks, trails, open spaces, and community facilities that support active, healthy recreation and activities are distributed throughout Placentia and are available to residents of disadvantaged communities.</i>
Policies	HW/EJ-7.15	Consider citywide bike share programs.
Goal	HW/EJ-10	<i>Promote to land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantage communities.</i>
Policies	HW/EJ-10.1	Promote land use patterns that reduce driving and promote walking, cycling, and transit use.

- HW/EJ-10.2 Discourage locating truck routes on primarily residential streets and in DACs.
 - HW/EJ-10.3 Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.
 - HW/EJ-10.4 Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
 - HW/EJ-10.5 Require landscaping, ventilation systems, double-paned windows, setbacks, landscaping, barriers, ventilation systems, air filters and other measures to achieve healthy indoor air quality and noise levels in the development of new sensitive land uses.
 - HW/EJ-10.6 Continue purchase or lease of fuel-efficient and low- emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require EV charging stations and priority parking in all new private development.
 - HW/EJ-10.7 Prohibit new sources of air pollutant emissions in the disadvantaged communities to minimize impacts on the population, especially children and the senior community and encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.
 - HW/EJ-10.8 Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.
 - HW/EJ-10.9 Consider any potential air quality impacts when making land use decisions for new development, even if not required by California Environmental Quality Act.
 - HW/EJ-10.10 Consider adopting a Second-Hand Smoke Ordinance to reduce exposure to harmful effects of second-hand smoke in indoor and outdoor areas. Continue to make efforts to protect vulnerable populations, such as children and seniors from exposure to second-hand smoke.
 - HW/EJ-10.11 Distribute information on how to reduce or eliminate sources of indoor air pollution.
 - HW/EJ-10.12 Conduct a public information campaign to let residents living within 1,000 feet of a freeway know what mitigation measures they can take. These would include things such as installing high-efficiency air filters, keeping windows closed in the early morning, refraining from outdoor exercise in the mornings, installing thick landscaping, reducing driving, and using public transport instead.
- Goal** *HW/EJ-11* ***Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.***
- Policies** HW/EJ-11-1 Prepare a Climate Action Plan to identify ways to reduce citywide GHG emissions and minimize the impacts of climate change on Placentia residents.
- HW/EJ-11-2 Create an “Urban Forest” Plan to address the need for planning, planting, and maintaining trees in the City and DACs to mitigate heat exposure for Placentia residents. The plan should focus on providing shade trees to reduce the “heat-island” effect.

- HW/EJ-11-4 Create a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs.
- Goal** **HW/EJ 12** ***Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.***
- Policies** HW/EJ-12-1 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).
- HW/EJ-12-2 In reviewing development proposals, site sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
- HW/EJ-12-3 Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- HW/EJ-12-4 Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).
- HW/EJ-12-5 Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
- HW/EJ-12-6 Require project proponents to prepare health risk assessments in accordance with CARB and SCAQMD recommended procedures if new land uses are proposed within the distances described above for freeways, distribution facilities, and rail yards.
- HW/EJ-12-7 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.
- HW/EJ-12-8 Reduce industrial truck idling by enforcing California’s five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.
- HW/EJ-12-9 The City shall continue to minimize stationary source pollution through the following:
- Ensure that industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.
 - Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
 - Reduce exposure of the City’s sensitive receptors to poor air quality nodes through smart land use decisions.
- HW/EJ-12-10 Encourage non-polluting industry and clean green technology companies to locate to the City.
- HW/EJ-12-11 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

HW/EJ-12-12 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments busy roadways with significant volumes of heavy truck traffic).

Goal **HW/EJ-13** ***Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.***

Policies HW/EJ-13.1 Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations.

HW/EJ-13.2 Require energy and resource efficient buildings and landscaping in all public and private development projects.

HW/EJ-13.3 Develop green infrastructure standards that rely on natural processes for stormwater drainage, groundwater recharge and flood management.

HW/EJ-13.4 Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.

HW/EJ-13.5 Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.

HW/EJ-13.6 Promote waste reduction and recycling to minimize materials that are processed in landfills. Encourage residents and businesses to reduce waste and minimize consumption of goods that require higher energy use for shipping and packaging. Encourage composting to reduce food and yard waste and provide mulch for gardening.

HW/EJ-13.7 Promote water conservation and recycled water use. Implement water conservation efforts for households, businesses, industries and public infrastructure.

HW/EJ-13.8 Continue to implement the City's Green Building Code and update as appropriate. Require newly-constructed or renovated City-owned and private buildings and structures to comply with the Green Building Ordinance. Encourage LEEDS certification for commercial, industrial and public projects.

HW/EJ-13.9 Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.

HW/EJ-13.10 Promote land use patterns that are transit, bicycle, and pedestrian-oriented and have a mix of uses, especially neighborhood serving businesses, within walking distance of homes and workplaces. Encourage multi-modal transportation with land use patterns that are transit, bicycle and pedestrian- oriented, have a mix of uses.

Goal **HW/EJ-14** ***Improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities.***

Policies HW/EJ-14.1 Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, railroads, diesel trucks, oil refineries, and busy roadways.

HW/EJ-14.5 Monitor changes in technology that will prevent and mitigate transportation- related noise and air quality impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise and air quality impacts of vehicles. Alternatives to sound walls should be considered where possible.

HW/EJ-14.7 Consider zoning that prohibits the construction of new sensitive uses within 1,000 feet of a freeway.

Sustainability Element

Goal **S-7** ***Environmental impacts and natural resource consumption is minimized through the implementation of building and construction practices.***

Policies S-7.1 Support the use of green building methods in new construction and rehabilitation projects, including both public agency projects and private projects undertaken by homeowners.

S-7.2 Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency, irrigation systems designed to minimize water waste, and allowances for reclaimed water use in residential construction, where feasible.

Goal **S-8** ***Reliance on single-occupancy private vehicles is reduced through the availability of alternative modes of transport (See Mobility Element)***

Policies S-8.1 Encourage businesses, organizations, and residents to participate in the implementation of regional transportation demand management, including carpooling programs.

S-8.2 Continue to support implementation of alternative forms of transportation within the City through coordination with transit providers such as OCTA and Metrolink.

S-8.3 Continue to seek out opportunities to provide connected bicycle routes throughout the City and greater region.

Goal **S-9** ***Higher-density, compact, residential development and mixed-uses will be located near the Metrolink station to create an integrated transit-oriented development (See Land Use Element and Mobility Element)***

Policies S-9.1 Include a mix of uses that will support transit use throughout the day and meet identified needs of transit riders and the immediate area.

S-9.2 Provide pedestrian oriented development and create a sense of place around the Metrolink station that is compatible with the nature, scale and aesthetics of the surrounding community.

	S-9.3	Consider local interests in the location, design, function and operation of the transit-oriented development to the extent reasonable and appropriate.
	S-9.4	Provide pedestrian amenities such as lighting, landscaping, and benches and other related street furniture within the area to encourage pedestrian activity and improve safety.
Goal	S-10	<i>Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.</i>
Policies	S-10.3	Provide for clean air and water quality through the support of state and regional initiatives and regulations.
	S-10.4	Support clean air by promoting a balance of residential and non-residential uses to provide options to reduce vehicle trips and vehicles miles traveled.
	S-10.5	Support efforts to improve housing options and employment opportunities within the City in order to reduce commuting.

This completes the list of goals and policies included in the new Placentia General Plan that can contribute to reducing GHG emissions within the City to the extent feasible.

4.9.2 Environmental Setting

4.9.2.1 South Coast Air Basin

Geography

The City of Placentia is located in the South Coast Air Basin (Basin), a 6,600-square mile area bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Climate

The climate in the Basin is characterized by moderate temperatures and comfortable humidity, with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. January is

usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as “high fog,” are a characteristic climate feature.

Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

In the City of Placentia, the climate is typically warm during summer when temperatures tend to be in the 70’s and cool during winter when temperatures tend to be in the 50’s. The warmest month of the year is August with an average maximum temperature of 89°F, while the coldest month of the year is December with an average minimum temperature of 47°F. Temperature variations between night and day tend to be moderate during summer with a difference that can reach 24°F, and moderate during winter with an average difference of 23°F. The annual average precipitation in Placentia is 13.53 inches. Rainfall is evenly distributed throughout the year. The wettest month of the year is February with an average rainfall of 3.18 inches.¹

Climate Change

Climate change is a distinct change in average meteorological conditions with respect to temperature, precipitation, and storms. Climate change can result from both natural processes and/or from human activities. Natural changes in the climate can result from very small variations in the Earth’s orbit which changes the amount of solar energy the planet receives or geologic processes, such as volcanic eruptions. Human activities can affect the climate by emitting heat absorbing gases into the atmosphere and by making changes to the planet’s surface, such as deforestation and agriculture. The following impacts to California from climate change have been identified:

- Higher temperatures, particularly in the summer and in inland areas,
- More frequent and more severe extreme heat events,
- Reduced precipitation, and a greater proportion of precipitation falling as rain rather than snow,
- Increased frequency of drought conditions,
- Rising sea levels,
- Ocean water becoming more acidic, harming shellfish and other ocean species, and
- Changes in wind patterns.

These direct effects of climate change may in turn have a number of other secondary or indirect impacts, including increases in wildfires, coastal erosion, reduced water supplies, threats to agriculture, and the spread of insect-borne diseases.

¹ The Weather Channel, *Average Weather for Placentia, CA*, Accessed October 9, 2018. <https://weather.com/weather/monthly/l/USCA0875:1:US>

Greenhouse Gases

Greenhouse gases are naturally present in the Earth's atmosphere and play a critical role in maintaining the planet's temperature. The natural process through which heat is retained in the troposphere is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a threefold process as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and re-emit this long wave radiation in all directions, with some radiation heading out into space and some heading back toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. Without the presence of GHGs, the Earth's average temperature would be approximately zero degrees Fahrenheit.

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation.

GHGs include, but are not limited to, the following:²

- Water Vapor (H₂O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively.

The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.

- Carbon Dioxide (CO₂). Carbon Dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of CO₂ in the atmosphere has increased 44 percent.³ Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH₄). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation (the digestive process in animals with a rumen, typically cattle, causing methane gas). Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 25.

² All Global Warming Potentials are given as 100-year Global Warming Potential. Unless noted otherwise, all Global Warming Potentials were obtained from the IPCC. (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

³ U.S. Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2016*, April 2018.

- Nitrous Oxide (N₂O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production (for the industrial production of nylon), and nitric acid production (for rocket fuel, woodworking, and as a chemical reagent). The GWP of nitrous oxide is 300.
- Hydrofluorocarbons (HFCs). HFCs are typically used as refrigerants, aerosol propellants, solvents and fire retardants. The major emissions source of HFCs is from their use as refrigerants in air conditioning systems in both vehicles and buildings. HFCs were developed as a replacement for chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs). The GWP of HFCs range from 124 for HFC-152a to 14,800 for HFC-23.⁴
- Perfluorocarbons (PFCs). PFCs are compounds produced as a by-product of various industrial processes associated with aluminum production and the manufacturing of semiconductors. Like HFCs, PFCs generally have long atmospheric lifetimes and high Global Warming Potentials of approximately 6,500 and 9,200.⁵
- Sulfur hexafluoride (SF₆). SF₆ is used in magnesium processing and semiconductor manufacturing, electrical transmission equipment, including circuit breakers, as well as a tracer gas for leak detection. SF₆ is the most potent GHG that has been evaluated by the Intergovernmental Panel on Climate Change with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm], respectively).⁶

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The GWPs of HCFCs range from 79 for HCFC-123 to 1,980 for HCFC-142b.⁷
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers.
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the EPA's Final Rule (57 FR 3374)

⁴ California Air Resources Board, *California Greenhouse Gas Emission Inventory – 2018 Edition*, <https://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed on October 16, 2018.

⁵ Ibid.

⁶ Ibid.

⁷ U.S. Environmental Protection Agency, *Class II Ozone Depleting Substances* <https://www.epa.gov/ozone-layer-protection/ozone-depleting-substances>, accessed on October 16, 2018.

for the phase out of O₃ depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with GWPs ranging from 4,660 for CFC 11 to 13,900 for CFC 13.⁸

4.9.2.2 Greenhouse Gas Emissions Inventory

United States GHG Emissions

The United States is the second largest emitter of GHGs globally (behind China), and emitted approximately 6.5 billion metric tons of CO₂ equivalent (MTCO₂e) in 2016, not including GHG absorbed by forests and agricultural land. The largest source of GHG in the United States (28.5 percent) comes from burning fossil fuels for transportation. Electrical power generation accounted for the second largest portion (28.4 percent) and industrial emissions accounted for the third largest portion (21.6 percent) of U.S. GHG emissions. The remaining 21.5 percent of U.S. GHG emissions were contributed by the agriculture, commercial, and residential sectors, plus emissions generated by U.S. Territories. Agriculture accounted for 9.4 percent of the U.S. emissions, commercial accounted for 6.4 percent, and residential accounted for 5.1 percent with U.S. territories accounting for 0.6 percent of emissions.⁹

California GHG Emissions

In 2016, California emitted 429.4 million MTCO₂e of GHG¹⁰, more than any other state except Texas.¹¹ According to the *California Greenhouse Gas Emission Inventory 2017 Edition* by the California Air Resources Board (CARB), transportation was the single largest source of the state's GHG emissions and accounted for 39 percent of the state wide total. The California's industrial sector generated 23 percent of the state's GHG and electricity generation (including electricity generated out-of-state but used in California) was responsible for 19 percent of the GHG total. The agricultural sector at 8 percent, residential sector at 6 percent, and commercial sector at 5 percent accounted for the remaining GHG emissions.

City of Placentia GHG Emissions

Table 4.9-1, *Summary of Estimated Existing Greenhouse Gas Emissions for the City of Placentia*, below summarizes the GHG emissions within the City for area, energy, mobile, waste, and water categories. The emissions inventory is based on existing land use information and traffic behavior. The data used to calculate the GHG emissions is based on the City's existing land use inventory provided by City of Placentia, August 2018. According to Table 4.9-1, mobile sources are generally the largest contributor to GHG levels.

⁸ U.S. Environmental Protection Agency, *Class I Ozone Depleting Substances* <https://www.epa.gov/ozone-layer-protection/ozone-depleting-substances>, accessed on October 16, 2018.

⁹ U.S. Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2016*, April 2018.

¹⁰ California Air Resources Board, *California Greenhouse Gas Emission Inventory – 2018 Edition*, <https://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed on October 16, 2018

¹¹ U.S. Energy Information Administration, *Energy-Related Carbon Dioxide Emissions by State, 2000-2015*, January 2018.

**Table 4.9-1
SUMMARY OF ESTIMATED EXISTING GREENHOUSE GAS EMISSIONS FOR THE CITY OF PLACENTIA**

Source Type/Category ²	CO ₂		CH ₄		N ₂ O		Total Metric Tons of CO ₂ e ¹
	Metric Tons/yr ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ e	Metric Tons/yr ¹	Metric Tons of CO ₂ eq	Metric Tons of CO ₂ eq	
Area (hearths, consumer products, architectural coatings, and landscape equipment)	11,044.62	11.26	281.5	0.25	74.5	11,400.59	
Energy (building electricity and natural gas use)	177,192.32	6.28	157.0	1.97	587.06	177,936.61	
Mobile (vehicle emissions)	1,366,913.78	58.43	1,460.75	0	0	1,368,374.48	
Waste (emissions associated with landfill disposal)	9,970.62	589.25	14,731.25	0	0	24,701.78	
Water (electricity associated with transport and treatment of water)	33,467.58	195.07	4,876.75	4.84	1,442.32	39,788.03	
Total for the City of Placentia³	1,598,588.91	860.29	21,507.25	7.07	2,103.88	1,622,201.50	

Notes:
 1. Emissions estimates calculated using CalEEMod version 2016.3.2.
 2. Emissions estimates calculated using the Existing Land Use Distribution table depicted in Chapter 2, Land Use Element.
 3. Totals may be slightly off due to rounding.

4.9.3 Project Impacts

4.9.3.1 Significance Threshold Criteria

Unlike air quality impacts which are highly local or regional in character, GHG emissions are cumulative in nature and are assessed on national, regional and world-wide basis. An individual project like the General Plan evaluated in this GHG Analysis cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may participate in the potential for GCC impacts by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on climate change.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California’s reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

4.9.4 Project Impact Analysis and Mitigation Measures

- a. Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment.*

Level of Significance: Less Than Significant Impact

Impact Analysis: The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD 2016 Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

Table 4.9-2, *Summary of Estimated 2040 Proposed General Plan GHG Emissions for the City of Placentia*, below summarizes the emissions of criteria air pollutants within the City for area, energy, mobile, waste, and water categories in 2040. The emissions inventory is based on the planned 2040 land use information and anticipated traffic behavior. The data used to calculate the emissions inventory for criteria pollutants is based on the 2040 General Plan land use inventory provided by the City of Placentia, August 2018. According to Table 4.9-2, mobile sources are generally the largest contributor to the estimated annual average GHG emissions.

Based on the GHG emission forecast contained in Table 4.9-2, approximately 580,000 MTCO_{2e} of GHG emissions will be eliminated over the 20-year planning horizon. This reflects State programs already under way and the goals and policies of the General Plan. This reduction in GHG emissions is considered to be a less than significant impact.

Level of Significance After Mitigation: Not Applicable.

**Table 4.9-2
SUMMARY OF ESTIMATED 2040 PROPOSED GENERAL PLAN GHG EMISSIONS
FOR THE CITY OF PLACENTIA**

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ e
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO ₂ e	Metric Tons/yr	Metric Tons of CO ₂ eq	
Area (hearths, consumer products, architectural coatings, and landscape equipment)	19,956.25	20.34	508.50	0.45	134.10	20,600.08
Energy (building electricity and natural gas use) ³	25,034.25	0.88	22.07	0.28	83.68	25,139.94
Mobile (vehicle emissions)	968,487.57	35.03	875.75	0	0	969,363.39
Waste (emissions associated with landfill disposal)	11,927.71	704.91	17,622.75	0	0	29,550.47
Water (electricity associated with transport and treatment of water) ³	5,099.50	28.77	719.26	0.72	213.46	6,032.09
Total for the City of Placentia⁴	1,018,577.57	789.93	19,748.33	1.45	431.24	1,050,685.97
Notes:						
1. Emissions estimates calculated using CalEEMod version 2016.3.2.						
2. Emissions estimates calculated using the Existing Land Use Distribution table depicted in <u>Chapter 2, Land Use Element</u> .						
3. Assumes that 87% of electricity will be generated by renewable sources in 2040, results show 13% of GHG estimated by CalEEMod.						
4. Totals may be slightly off due to rounding.						

b. *Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.*

Level of Significance: Less Than Significant Impact

Impact Analysis: Table 4.9-2, *Summary of Estimated Proposed 2040 General Plan Emissions Inventory for the City of Placentia*, summarizes the emissions of GHG within the City for area, energy, mobile, waste, and water categories in 2040. The emissions inventory is based on the planned 2040 land use information and anticipated traffic behavior. The data used to calculate the emissions inventory for GHG is based on the 2040 General Plan land use inventory provided by the City of Placentia, August 2018. According to the emissions inventory, mobile sources remain the largest contributor to the GHG emissions. The City has not yet adopted a Climate Action Plan (CAP); therefore, it is not possible to compare the future emissions in 2040 to a local CAP. Regardless, the substantial reduction in GHG emissions over the planning period indicates that the implementation of the new General Plan will not conflict with any plan, policy, or regulation to reduce GHG since it fulfills this objective. Based on the emission reductions, potential GHG impacts under this issue are considered less than significant.

Level of Significance After Mitigation: Not Applicable

4.9.5 Cumulative Impacts

Development Associated With Implementation Of The Proposed General Plan And Cumulative Development Would Not Result In Any Cumulatively Considerable GHG Impacts.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Cumulative GHG impacts are analyzed in terms of impacts within the City of Placentia the GHG universe, which is national and world-wide. With implementation of the General Plan goals and policies and existing State GHG reduction programs that will minimize future GHG emissions, the City as a whole is forecast to reduce future emissions of such pollutants. Thus, the proposed project is not forecast to make a substantial contribution to State, national world-wide atmospheric concentrations of GHG. No cumulatively considerable GHG impacts would occur as a result of buildout of the proposed General Plan.

Mitigation Measures: Not Applicable

Cumulative Level of Significance: Less Than Significant Impact, i.e. not cumulatively considerable.

4.9.6 Unavoidable Significant Impacts

Development associated with implementation of the proposed General Plan and cumulative development would not result in any unavoidable significant GHG impacts.

4.10 HAZARDS AND HAZARDOUS MATERIALS

This section describes the means by which hazardous substances are regulated from a Federal, State, and local perspective, and discusses potential adverse impacts to human health and the environment due to exposure of hazardous materials. For this EIR, the term “hazardous material” includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials and biohazards materials. “Hazardous waste,” a subset of hazardous material, is material that is to be abandoned, discarded, or recycled and includes chemicals, radioactive and bio-hazardous waste, including medical waste.

4.10.1 Regulatory Setting

A number of federal, state, and local laws have been enacted to regulate the management of hazardous materials. Implementation of these laws and management of hazardous materials are regulated independently of the CEQA process through programs administered by various agencies at the federal, state, and local levels. An overview of the key hazardous materials laws and regulations that apply to the any activity that may handle hazardous materials or generate hazardous waste are provided below.

Federal

A number of federal agencies regulate hazardous materials. These include the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). The referenced agencies keep lists of known sites; these and other lists of known sites with hazardous materials contamination potential are checked to determine if any portion of the Project site has been identified as affected by hazardous wastes.

■ **Environmental Protection Agency (EPA)**

The EPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies. Federal regulations such as the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), and the Superfund Amendments and Reauthorization Act (SARA), regulate the cleanup of known hazardous waste sites and compile lists of the sites investigated, or currently being investigated, for a release or potential release of a regulated hazardous substance under the CERCLA regulations. The National Priorities List (NPL) of Superfund Sites is the EPA’s database of hazardous waste sites currently identified and targeted for priority cleanup action under the Superfund program including Proposed NPL sites, Delisted NPL sites, and NPL Recovery sites. The NPL Liens database contains a list of filed notices of Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability.

■ **Resource Conservation and Recovery Act**

The Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984 requires hazardous waste handlers (generators, transporters,

treaters, storers, and disposers of hazardous waste) to provide information about their activities to state environmental agencies. These agencies pass the information to regional and national EPA offices.

■ **Federal Emergency Management Agency (FEMA)**

In addition, with respect to emergency planning, FEMA is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, state, and local levels. This includes the development of a national capability to mitigate against, prepare for, respond to and recover from a full range of emergencies.

■ **Department of Defense (DOD) Sites**

United States Geological Survey (USGS) maintains the DOD database, which consists of federally owned or administered lands, administered by the DOD, that have an area equal to or greater than 640 acres of the United States, Puerto Rico and the US Virgin Islands.

■ **Formerly Used Defense Sites (FUDS):**

The U.S. Army Corps of Engineers maintains a database of locations of Formerly Used Defense Sites (FUDS) where the U.S. Army Corps of Engineers is actively working or will take necessary cleanup actions.

■ **Occupational Safety and Health Administration (OSHA)**

The Occupational Safety and Health Act of 1970 (OSH Act) requires employers to provide a safe and healthful workplace. OSHA sets and enforces standards for safe and healthful working conditions.

■ **Department of Transportation (DOT)**

The DOT includes the Pipeline and Hazardous Materials Safety Administration (PHMSA) which is responsible for regulating and ensuring the safe and secure movement of hazardous materials to industry and consumers by all modes of transportation, including pipelines. CFR Title 49 governs the manufacture of packaging and transport containers; packing and repacking, labeling, and the marking of hazardous material transport.

■ **Department of Housing and Urban Development (HUD)**

Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. HUD provides guidelines regulating lead exposure. The Code of Federal Regulations Part 61, Subpart M regulates asbestos exposure.

State

Primary state agencies with jurisdiction over hazardous materials management are the Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Board (RWQCB). The project site is located within the jurisdiction of the Colorado River Basin RWQCB. Other state agencies involved in hazardous materials management are the Department of Industrial Relations (State OSHA implementation), Office of Emergency Services (OES-California Accidental Release Prevention implementation), Department of Fish and Wildlife (DFW), Air Resources Board (ARB), California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA-Proposition 65 implementation) and the CalRecycle. The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations. In

addition, South Coast Air Quality Management District Rules and Regulations pertaining to asbestos abatement (including rule 1403), Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations may be required for any materials discovered during any future soil moving activities that may contain hazardous materials due to prior activities.

■ **California Environmental Protection Agency**

The California EPA (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

■ **Colorado River Basin RWQCB**

Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

■ **Department of Toxic Substances Control**

The DTSC regulates hazardous waste in California primarily under the authority of the Federal Resource Conservation and Recovery Act (RCRA), and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reductions, cleanup, and emergency planning. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, the management of hazardous waste of the nature and quantities which, are regulated that is disposed of, treated, stored, or handled on the Project site would be under regulation by the DTSC to ensure compliance with state and federal requirements pertaining to hazardous waste. California law provides the general framework for regulations of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the state's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste," and requires permits for, and inspections of facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

■ **Unified Hazardous Waste and Hazardous Materials Management Program**

In January 1996, Cal/EPA adopted regulations implementing a "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous materials release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency-the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to

use the materials safely. Thus, if any uses proposed as part of the Project would handle, store or use sufficient quantities of hazardous substances on-site that require regulations, they are required to comply with this law.

■ **California Accidental Release Prevention Program (CalARP)**

The CalARP program (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than 500 pounds, 55 gallons, or 200 cubic feet of gas of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997, and include the provisions of the Federal Accidental Release Prevention program (Title 40, CRF Part 68) with certain additions specific to the state pursuant to Article 2, Chapter 6.95, of the Health and Safety Code.

The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations and include common cleaning products. However, as the minimum quantity that is regulated is 500 pounds or 55 gallons, it is unlikely that the onsite residences will use such quantities. The light industrial site is the most likely to fall under this regulatory oversight.

■ **Worker and Workplace Hazardous Materials Safety**

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and companies are to properly train employees.

■ **Hazardous Materials Transportation**

The CHP and Caltrans are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents.

■ **Investigation and Cleanup of Contaminated Sites**

The oversight of hazardous materials release site often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC, local CUPA and RWQCB are the three primary agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses.

■ **Utility Notification Requirements**

Title 8, Section 1541 of the CCR requires excavators to determine the approximate locations of subsurface utility installations (e.g., sewer, telephone, fuel, electric, water lines, or any other

subsurface installations that may reasonably be encountered during excavation work) prior to opening an excavation. The California Government Code (Section 4216 et seq.) requires owners and operators of underground utilities to become members of and participate in a regional notification center. According to Section 4216.1, operators of subsurface installations who are members or participate and share in the costs of a regional notification center are in compliance with this section of the code. Underground Services Alert of Southern California (known as DigAlert) receives planned excavation reports from public and private excavators and transmits those reports to all participating members of DigAlert that may have underground facilities at the location of excavation. Members will mark or stake their facilities, provide information, or give clearance to dig (DigAlert 2014). This requirement would apply to this program because any excavation would be required to identify underground utilities before excavation.

Local

■ Standardized Emergency Management System (SEMS)

California Code of Regulations requires local compliance with the Standardized Emergency Management System (SEMS) "...to be documented in the areas of planning, training, exercise and performance". To be in compliance, emergency plans should address management, operations, logistics, planning/intelligence and finance/administration.

■ Placentia Emergency Operations Plan

The Placentia Emergency Operations Plan (EOP) provides guidance during emergency situations associated with natural disasters, technological incidents and nuclear defense operations. The Plan does not address normal day-to-day emergencies or the established and routine procedures used in coping with such emergencies. Rather, the EOP analyzes potential largescale disasters that require a coordinated and immediate response. The EOP incorporates and coordinates all the facilities and personnel of the City into an efficient organization, as defined under the Standardized Emergency Management System (SEMS). Placentia's EOP is designed to be in compliance with Government Code 8607(a) for managing response to a multi-agency and multi-jurisdictional emergency in California. Aid during emergency situations is available within the local government structure and associated agencies. An Emergency Operation Center (EOC) is located at City Hall for seismic and other disaster situations. The EOP identifies key personnel and groups in the Placentia Emergency Management Organization that are organized to protect life and property in the community. The Plan also identifies sources of outside support that might be provided through mutual aid by other jurisdictions, State and Federal agencies and the private sector.

All emergency evacuation activities are coordinated by the Evacuation Coordinator (the Chief of Police). The Chief of Police will issue evacuation orders based on information gathered from emergency experts. Law enforcement agencies, highway, road and street departments and public and private transportation providers conduct evacuation operations.

■ Orange County Hazardous Waste Management Plan

Current government responsibilities for hazardous waste management are divided among Federal, State and local levels. The Orange County Hazardous Waste Management Plan, adopted in 1989, addresses those issues having local responsibilities and involvement. In addition, the Plan discusses hazardous waste issues and analyzes current and future hazardous waste generation in the County. The purpose of the authority is to coordinate local implementation of a regional action program to effect comprehensive hazardous waste management throughout Southern California. The action program focuses on the development of programs to equitably

site needed hazardous waste management facilities; to promote on-site resource reduction, treatment and recycling; and to provide for the collection and treatment needs of small quantity hazardous waste generators. An important component of the County Hazardous Waste Management Plan is the monitoring of hazardous waste management facilities for compliance with Federal and State regulations. Siting criteria and subsequent environmental documentation required pursuant to CEQA will also ensure the mitigation of adverse impacts associated with the siting of hazardous waste facility.

■ **Fire Regulations**

Fire codes are important to all building construction. The Orange County Fire Authority (OCFA) provides services to the City of Placentia under a joint powers agreement (JPA) to provide fire prevention, suppression and emergency services to 22 jurisdictions within Orange County. OCFA monitors the storage of hazardous materials in the County for compliance with local requirements. Specifically, businesses and facilities which store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the OCFA. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations.

■ **Other County Hazardous Materials Requirements**

In 1997, the Orange County Environmental Health Care Agency (“OCHCA”) was designated as the CUPA for the County of Orange. As the CUPA, the OCHCA coordinates the regulation of hazardous materials and hazardous wastes in Orange County through the following six programs: Hazardous Materials Disclosure (“HMD”), Business Emergency Plan (“BEP”), Hazardous Waste, Underground Storage Tank (“UST”), Aboveground Petroleum Storage Tank (“APST”), and the California Accidental Release Prevention (“CalARP”). These regulations include, but are not limited to, delineation and (if necessary) remediation and disposal of ACMs and lead-based paint (“LBP”) prior to demolition of existing older structures.

■ **Hazardous Materials Disclosure and Business Emergency Plan**

Federal, State and local laws require a Hazardous Materials Business Emergency Plan (HMBEP) to be prepared and submitted by owners and/or operators of facilities that store hazardous materials at or above reportable threshold quantities. In the City of Placentia, the County of Orange is charged with the responsibility to oversee compliance of these laws.

A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of an HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

Per the California Health and Safety Code (HSC), Chapter 6.95, Section 25500 - 25532, a HMBEP must be submitted by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- A total weight of 500 pounds or a total volume of 55 gallons.
- 200 cubic feet at standard temperature and pressure for compressed gas.
- A radioactive material handled in quantities for which an emergency plan is required pursuant to Parts 30, 40 or 70 of Chapter 10, Title 10, Code of Federal Regulations (CFR), or equal to or greater than the amounts specified above, whichever amount is less.

A HMBEP must outline the kind of hazards associated with the materials documented in the MSDS that are present at a business, and the following steps that would be taken to help prevent an accidental release of hazardous material: Mitigation, Abatement, Evacuation, Earthquakes, Hazardous Waste Contingency, Unauthorized Release Response Plan, and a Training Program.

4.10.2 Environmental Setting

4.10.2.1 Major Sources of Hazardous Waste Materials

■ Transport of Hazardous Materials/Waste

Hazardous materials incidents may be a result of accidents that occur during transport of hazardous materials via truck or rail transportation. State Route 91 and State Route 57 traverse the western and southern boundaries of the City and provide the primary regional transportation corridors for the transport of hazardous materials. In addition, industrial facilities located near major transportation routes are more susceptible to spills of hazardous materials than are other parts of the community. A release could also occur along existing rail lines that traverse the City. Other significant regional roadway facilities include: Placentia Avenue (north-south [NS]), Kraemer Boulevard (NS), Rose Drive (NS), Imperial Highway (east-west [EW]), Bastanchury Road (EW), Yorba Linda Boulevard (EW), Chapman Avenue (EW) and Orangethorpe Avenue (EW). Imperial Highway, Yorba Linda Boulevard, Orangethorpe Avenue and Chapman Avenue have full interchanges with SR-57 Freeway.

■ Fixed Facility

Many businesses within the City handle, transport, and/or store hazardous materials. Also, commercial and retail businesses in Placentia have very small amounts of hazardous materials. Many smaller chemical users such as school laboratories and stores likely maintain hazardous materials on-site. These hazardous materials may threaten human health or the environment. Potential hazards are found in materials that are toxic, flammable, corrosive, or reactive. It should be noted that existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within the City.

The Orange County Fire Authority Hazardous Materials Disclosure Office identifies facilities that contain or handle hazardous materials. According to the City's Emergency Operations Plan Hazard Assessment for Hazardous Materials, approximately 251 facilities have been identified as containing or handling hazardous materials.

The Facility that has the greatest potential to threaten the health and safety of Placentia residents is the Pargas Propane Distribution Facility:

- The Pargas Propane Distribution Facility is an aboveground propane gas distribution facility located in the southwestern portion of the City. Release of hazardous materials from this center could result in a highly volatile situation. Prevailing winds may also pose a potential threat from several industrial complexes in the vicinity of Orangethorpe Avenue and Melrose Street. The Pargas facility contains five liquid transfer locations. These facilities include transport unloading, railcar unloading, cylinder charging dock, truck fill riser and dispensing unit.

■ Illegal Dumping

Illegal dumping of hazardous materials pose significant threats to the health and safety of Placentia residents. It is assumed that occasional illegal dumping activities will occur within the City as the City has experienced unauthorized dumping in the past. Since this type of dumping is

clandestine in nature, it is difficult for the City to anticipate when and where such activities will occur. Illegal dumping poses threats to the health and safety of residents and may cause damage to underground water supplies, sewage and stormwater conveyance systems and other public facilities.

■ **Pipeline and Well Hazards**

Oil recovery operations occurring within the City limits pose a threat to the health and safety of Placentia residents. Regulation of these oil recovery operations has progressed in recent times with an emphasis on environmental protection and public safety. These regulations promote safe oil recovery and production in urbanized areas. Local regulations are found within the Uniform Fire Code (UFC) and the Placentia Municipal Code. The City of Placentia has numerous wells and pipelines that extract and transport potentially hazardous materials. Pipelines represent a hazard due to the contents of the pipelines and the potential for them to rupture, causing chemical leaks, explosions or fires.

■ **Household Hazardous Waste**

Household hazardous wastes pose a potential risk to all Placentia residents. Many everyday cleaners, chemicals and other household products have the potential to harm residents or pollute the environment. The improper disposal of household hazardous wastes can be extremely harmful to the human and natural environment.

To assist residents with the disposal of household hazardous waste, the City of Placentia offers a residential collection program for seniors and disabled residents. Items are picked up from the resident's home at no charge. For residents who do not qualify for this program, a Household Hazardous Waste Collection Center, located at 1071 North Blue Gum Street in Anaheim, accepts hazardous waste materials in their original containers. In addition, Placentia residents can contact a recycling center to pick up used motor oil from their home for recycling.

4.10.2.2 Reported Regulatory Properties

■ **GeoTracker**

The Geographic Environmental Information Management System (GEIMS) is a data warehouse that tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies using GeoTracker. GeoTracker and GEIMS were developed pursuant to a mandate by the California State Legislature (AB 592, SB 1189) to investigate the feasibility of establishing a Statewide GIS for leaking underground storage tank (LUST) sites. The GeoTracker website is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including: Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites.¹

¹ <https://geotracker.waterboards.ca.gov/>

**Table 4.10-1
GEOTRACKER CLEANUP SITES (OPEN & CLOSED CASES)
WITHIN THE CITY OF PLACENTIA**

Site Name / Address	Site Information	Cleanup Status
A. C. PRODUCTS, INC. 172 East La Jolla Street Placentia, CA 92870	HISTORY: The A.C. Products (ACP) facility had been used to manufacture products that contained chlorinated solvents. A pinhole sized hole was discovered in the transfer piping leading to a mixing tank that was used to proprietary ingredients. Due to variability in the chemical mixtures, it was not possible to estimate the total volume of solvents that were discharged to the soil and groundwater at the Site. A soil vapor extraction (SVE) system (and briefly a pilot SVE system) that were installed in the contaminant source area, removed significant quantities of Volatile Organic Compounds (VOC), resulting in significant decreases in the groundwater concentrations of VOCs at the Site. MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs¹: Tetrachloroethylene (PCE), Trichloroethylene (TCE)	OPEN Remediation as of 1/1/12
76 STATION #5741 600 Rose Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Diesel, Gasoline	COMPLETED Case closed as of 10/19/2012
MICRODOT INSERTS, INC. 190 W. Crowther Avenue Placentia, CA	HISTORY: 1992-subsurface inversion indicated PCE in one of several samples. Two vadose zone monitoring wells were installed; vapor samples were collected; soil borings were drilled and samples taken. Based on sampling results, no further action was required. Site closure letter sent on 9/25/1996. MEDIA OF CONCERN: None specified COCs: VOCs	COMPLETED Case closed as of 9/25/1996
CASTNER'S AUTO SERVICE 214 Bradford Placentia, CA	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED Case closed as of 6/22/1988
M & J EQUIPMENT 450 Placentia Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Diesel	COMPLETED Case closed as of 3/12/1997
SUBURBAN PROPANE 535 Melrose Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Diesel	COMPLETED Case closed as of 11/17/1988
ADVANCED AUTOMOTIVE 144 Bradford Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED Case closed as of 1/6/1989
JAMES MOCK INC 700 Richfield Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED Case closed as of 9/15/1988
BRIAN CHUCHUA JEEP 777 Orangethorpe Placentia, CA 92870	HISTORY: One approximately 8,000-gallon underground storage tank (UST), reportedly formerly storing aviation fuel, was removed from the Site by GeoResearch of Long Beach, California, on April 28, 1988. It was reported that a release had occurred from the UST, which was used by the owner of the Site as part of an operating heliport. A subsurface investigation was conducted by GeoResearch in July 1988, in which several borings were advanced in the vicinity of the former UST. In a report prepared by GeoResearch, dated August 15, 1988, a sample collected from an angle	OPEN Eligible for Closure as of 7/25/2018

Site Name / Address	Site Information	Cleanup Status
	boring in the vicinity of the former UST was reported to contain a petroleum hydrocarbon concentration of 4,472 milligrams per kilogram (mg/kg) at a depth of 43 feet below ground surface (bgs). MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Aviation	
CHEVRON/KRAEMER LEASE 842 Alta Vista Placentia, CA 92	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 9/26/1990
KRAEMER TRUST PROPERTY 230 Angelina Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 9/15/1994
SHELL OIL 1810 Placentia Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 3/29/2006
HARTWELL CORP 900 Richfield Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Under investigation COCs: Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED case closed as of 7/8/1986
JACK IN THE BOX 805 Orangethorpe Ave W Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline	COMPLETED case closed as of 3/8/2019
JET GAS STATION 818 Orangethorpe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 8/15/1991
PLACENTIA REPAIRS (U- HAUL) 860 Placentia Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED case closed as of 2/10/2006
Ultramar #3749 818 Orangethorpe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline, Diesel	COMPLETED case closed as of 10/11/2017
JACK GREER TEXACO 901 Yorba Linda Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 2/9/1989
EXXON #7-3899 241 Orangethorpe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 7/13/1994
PLACENTIA SUPER SERVICE 230 Santa Fe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED case closed as of 3/22/1991
ECONO LUBE N TUNE 101 Bradford Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 2/8/1989
UNOCAL 6071 Jefferson Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 11/3/1993
ROSE UNOCAL 76 1176 Yorba Linda Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline, Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED case closed as of 4/27/1994

Site Name / Address	Site Information	Cleanup Status
RYDER TRUCK RENTAL 736 Richfield Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline, Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED case closed as of 6/6/1990
UNOCAL #5387 1859 Kraemer Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED case closed as of 9/20/1998
ROOFING WHOLESALE CO 633 Van Buren Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 1/10/1991
EXXON #7-3844 1201 Yorba Linda Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline	COMPLETED case closed as of 8/16/2001
EXCALIBER EXTRUSIONS 110 E Crowther Ave Placentia, CA 92678	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Other chlorinated hydrocarbons	COMPLETED case closed as of 11/13/1992
PLACENTIA TRUCK VAN AND 4 WHEEL DRIVE WRECKING 461 Van Buren Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Waste Oil, Motor, Hydraulic, Lubricating	COMPLETED case closed as of 1/6/1993
UNOCAL #6055 601 Orangethorpe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 6/10/1993
UNOCAL #4629 820 Chapman Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline	COMPLETED case closed as of 1/31/2012
ARCO #6110 1201 Imperial Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline	COMPLETED case closed as of 6/22/2007
CHEVRON #9-5978 313 Orangethorpe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 10/13/1995
EXXON 241 Orangethorpe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 8/27/1990
SABA PETROLEUM 1920 Orchard Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 2/2/1996
TOSCO – 76 #5483 801 Kramer Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline, Diesel	COMPLETED case closed as of 9/23/2015
PLACENTIA-YORBA LINDA USD 1301 Orangethorpe Placentia, CA 92861	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Diesel	COMPLETED case closed as of 5/10/2006
ARCO #6226 103 Yorba Linda Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline	COMPLETED case closed as of 2/22/2016
ROADRUNNER MATERIALS 541 Van Buren Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 11/14/2002

Site Name / Address	Site Information	Cleanup Status
TOSCO – 76 #5251 1801 Orangethorpe Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline	COMPLETED case closed as of 4/10/2013
U-HAUL 862 Placentia Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Solvents, Waste Oil / Motor / Hydraulic / Lubricating	COMPLETED 10/15/1996
SHELL OIL Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Other Groundwater (uses other than drinking water) COCs: Gasoline	COMPLETED 6/6/2016
PLACENTIA POST OFFICE 1400 Kraemer Placentia, CA 92871	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Soil COCs: Gasoline	COMPLETED case closed as of 10/24/2002
WESTFIELD DEVELOPERS 480 Crowther Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Under Investigation COCs: Gasoline	COMPLETED case closed as of 5/14/1985
TEXACO OIL 1701 Orangethorpe Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Under Investigation COCs: Gasoline	COMPLETED case closed as of 3/9/1987
SANTA FE COURTYARDS 220 Santa Fe Placentia, CA 92870	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Under Investigation COCs: Gasoline	COMPLETED case closed as of 7/18/2006
YORBA LINDA CENTER 1204-1396 East Yorba Linda Boulevard Placentia, CA 92670	HISTORY: Leaking Underground Storage Tank MEDIA OF CONCERN: Aquifer Used for Drinking Water Supply, Other Groundwater (Uses Other Than Drinking Water), Soil COCs: PCE	COMPLETED case closed as of 3/19/2007
¹ COCs = Contaminants of Concern Source: GeoTracker, Accessed April 17, 2019		

■ **Department of Toxic Substances Control**

The EnviroStor Database was developed by the DTSC to allow the public to search for properties regulated by the DTSC’s Site Mitigation and Brownfields Reuse Program where extensive investigation and/or cleanup actions are planned or have been completed. The California Water Boards’ GeoTracker website now contains data from EnviroStor within its database, and as such has been used to identify DTSC cleanup sites within the City of Placentia.

**Table 4.10-2
DTSC CLEANUP SITES (OPEN & CLOSED CASES)
WITHIN THE CITY OF PLACENTIA**

Site Name / Address	Site Information	Cleanup Status
<p>MICRODOT DIV OF KAYNAR TECH INC 190 Crowther Ave Placentia, CA 92670</p>	<p>SITE TYPE: Corrective Action NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: None listed PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>NO ACTION REQUIRED AS OF 6/19/2013</p>
<p>SOUTHWESTERN MIDDLE SCHOOL Red Gum Street/La Jolla Street Placentia, CA 92870</p>	<p>SITE TYPE: School NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: DTSC site cleanup program PAST USE THAT CAUSED CONTAMINATION: Agricultural – Row Crops COCs: Arsenic, Organiochlorine Pesticides, VOCs POTENTIAL MEDIA AFFECTED: Other Groundwater Affected (Uses Other Than Drinking Water), Soil, Soil Vapor, Surface Water Affected</p>	<p>NO ACTION REQUIRED AS OF 2/14/2002</p>
<p>PLACENTIA AVENUE SCHOOL SITE 990 South Placentia Avenue Placentia, CA 92870</p>	<p>SITE TYPE: School NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: DTSC site cleanup program PAST USE THAT CAUSED CONTAMINATION: Educational Services COCs: Waste Oil and Mixed Oil POTENTIAL MEDIA AFFECTED: None Specified SITE HISTORY: During a site visit, soil stains were observed and leaking drums on the north side of the property were noted. The drums stored waste oil from the maintenance yard activities. A diesel underground storage tank remains on-site and will be removed during the PEA process. The DISTRICT submitted a Preliminary Environmental Site Assessment (PESA) and is in the process of developing a Preliminary Endangerment Assessment (PEA) workplan to conduct additional investigation to determine if an action will be required.</p>	<p>INACTIVE - NEEDS EVALUATION AS OF 4/17/2001</p>
<p>CAR CANYON FIELD CONT BA Placentia, CA</p>	<p>SITE TYPE: FUDS NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: DTSC site cleanup program PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>INACTIVE - NEEDS EVALUATION AS OF 7/1/2005</p>
<p>MULBERRY CHILDCARE CENTER 612 North Rose Drive Placentia, CA 92870</p>	<p>SITE TYPE: Evaluation NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: None Specified PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>REFER: 1248 LOCAL AGENCY AS OF 8/3/2001</p>

Site Name / Address	Site Information	Cleanup Status
<p>HI DESERT SOLDIER 700 Monroe Way Placentia, CA 92870</p>	<p>SITE TYPE: Tiered Permit NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: None Specified PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>INACTIVE - NEEDS EVALUATION</p>
<p>CARTEL ELECTRONIC, INC. 1900 Petra Lane #C Placentia, CA 92870</p>	<p>SITE TYPE: Tiered Permit NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: None Specified PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>REFER LOCAL AGENCY AS OF 5/14/2015</p>
<p>EXCELLO CIRCUITS MFG. CORP. 1924 Nancita Circle Placentia</p>	<p>SITE TYPE: Tiered Permit NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: None Specified PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>REFER LOCAL AGENCY AS OF 5/20/2015</p>
<p>BRITE ARMOR PLATING 1055 Driega Way, Unit C Placentia, CA 92820</p>	<p>SITE TYPE: Tiered Permit NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: None Specified PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>INACTIVE - NEEDS EVALUATION</p>
<p>BRIDGEMARK TRACTS 1210 Alta Vista St. Placentia, CA 92870</p>	<p>SITE TYPE: Evaluation NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: Orange County PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>REFER: 1248 LOCAL AGENCY AS OF 4/21/2000</p>
<p>NORTON CLEANERS 1454 North Kraemer Boulevard Placentia, CA 92870</p>	<p>SITE TYPE: Evaluation NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: Orange County PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified</p>	<p>REFER: 1248 LOCAL AGENCY AS OF 5/21/2000</p>
<p>CROWN CLEANERS 1263 East Imperial Highway Placentia, CA</p>	<p>SITE TYPE: NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: DTSC site cleanup program PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified HISTORY: Dry cleaning operations using tetrachloroethylene (PCE) began at the Site in 1979 and continue to be used as a cleaning solvent. Environmental investigation conducted in 2012 and 2015 of the neighboring property located at 3811 Prospect Avenue, Yorba Linda, and the exterior portion of the Site revealed concentrations of PCE in soil gas above screening levels up to 13,000 micrograms per Liter (Response Plan, Yorba Linda Lots November 2015). The PCE plume extends onto the neighboring residential properties and</p>	<p>INACTIVE – ACTION REQUIRED AS OF 1/26/exhibit</p>

Site Name / Address	Site Information	Cleanup Status
	poses a potential risk to the occupants of those properties due to vapor intrusion to indoor air.	
MELROSE ELEMENTARY SCHOOL Melrose Street/La Jolla Street Placentia, CA 92870	SITE TYPE: School NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: DTSC site cleanup program PAST USE THAT CAUSED CONTAMINATION: Unknown COCs: Arsenic POTENTIAL MEDIA AFFECTED: Soil	CERTIFIED / OPERATION & MAINTENANCE AS OF 6/7/2010
MICRODOT DIC OF KAYNAR TECH INC 190 Crowther Ave Placentia, CA 92670	SITE TYPE: Corrective Action NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: None Specified PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: None Specified POTENTIAL MEDIA AFFECTED: None Specified	NO ACTION REQUIRED AS OF 6/19/2013
RICHFIELD OILFIELD Willow and Van Buren Placentia, CA 92670	SITE TYPE: Evaluation NATIONAL PRIORITIES LIST: No CLEANUP OVERSIGHT AGENCIES: US EPA PAST USE THAT CAUSED CONTAMINATION: None Specified COCs: Organic Liquids with Metals POTENTIAL MEDIA AFFECTED: None Specified	INACTIVE - NEEDS EVALUATION AS OF 4/23/1996
Source: GeoTracker, Accessed April 17, 2019		

■ **Rail Safety**

Rail safety is of primary concern to the City of Placentia. With increased demand for commuter and commercial rail services, additional rail traffic is expected. In 2000, more than 50 trains per day travel through the Orangethorpe rail corridor that serves the ports of Los Angeles and the Midwest. This corridor, which is the point of intersection of the San Bernardino Subdivision and the Orange/Olive Subdivision in the Placentia and Anaheim area, is referred to as the Orange County Gateway. The number of trains traveling through the Gateway is projected to increase to 135 per day by the year 2020. Train traffic currently halts auto and pedestrian traffic at the intersections it crosses. Increases in train traffic would result in further delays at these intersections. In addition, delays occur for commuters and emergency-response traffic such as police cars and ambulances.

In 2016, the Orange County Transit Authority approved a Metrolink station in the City of Placentia. At the June 27, 2016 Orange County Transportation Authority (OCTA) Board of Directors meeting, the Board Members approved the funding and cooperative agreement for the construction of the newest Metrolink Station in Orange County and a new parking structure.²

4.10.3 Thresholds of Significance

The City of Desert Hot Springs utilizes Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

² <https://www.placentia.org/705/Metrolink-Station-and-Parking-Structure>

- 2) 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?
- 3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 4) 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?
- 5) 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 or excessive noise for people residing or working in the project area?
- 6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- 7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.10.4 Project Impacts and Mitigation Measures

4.10.4.1 Hazardous Materials Use, Generation, Transport, Or Disposal

Future Development in Accordance with the Proposed General Plan Could Result in a Significant Hazard to the Public or the Environment Through the Routine Transport, Use, or Disposal of Hazardous Materials, Including Through the Use of Such Materials Within One-Quarter Mile of a School.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: The City of Placentia includes several types of businesses that utilize various chemicals and hazardous materials, or their routine business operations involve chemicals that are manufactured, warehoused, or transported. Currently, a variety of existing business operations in the City use, store, or transport hazardous substances, as well as generate hazardous waste. The types and quantities of hazardous materials utilized by the various types of businesses that could be developed in the City would vary tremendously and, as a result, the nature of potential hazards would also be varied. Such substances could range from common automobile oil and household pesticides to chlorine, dry-cleaning solutions, ammonia, or substances used in commercial and industrial operations. However, the City of Placentia is almost entirely developed, and as such, many of the businesses utilizing hazardous materials already exist. Therefore, minimal future development of businesses utilizing hazardous materials is anticipated to occur within the City from implementing the General Plan. Nevertheless, any non-residential development that occurs within the City may result in an increase in hazardous materials use, transport, or generation of hazardous waste, depending on the business use.

Since the proposed General Plan does not involve any specific development projects, no specific type of hazard associated with the use of these materials can be identified and the likelihood of a hazard presenting a serious health or safety hazard/risk to the public cannot be determined at this time. However, there is a possibility that future nonresidential development in the City would

require or engage in operations that involve the use and transport of hazardous materials. The consequence of this increase of hazardous materials in the City is an increase in the potential for human exposure to these substances, with possible public health and safety consequences.

Chemical storage of any kind over specific quantities (such as 55 gallons of petroleum product) must be publicly reported in accordance with California Proposition 65. Emergency response plans are in place with the City in the event a hazardous or toxic materials event occurs. In addition, the Orange County Fire Authority provides emergency response to incidents involving hazardous materials. The Orange County Fire Authority Hazardous Materials Response Team (HMRT) directly responds to hazardous materials incidents. The Orange County Fire Authority Hazardous Materials Disclosure Office also identifies facilities that contain or handle hazardous materials.

The OCFA provides services to the City of Placentia and monitors the storage of hazardous materials in the County for compliance with local requirements. Specifically, businesses and facilities which store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the OCFA.

Monitoring of sites which have contamination associated with underground tanks used to store petroleum products is the primary responsibility of the California Department of Health Services and the Regional Water Quality Control Board. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal, State, and local standards.

There are many elementary, middle, and high schools located within the City, and the development of new businesses, which use hazardous materials, near residential areas or within one-quarter mile of a school may expose these sensitive land uses to greater risk of exposure to hazardous materials, wastes, or emissions. As such, minimal development is anticipated within the City as only 1.3% of the City remains underdeveloped, which limits the amount of land available for new development. However, methods such as a buffer in the form of a major street, channel, or intervening land use can be used to separate residential areas from industrial areas, where applicable within the City.

The development of new uses within the City as build-out of the General Plan occurs, implementation of mitigation measures requiring the adoption of development standards to ensure that future developments that include residential uses near commercial or office development does not create unacceptable risk to residents to hazardous materials would reduce impacts to a less than significant level.

While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to maintain risk to acceptable levels. Compliance with measures established by Federal, State and local regulatory agencies is considered adequate to offset the negative effects related to the use, storage and transport of hazardous materials in the City. In addition, the following goals and policies in the General Plan Update Safety Element, as well as the recommended mitigation measures, would further reduce hazardous materials impacts to a less than significant level.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal **LU-2** ***Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.***

Policies LU-2.15 Work with Orange County Fire Authority (OCFA) to ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.

Conservation Element

❖ **Water Resources**

Goal **CON-1** ***Conserve groundwater and imported water resources.***

Policies CON-1.6 Reduce the amounts of hazardous materials (i.e. used oil, pesticides, etc.) entering storm drains through public education efforts.

❖ **Solid Waste**

Goal **CON-8** ***Reduce solid waste produced in the City.***

Policies CON-8.7 Continue to provide public information regarding residential collection of household hazardous wastes including paint containers, electronics, household chemicals, motor oils, and pesticides, and promote development of facilities that collect these materials.

CON-8.8 Coordinate with the County and surrounding jurisdictions to dispose of special waste including tires, construction/demolition debris, medical waste, asbestos, household hazardous waste, and computer technology waste.

Safety Element

❖ **Hazardous Materials and Waste**

Goal **SAF-4** ***Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.***

Policies SAF-4.1 Follow the response procedures outlined within the Orange County Fire Authority's Hazardous Materials Area Plan in the event of a hazardous materials emergency.

SAF-4.2 Implement Federal, State and local regulations for the disposal, handling, and storage of hazardous materials.

SAF-4.3 Promote the recovery and recycling of hazardous materials.

SAF-4.4 Employ effective emergency preparedness and emergency response strategies to minimize the impacts to health and safety that can result from hazardous materials emergencies such as spills or contamination.

SAF-4.5 Continually update maps of the City's emergency facilities, evacuation routes and hazardous areas to reflect additions or modifications.

- SAF-4.6 Continue to partner with the County of Orange to provide needed programs such as the Regional Household Hazardous Waste Collection Center to provide disposal of household hazards at no cost to Placentia residents and participating agencies.
- SAF-4.7 Work with Caltrans to plant, maintain and enhance landscaping abutting the California State Route 57 that passes through Placentia's disadvantaged communities.
- SAF-4.8 Require enhanced landscaped buffers in industrial-zoned areas that abut residential zones, consisting of more densely planted trees in setback areas.
- SAF-4.9 Prohibit outdoor industrial operations in industrial zones that abut residential areas.

Mitigation Measures:

HAZ-1 *The City shall collaborate with Orange County Community Development, the Orange County Health Care Agency, and the Orange County Fire Authority to create an informational pamphlet with existing hazardous material substitutions and retailers that sell the materials. Offer the information to applicable business owners who are required to file as a hazardous waste handler in the City.*

HAZ-2 *The City shall collaborate with Orange County Community Development, the Orange County Health Care Agency, and the Orange County Fire Authority and the provide information on viable alternatives to household hazardous materials on the City's website so households may use alternatives. Information will also educate the public to the health, safety, and environmental benefits of using non-hazardous substitutions.*

Level of Significance After Mitigation: Less Than Significant Impact

4.10.4.2 Accidental Release of Hazardous Materials

Reasonably Foreseeable Upset and Accident Conditions Involving the Use of Hazardous Materials in the City as a Result of Implementation of the General Plan Update Could Result in a Public Health Risk.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Implementation of the General Plan would result in a minor increase in development within the City beyond that which exists at present. As previously stated, the City has only 54.5 acres of vacant land, which equates to 1.3% of land within the City. Many of the uses that could be developed under the General Plan within the remaining vacant parcels, would have a potential to increase the use and transport of hazardous materials within the City. The increased use and transport of hazardous materials in the City increases the potential for accidental releases of hazardous materials, which poses a threat to the health and safety of residents.

Typical incidents that could result in accidental release of hazardous materials include leaking underground storage tanks, accidents during transport causing a "spill" of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil,

surface water and groundwater, in addition to any toxic fumes that might be generated. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Accidental releases would most likely occur in the commercial and industrial areas and along transportation routes leading to and from these areas. The major transportation corridors in the City of Placentia include State Route 91 and State Route 57. Other significant regional roadway facilities include: Placentia Avenue (north-south [NS]), Kraemer Boulevard (NS), Rose Drive (NS), Imperial Highway (east-west [EW]), Bastanchury Road (EW), Yorba Linda Boulevard (EW), Chapman Avenue (EW) and Orangethorpe Avenue (EW). It is along these roads that most of the businesses that are likely to use, transport, dispose of, or create hazardous materials are located.

The proposed General Plan has identified future growth throughout the City, which includes the following uses in order from most vacant land available to least: Specific Plan, Commercial-Manufacturing, Medium Density Residential, Industrial, High Density Residential, Low Density Residential, Commercial, Office, Transit Oriented Development (TOD), and Old Town. Approval of the proposed General Plan by the City would allow for the development of those uses. The level of risk associated with hazardous materials would be evaluated on a project-by-project basis during the development process. With implementation of the aforementioned proposed General Plan goals and policies, and Mitigation Measures HAZ-1 through HAZ-2, any potential hazardous materials release pertaining to soil, surface water, and/or groundwater contamination would be confirmed and, if necessary, characterized and remediated to the standards set by the applicable Federal State, and local regulatory agencies.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. A Risk Management and Prevention Plan (RMPP) may be required for businesses that use acutely hazardous substances and are located in proximity to sensitive land uses. As a part of the Risk Management and Prevention Plan, businesses that handle acutely hazardous materials must include a hazard and operability study (HAZOP), which analyzes potential hazards to sensitive populations in the vicinity. The Orange County Environmental Health Care Agency ("OCHCA") is the Certified Unified Program Agency (CUPA) for the County of Orange. The CUPA law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely. These plans are intended to mitigate potential release of hazardous substances and minimize potential harm or damage. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to offset the negative effects related to the accidental release of hazardous materials in the City.

Compliance with measures established by Federal, State and local regulatory agencies is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the City. In addition, the General Plan Safety Element goals and policies listed in the previous section, along with implementation of Mitigation Measure HAZ-3, would further reduce accidental release of hazardous materials impacts to a less than significant level. Also, refer to Mitigation Measures HAZ-1 through HAZ-2.

Goals and Policies in the Proposed General Plan

Please refer to the goals and policies referenced in the preceding section.

Mitigation Measures:

HAZ-3 *Prior to development approval on a project-by-project basis, the project applicant shall confirm the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater (such as a Phase I Environmental Site Assessment [ESA]). If necessary, development shall undergo site characterization and remediation on a project-by-project basis, per applicable Federal, State, and/or local standards and guidelines set by the applicable regulatory agency.*

Level of Significance After Mitigation: Less Than Significant Impact

4.10.4.3 Hazardous Materials Sites

Future Development Associated with Implementation of the General Plan Update Could Impact Hazardous Material Sites Listed on Government Code Section 65962.5 and Create a Significant Hazard to the Public or the Environment.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Approximately 47 hazardous materials sites and 15 DTSC sites have been listed in the City. Of the 47 hazardous materials sites, only two cases remain open, under remediation. Expansion or redevelopment of any of these sites may require remediation to meet Federal, State, and local standards. Future development would be evaluated on a project-by-project basis to determine if such sites are listed on a current regulatory hazardous materials site list. Mitigation measures HAZ-1 through HAZ-3 are required to ensure that impacts under this issue are less than significant. However, since the proposed General Plan does not include any specific development and subsequent development would be evaluated pursuant to CEQA or other applicable Federal or State requirements, impacts under this issue are considered less than significant with mitigation incorporated.

Goals and Policies in the Proposed General Plan

Please refer to the goals and policies referenced in the preceding sections.

Mitigation Measures: Refer to Mitigation measures HAZ-1 through HAZ-3. No further mitigation is required.

Level of Significance After Mitigation: Less Than Significant Impact

4.10.4.4 Airport Hazards

New Structures Built Within the Vicinity Of The Local Airport or Private Airstrip Could Result in a Safety Hazard for People Residing or Working Within the Area.

Level of Significance Before Mitigation: No Impact

Impact Analysis: There are no private airstrips located within the City, nor are there any public airports located within the City. The nearest airport is the Fullerton Municipal Airport is located about 5.7 miles to the west of the City at 4011 W Commonwealth Ave, Fullerton, CA 92833. John Wayne International Airport, the main passenger airport in Orange County, is located about 12 miles south of the City at 18601 Airport Way, Santa Ana, CA 92707. The City of Placentia is not located within the airport land use plans for either airport, and as such, implementation of the General Plan as proposed would not cause a hazard to residents of the City from aircraft overflights or any other airport related hazard.

Goals and Policies in the Proposed General Plan

Please refer to the goals and policies referenced in the preceding sections.

Mitigation Measures: Refer to Mitigation measures HAZ-1 through HAZ-3. No further mitigation is required.

Level of Significance After Mitigation: Less Than Significant Impact

4.10.4.5 Emergency Response

Future Development Associated with Implementation of the General Plan Could Result in Interference with an Adopted Emergency Response or Evacuation Plan.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The proposed General Plan envisions a few changes to the City's emergency response plans and systems; however, the proposed changes are minor. The Placentia Operations Plan provides guidance during emergency situations associated with natural disasters, technological incidents and nuclear defense operations. The Plan does not address normal day-to-day emergencies or the established and routine procedures used in coping with such emergencies. Rather, the EOP analyzes potential largescale disasters that require a coordinated and immediate response. The EOP incorporates and coordinates all the facilities and personnel of the City into an efficient organization, as defined under the Standardized Emergency Management System (SEMS).

The General Plan proposes a policy that would require the City to review and improve the City's emergency response plans and systems to warn and protect residents during extreme heat events. Additionally, the General Plan enforces other policies that would require the City to continually update maps of emergency facilities and also improve upon inter-jurisdictional cooperation and communication, especially in regards to safety aspects of dams, freeway structures, oil wells and pipelines, regional fault studies, and disaster response and emergency plans. As such, these policies and goals are sufficient to ensure that future development associated with the General Plan would not interfere with an adopted emergency response or evacuation plan. The proposed General Plan ultimately serves to provide goals and policies to guide development and keep residents of Placentia as protected as possible from potential exposure to hazards. Thus, no impacts would occur in this regard.

Goals and Policies in the Proposed General Plan

Please refer to the goals and policies referenced in the preceding sections.

Safety Element

❖ **Geologic and Seismic**

Goal **SAF-1** ***Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.***

Policies SAF-1.7 Continue to have and improve upon inter-jurisdictional cooperation and communication, especially in regards to safety aspects of dams, freeway structures, oil wells and pipelines, regional fault studies, and disaster response and emergency plans.

❖ **Climate Change**

Goal **SAF-5** ***Increase Placentia's ability to adopt and become resilient to the effects of climate change, including extreme heat and poor air quality, while achieving other health and environmental benefits.***

Policies SAF-5.2 Review and improve the City's emergency response plans and systems to warn and protect residents during extreme heat events.

❖ **Disaster Preparedness, Response and Recovery**

Goal **SAF-7** ***Minimize the risk to life and property through emergency preparedness and public awareness.***

Policies SAF-7.1 Ensure the availability of both the Safety Element and City emergency preparedness plans to employers and residents of Placentia.

SAF-7.2 Coordinate disaster preparedness and recovery with other governmental agencies.

SAF-7.3 Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g. road width, road type, length of dead-end roads, etc.).

SAF-7.4 Continue to conduct public outreach efforts to prepare the community for an emergency and provide them with guidance on how to respond to natural and man-made disasters, including the location of pre-designated evacuation routes and Transportation Assembly Points. This can be done through community newsletters, the City websites and information at community events. Ensure that outreach efforts are done in multiple languages.

SAF-7.5 Develop an emergency communications system that will be able to inform all residents of a disaster and instructions for safety.

SAF-7.6 Train multi-lingual personnel to assist in evacuation and other emergency response activities to meet the community need.

SAF-7.7 Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.

SAF-7.8 Continue to evaluate and practice preparedness through Emergency Operations Center (EOC) exercises.

- SAF-7.9 Continue and build on the existing Community Emergency Response Team (CERT) program, providing more information to the community and raising the awareness of the program via community newsletters, the city website and information at community events.
- SAF-7.10 Help residents build a stronger, broader Neighborhood Watch (America on Watch) program, seeking more participation across all neighborhoods of Placentia, prioritizing disadvantaged communities.
- SAF-7.11 Adopt a Hazard Mitigation Plan, incorporating climate change policy and coordinate with surrounding cities.
- SAF-7.12 Ensure that mutual aid agreements are in place.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the General Plan Update are required.

Level of Significance After Mitigation: Not Applicable

4.10.4.6 Wildfire Hazard

Future Development Associated with the Implementation of the General Plan Could Expose People or Structures to a Significant Risk of Loss, Injury or Death Involving Wildland Fires.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The City of Placentia is an urbanized community with a minimal inventory of natural open space and vegetation. Therefore, the threat of wildland fires within the City limits is minimal. Fires are more likely to occur in the urban environment, and as such pose the largest threat to Placentia residents. Development associated with the implementation of the General Plan would occur in urbanized areas, and would not exacerbate wildland fire risk. Furthermore, the General Plan enforces several policies relating to fire safety planning to minimize risk of fire hazards, but generally these policies relate to urban fire. As such, given that the City of Placentia is near completely developed, with only 1.3% of land remaining undeveloped, it is anticipated that implementation of the General Plan would have a less than significant potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Goals and Policies in the Proposed General Plan

Please refer to the goals and policies referenced in the preceding sections.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.10.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Cumulative Development Could Result in Cumulatively Considerable Impacts to Public Health and Safety.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: For this topic, the cumulative impacts are analyzed in terms of impacts within the City of Placentia. The projected increase in population within the City of Placentia has a potential to increase demand on public health and safety services in the City. Additionally, new non-residential development may consist of additional facilities that use, store, produce or transport hazardous wastes, and therefore would utilize City and County health and safety services and increased exposure to residents who may also be employees of those businesses. As noted above, impacts related to hazards and hazardous materials would be reduced to less than significant with implementation of the goals and policies of the proposed General Plan, as well as implementation of the recommended mitigation measures.

Similar to projects resulting from implementation of the proposed General Plan, regional projects would be required to evaluate their respective hazards and hazardous materials impacts on a project-by-project basis. Development occurring within the region would be required to comply with Federal, State and local regulations regarding the use, disposal and transport of hazardous materials. The additional contribution of the proposed General Plan would be less than significant regarding public health and safety impacts at a cumulative level. Thus, implementation of the proposed General Plan would not result in cumulatively considerable public health or safety impacts with implementation of recommended mitigation measures.

Goals and Policies in the Proposed General Plan

Please refer to the goals and policies referenced in the preceding sections.

Mitigation Measures: Refer to Mitigation measures HAZ-1 through HAZ-3. No further mitigation is required.

Level of Significance After Mitigation: Less Than Significant Impact

4.10.6 Unavoidable Significant Impacts

Impacts related to hazardous materials, and public health and safety associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with goal and policies in the proposed General Plan and the recommended mitigation measures. No significant unavoidable hazardous materials or public health and safety impacts would occur as a result of buildout of the proposed General Plan.

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4.11 HYDROLOGY / DRAINAGE AND WATER QUALITY

This section evaluates the potential for the implementation of the new General Plan to cause adverse impacts on the area drainage system (hydrology) and water quality. The City encompasses approximately 4,238 acres of incorporated acreage that is almost 98% developed. The residual undeveloped acreage in the City encompasses an estimated 54.5 acres, about 1.3% of the total acreage in the City. Table 3-2 in Chapter 3 summarizes the undeveloped acreage and the majority of this acreage is allocated to residential and Specific Plan uses. The evaluation of future development and the related effects on the area drainage system and water quality is the focus of this subchapter and impacts can be fully quantified.

Flood hazards are discussed in the Safety Element of the General Plan. Most of the City of Placentia is fortuitously within the 500-year flood zone according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) Panels for the City and surrounding area, and therefore large-scale flooding in the City has a low probability. Land within a **500-year floodplain** has the potential to be flooded in a storm that has a 0.2 percent chance of occurring every year.

However, the City can experience flooding during heavy rains. Carbon Creek, Carbon Creek Channel, Attwood Channel and the Tri City Lake are all located within a 100-year flood zone and drainage through the City is controlled and directed via storm drains and these regional channels that are managed by the Orange County Flood Control District. Land in the 100-year floodplain is subject to flooding by a 100-year flood or is located at a flood elevation that has a 1% chance of being equaled or exceeded each year. These channels are located in the southern and southeastern portions of Placentia. The City has no natural, permanent water features. Tri-City Park contains a 10-acre man-made lake and there are numerous small man-made water features located in the Alta Vista Country Club golf course. The Orange County Flood Control District has implemented measures to reduce the likelihood of flooding and maintains the regional flood control channels.

No specific comments were submitted to the City regarding Hydrology/Drainage and Water Quality impacts in response to the Notice of Preparation for the General Plan EIR.

4.11.1 Regulatory Setting

State and local laws, regulations, plans, or guidelines that are applicable to the proposed project are summarized below.

Federal

Federal Clean Water Act

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (ACOE) regulates discharges of dredged and/or fill material into waters of the United States. "Waters of the United States" are defined in ACOE regulations at 33 C.F.R. Part 328.3(a). Navigable waters of the United States are those waters of the United States that are navigable in the traditional sense. Waters of the United States is a broader term than navigable waters of the United States and includes adjacent wetlands and tributaries to navigable waters of the United States and other waters where the degradation or destruction of which could affect interstate or foreign commerce.

The Federal Clean Water Act (CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. The water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA.

The Federal Clean Water Act and the State Porter-Cologne Water Quality Act, require basin-wide planning. Additionally, the National Pollution Discharge Elimination System (NPDES), empowers the regional boards to set discharge standards, and encourages the development of new approaches to water quality management. The SA Regional Board's Basin Plan identifies beneficial uses and water quality objectives for all waters of the state, both surface and subsurface (groundwater). A beneficial use is one of the various ways that water can be used for the benefit of people and/or wildlife.

In 1972, the Federal Water Pollution Control Act (Clean Water Act) was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Act focused on tracking point sources, primarily from wastewater treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The Clean Water Act was amended again in 1987, adding Section 402(p), to provide a framework for regulating municipal and industrial storm water discharges. In November 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish requirements for specific categories of industries, including construction projects that encompass certain acreage, currently projects of one acre or larger.

National Flood Insurance Program

The National Flood Insurance Program ("NFIP") is a Federal program enabling property owners in participating communities to purchase insurance protection against losses from flooding. This insurance is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the Federal Government that states if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas, the Federal Government will make flood insurance available within the community as a financial protection against flood losses.

In support of the NFIP, FEMA identifies flood hazard areas throughout the United States and its territories by producing Flood Hazard Boundary Maps (FHBMs), Flood Insurance Rate Maps (FIRMs), and Flood Boundary & Floodway Maps (FBFMs). Several areas of flood hazards are commonly identified on these maps. One of these areas is the Special Flood Hazard Area (SFHA) or high-risk area defined as any land that would be inundated by the 100 year flood — the flood having a 1-percent chance of occurring in any given year (also referred to as the base flood).

The high-risk area standard constitutes a reasonable compromise between the need for building restrictions to minimize potential loss of life and property and the economic benefits to be derived from floodplain development. Development may take place within the SFHAs, provided that development complies with local floodplain management ordinances, which must meet the minimum Federal requirements.

State and Regional

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

National Pollutant Discharge Elimination System

The State Water Resources Control Board administers the NPDES permit program regulating stormwater from construction activities for projects greater than one acre in size. This is known as the General Permit for Storm Water Discharges Associated with Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002. The main compliance requirement of the construction NPDES permits is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to identify potential on-site pollutants and identify and implement appropriate stormwater pollution prevention measures to reduce or eliminate discharge of pollutants to surface water from stormwater and non-stormwater discharges during construction. Stormwater best management practices (BMPs) to be implemented during construction and grading, as well as post-construction BMPs, will be outlined in the SWPPP prepared for the proposed project when construction is actually initiated in the future. Examples of BMPs include: detention basins for capture and containment of sediments, use of silt fencing, sandbags, or straw bales to control runoff and identification of emergency procedures in case of hazardous materials spills. The project proponent will be required to obtain a construction NPDES permit prior to initiating ground disturbing activities at the project site.

State and Regional Boards

The State Water Resource Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the State, while the Regional Water Quality Control Boards (RWQCB) conduct planning, permitting and enforcement activities within designated regions of the State. While the U.S. EPA allows two permitting options to meet NPDES requirements (individual permits and general permits), the SWRCB has elected to adopt one statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ) for California that applies to all construction-related storm water discharges, except for those on tribal lands in the Lake Tahoe Hydrologic Unit and those performed by the Department of Transportation (Caltrans).

The City of Placentia is located within the jurisdiction of the Santa Ana Regional Water Quality Board (RWQCB) (Region 8). The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). MS4 permits were issued in two phases: Under Phase I, for medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities, and Phase II, for smaller municipalities. Under Phase I, the RWQCB have adopted NPDES storm water permits for medium and large municipalities, most of which are issued to a group of co-permittees encompassing an entire metropolitan area (in this case Orange County and the City of Placentia). The MS4 permits require

the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what BMPs would be used to address certain program areas.

Orange County Drainage Area Management Plan

The Orange County Drainage Area Management Plan (DAMP) is the result of a comprehensive planning process that began in 1993. The DAMP has been revised several times as new requirements and information about water quality becomes available. The DAMP defines the methods that will be used by the various cities, including Placentia, to improve existing stormwater quality management practices, to address identified problems. And implement new water quality management techniques.

Local: City of Placentia

The following General Plan goals and policies have been developed to address flood hazard and water quality issues in the proposed General Plan.

Conservation Element

❖ **Water Resources**

Goal **CON-1** **Conserve groundwater and imported water resources.**

Policies CON-1.1 Achieve statewide mandates on water reduction by working with local water purveyors Golden State Water Company, Orange County Water District and the Yorba Linda Water District to design and implement water conservation measures.

CON-1.2 Promote the use of native trees in landscaping to conserve water resources. And see out opportunities to eliminate turf grass in public landscaping in favor of low water usage plant materials.

CON-1.3 Protect ground water resources from sources of pollution by monitoring with a robust inspection program for existing and potential gross polluters. This uses the NPDES program requirements.

CON-1.4 Conserve imported water by requiring new development to utilize water conservation techniques, water conserving appliances, and drought-resistant landscaping.

CON-1.5 Support expansion of public education programs pertaining to reclaimed water production and use wherever possible and when economically feasible.

CON-1.6 Reduce the amounts of hazardous materials (i.e. used oil, pesticides, etc.) entering storm drains through public education efforts.

CON-1.7 Require all private development to adhere to the City's Model Water Efficiency Landscaping Ordinance (MWELCO).

CON-1.8 Periodically update the MWELCO ordinance as new best practices become avail.

❖ **Storm Water and Urban Runoff Management**

Goal **CON-9** ***Adequate conveyance of stormwater and reduction of the presence of pollutants consistent with regional, state and federal standards.***

Policies CON-9.1 Ensure the proper maintenance of drainage facilities to ensure the absence of debris and other material that may impact stormwater flow and water quality.

CON-9.2 Ensure construction and grading activities utilize appropriate stormwater mitigation techniques.

CON-9.3 Properly monitor all project-related storm water mitigation techniques to ensure effectiveness.

CON-9.4 Ensure compliance with local, regional, state and federal regulations related to storm water management.

Goal **CON-10** ***Minimize short and long-term impacts of local water quality.***

Policies CON-10.1 Provide periodic review of local policies and procedures related to storm water and urban runoff management to ensure they are consistent with regional, state and federal water quality.

CON-10.2 Ensure the limited disturbance of natural water bodies and drainage systems through the conservation of natural areas, protection of slopes and channels.

CON-10.3 Minimize the impacts of storm water and urban runoff on the biological integrity of natural drainage systems and water bodies.

CON-10.4 Minimize changes in hydrology and pollutant loading and require incorporation of structural and non-structural controls to mitigate any projected increase in pollutant loads and flows.

CON-10.5 Ensure that post-development runoff rates and velocities do not have an adverse impact on downstream erosion and stream habitat.

CON-10.6 Ensure the minimization of the quantity of storm water directed to impermeable surfaces and maximize the percentage of permeable surfaces to facilitate increase percolation of stormwater into the ground.

CON-10.7 Ensure the preservation of riparian habitat and establish limits on the clearing of natural vegetation from project sites.

CON-10.8 Encourage the use of biofiltration swales, watershed-scale retrofit, etc. where such measures are technically and economically feasible.

CON-10.9 Establish the provision of appropriate permanent measures to reduce storm water pollutant loads in storm water from development sites.

CON-10.10 Establish and monitor guidelines for areas particularly susceptible to erosion and sediment loss.

Open Space and Recreation Element

Goal **OS&R-3** ***Preserve open space resources to maintain the high quality of life in Placentia.***

Policies OS&R-3.2 In partnership with city water providers, replant/plant parkway medians and median islands with native California and drought tolerant plants.

OS&R-3.3 Publicize programs that seek to encourage residents to use native California and drought tolerant plants.

OS&R-3.7 Conserve Placentia’s flood control facilities as appropriate to protect the public health, safety, and welfare and create recreational opportunities such as bike trails where feasible.

Safety Element

Goal **OS&R-3** ***Preserve open space resources to maintain the high quality of life in Placentia.***

Policies OS&R-3.1 Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity.

OS&R-3.2 In partnership with city water providers, replant/plant parkway medians and median islands with native California and drought tolerant plants.

OS&R-3.3 Publicize programs that seek to encourage residents to use native California and drought tolerant plants.

OS&R-3.4 Develop an Urban Forest Management Plan to help reinforce a sense of form and positive civic image.

OS&R-3.5 Encourage individual school sites to maintain open space areas through joint use agreements.

OS&R-3.6 Require that all new development, before issuance of building permits, meet the goals and policies of the General Plan regarding protecting and preserving open space resources.

OS&R-3.7 Conserve Placentia’s flood control facilities as appropriate to protect the public health, safety, and welfare and create recreational opportunities such as bike trails where feasible.

❖ **Disaster Preparedness, Response and Recovery**

Goal **SAF-7** ***Minimize the risk to life and property through emergency preparedness and public awareness.***

Policies SAF-7.1 Ensure the availability of both the Safety Element and City emergency preparedness plans to employers and residents of Placentia.

SAF-7.2 Coordinate disaster preparedness and recovery with other governmental agencies.

- SAF-7.3 Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g. road width, road type, length of dead-end roads, etc.).
- SAF-7.4 Continue to conduct public outreach efforts to prepare the community for an emergency and provide them with guidance on how to respond to natural and man-made disasters, including the location of pre-designated evacuation routes and Transportation Assembly Points. This can be done through community newsletters, the City websites and information at community events. Ensure that outreach efforts are done in multiple languages.
- SAF-7.5 Develop an emergency communications system that will be able to inform all residents of a disaster and instructions for safety.
- SAF-7.6 Train multi-lingual personnel to assist in evacuation and other emergency response activities to meet the community need.
- SAF-7.7 Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.
- SAF-7.8 Continue to evaluate and practice preparedness through Emergency Operations Center (EOC) exercises.
- SAF-7.9 Continue and build on the existing Community Emergency Response Team (CERT) program, providing more information to the community and raising the awareness of the program via community newsletters, the city website and information at community events.
- SAF-7.10 Help residents build a stronger, broader Neighborhood Watch (America on Watch) program, seeking more participation across all neighborhoods of Placentia, prioritizing disadvantaged communities.
- SAF-7.11 Adopt a Hazard Mitigation Plan, incorporating climate change policy and coordinate with surrounding cities.
- SAF-7.12 Ensure that mutual aid agreements are in place.

Health, Wellness and Environmental Justice Element

❖ **Promote Equitable Development and Design**

Goal *HW/EJ-13 **Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.***

Policies HW/EJ-13.7 Promote water conservation and recycled water use. Implement water conservation efforts for households, businesses, industries and public infrastructure.

This completes the list of goals and policies included in the new Placentia General Plan that can contribute to implementing the proposed Mobility Element in the City of Placentia.

4.11.2 Environmental Setting

As described in the Introduction to this Subchapter, the City of Placentia is essentially built out, with only 54.5 acres of land currently undeveloped. Because of this circumstance, the watershed flood control facilities that encompass the City have also been essentially fully developed. As the description of existing flood control facilities in the following text indicates, Placentia has few areas exposed to flooding and those areas exposed to the 100-year flood hazard are confined to existing flood control channels or surface runoff storage areas.

4.11.2.1 Existing Flood Control System

Since the early 1900s when Orange County began to develop, stormwater management has evolved from natural stream channels (several of which originate out of the County) to man-made channels, most of which are concrete line. These channels are easy to show on maps (refer to the FEMA FIRM Panels below), but it helps to have some understanding of the watershed management approach used by Orange County Flood Control District (OCFCD or District) to minimize the County resident’s exposure to flooding of a greater than 100-year return frequency. Figure 4.11-1 shows the 13 watersheds established by the District for Orange County in the County’s Drainage Area Management Plan (DAMP). Table 4.11-1 lists the watersheds and corresponding number in Figure 4.11-1. For background purposes Figures 4.11-2, -3, and -4 are provided. These three watershed maps (A, B and E) show the drainage features located in all of northwest Orange County, including Placentia. The primary stormwater management channels in the City of Placentia include the Placentia Storm Channel on the west side of the City; Carbon Canyon Channel on the east side of the City; and Atwood Channel which is located at the southern boundary of the City. For more detailed information regarding the City’s drainage system please refer to Appendix 3 of Volume 2 which contains the “Base Map of Drainage Facilities in Orange County” for the Placentia area.

**Table 4.11-1
 ORANGE COUNTY WATERSHEDS**

Region	Watershed	Identifier
Region 8 Santa Ana	Coyote Creek	A
	Carbon Canyon	B
	Westminster	C
	Talbert	D
	Santa Ana River	E
	San Diego Creek	F
	Newport Bay	G
	Los Trancos / Muddy Creek	H
Region 9 San Diego	Laguna Canyon	I
	Aliso Creek	J
	Salt Creek	K
	San Juan Creek	L
	Prima Deshecha and Segunda Deshecha	M
Source: Orange County 2003 Drainage Area Management Plan, July 1, 2003		

4.11.2.2 Existing Flood Hazard Areas

Exposure to flood hazards is generally measured based on the return period for a flood of a certain size. Within most jurisdictions the area contained within the 100-year floodplain is commonly considered the threshold of significance for exposure. This concept is incorporated into the FEMA Flood Insurance Rate Map (FIRM) panel for an area of concern. The City of Placentia finds itself with very few areas exposed to 100-year flood hazards. As indicated in the preceding section the primary flood control channels are found on the west, east and south sides of the City. Three FEMA FIRM Panels (Panel 63, Panel 132, and Panel 151) define the 100-year flood hazard areas within the City's boundaries. Panel 63 is shown on Figure 4.11-5; Panel 132 is shown on Figure 4.11-6; and Panel 151 is shown on Figure 4.11-7. Carbon Canyon Channel and related flood hazard areas are shown on Figure 4.11-5 and Figure 4.11-7. All 100-year flood hazard areas are either confined to the channel or to an open space area on a golf course. Atwood Channel, just south of the BNSF Railway tracks, is also confined to the channel or adjacent area without any structures. Carbon Canyon Channel curves to the west on Figure 4.11-7, just north of Miller Retarding Basin, and continues west to flood area located east of and adjacent to State Highway (SH) 57 that appears to receive flows from Carbon Canyon Channel and Placentia Storm Channel, before exiting to the west of SH 57 in a continuation of Carbon Canyon Channel. Based on these detailed flood hazard Panels, the vast majority of the City receives precipitation during rainfall events but is not exposed to "significant" (100-year) flood hazards.

4.11.2.3 Existing Dam Inundation Areas

Flood inundation resulting from dam failure is a potential hazard for the City of Placentia. General limits of flood hazards due to dam failure and inundation downstream are shown on Figures 4.11-8 and 4.11-9 for the Carbon Canyon Dam and the Prado Dam, respectively.

Carbon Canyon Dam

The Carbon Canyon Dam, an earth-filled structure with a storage capacity of 12,000 acre-feet, is located approximately one (1) mile north of Placentia and was completed in 1961. It is 2,600 feet in length and 99 feet in height. The drainage area above the dam is 19.3 square miles. The structure provides flood protection to the cities of Placentia, Brea, Yorba Linda, Anaheim, Fullerton, Buena Park and unincorporated areas of the County of Orange. The Carbon Canyon Dam rarely contains threatening quantities of water. However, when the dam is filled to its capacity, the reservoir could create some potential upstream flooding problems. The dam is owned and operated by the US Army Corps of Engineers. If an inundation event should occur as a result of dam failure, floodwaters are expected to generally follow the path of the Carbon Canyon Creek Channel (Figure 4.11-8). Floodwaters could potentially reach the SR-91 Freeway in the southern portion of the City. The eastern ½ of Placentia could be exposed to flooding should Carbon Canyon Dam fail when it contains maximum storage capacity, i.e., a worst-case situation.

Prado Dam

Prado Dam, designed in the 1930s and completed in 1941, is located approximately 18 miles east of Placentia in Riverside County. Figure 4.11-9, *Prado Dam Inundation Areas*, shows the inundation areas of the Prado Dam. The Prado Dam was intended to provide flood protection to the Lower Santa Ana River Basin. The existing 9,000 cubic feet per second (cfs) limit on controlled releases from the Prado Dam is based upon the original non-damaging capacity of the downstream channel. When the downstream channel improvements that are part of the United States Army Corps of Engineers' Santa Ana River project are completed, the downstream channel capacity will increase dramatically to over 30,000 cfs. Plans are also underway to improve Prado

Dam to increase its storage and release capacities. These improvements will enable the dam to take full advantage of the improved channel capacity downstream and will greatly increase the level of flood protection to communities within the Santa Ana River floodplain, which includes the southern portion of Placentia.

Santa Ana River Mainstem Project

The Santa Ana River Mainstem project is designed to provide flood protection to Orange, Riverside and San Bernardino Counties, and is being managed by US Army Corp of Engineers. The proposed improvements cover 75 miles from the headwater of the Santa Ana River, east of the City of San Bernardino, to the mouth of the river at the Pacific Ocean between the cities of Newport Beach and Huntington Beach. The Mainstem Project will increase flood protection to more than 3.35 million people within the three counties. The project includes seven independent features: Seven Oaks Dam, Mill Creek Levee, San Timoteo Creek, Oak Street Drain, Prado Dam, Santiago Creek and the lower Santa Ana River. The Santa Ana River Mainstem project is designed to provide flood protection for residences and business in the Southern California communities of Orange, Riverside, and San Bernardino counties. All three counties, collectively, are working closely with the U.S. Army Corps of Engineers and most of the independent features have been installed, including Seven Oaks Dam. The Prado Dam component of the project is anticipated for completion in the year 2020.

4.11.2.4 Water Quality

There are three general types of discharges that can degrade water quality. These are: generation of municipal wastewater; generation of nonpoint source stormwater runoff; and direct (point source) discharges of pollutants, such as industrial discharges or accidental discharges. The City has minimal involvement with municipal wastewater discharges as Orange County Water District (OCWD) collects the wastewater and delivers these flows to one of several wastewater treatment plants in the region. Aside from ensuring that all new development installs appropriate sewer connections, the City does not have a major role in managing municipal wastewater. Individual discharges are either managed by OCWD through industrial wastewater permits or through first responders to accidental spills, such as a fuel leak from a transport truck during an accident. The County Fire Department (refer to the discussion under Public Services) or other incident managers respond to accidental spills, many of which can enter the storm runoff drainage system and cause water quality degradation. Accidental spills obviously occur, and the City has a role to play in clean-up, but such spills are random events which when properly managed do not pose an ongoing source of water quality degradation. The City already provides funding for emergency responses to accidental spills, and this will continue into the future on an as needed basis.

The final source of water quality degradation is nonpoint stormwater runoff from within the City. Until the 1990s the water quality of stormwater runoff was subject to minimal management by local jurisdictions, and a primary function of a local jurisdiction, such as the City and County, was to provide the infrastructure to remove stormwater runoff as quickly as possible into the regional drainage system to prevent local flooding without concern for water quality. As described above, flooding is still a primary function of the City and County, but in addition to the current drainage system the City and County are also now responsible for the pollution content in stormwater discharges.

Beginning in 1993 Orange County compiled its first Drainage Area Management Plan (DAMP) which was developed to address the water quality impact of stormwater discharges as mandated

by the federal Clean Water Act. The DAMP was prepared by Orange County as the Principle Permittee for the County's National Pollutant Discharge Elimination System (NPDES) Stormwater Program. The City of Placentia is a Permittee on the County's Permit which is issued by the Santa Ana Regional Water Quality Control Board (Regional Board) for northern Orange County. The County has a designated "Stormwater Section" that coordinates compliance with the NPDES Permit. However, each City is responsible for implementation and compliance with the "Stormwater Management Programs" as defined in the DAMP. All Permittees contribute to the shared costs of complying with the DAMP, and each Permittee is responsible for capital and Operations and Maintenance costs within its jurisdiction. Refer to Figure 4.11-10 which shows the Orange County Municipal NPDES Stormwater Program Implementation Structure.

The NPDES Permit establishes water quality criteria that each Permittees stormwater discharges must meet. Each Permittee meets these criteria by implementing BMPs that are suitable for its jurisdiction. These BMPs are defined by the WQMP implement within its jurisdiction. The City's WQMP is based in part on the Model WQMP that is included in the DAMP. A copy of the current DAMP is provided in Appendix 3 of Volume 2 of this document. To verify that stormwater discharges meet the NPDES Permit requirements the County oversees preparation of an Annual Report based on monitoring the water quality of these stormwater discharges. The Annual Report also contains: a jurisdictional assessment by each Permittee; a watershed assessment; and a County-wide assessment of compliance. The Annual Report is submitted to the Regional Board and to the U.S. Environmental Protection Agency to document the County's compliance with the overall DAMP requirements.

Under the newest DAMP the focus is on Low Impact Development (LID) BMPs. These LID requirements are imposed on new development to minimize runoff and discharge of pollutants from newly developed sites. Each new development must prepare and implement a site-specific WQMP to minimize discharge of any pollutants for the developed site. Of course, any development that disturbs more than one acre must also implement a SWPPP during construction activities. The SWPPP is overseen by the City inspectors. The most current Annual Report for the City of Placentia can be obtained by contacting the City Public Works Department.

4.11.2.5 Water Resources

Please refer to Subchapter 4.21 for a discussion of the water resources used to supply the City of Placentia with its potable water supply.

4.11.3 Project Impacts

4.11.3.1 Significance Threshold Criteria

According to Appendix G of the 2019 State CEQA Guidelines, a project would normally have a significant effect on the hydrology or water quality environment if the project would:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- 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 which would:
 - i) result in a 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?
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

After presenting the background setting regarding the City of Placentia's proposed General Plan, the evaluation of the preceding significant threshold issues is presented.

4.11.3.2 Background Conditions of the Proposed General Plan

The City of Placentia is 98%+ developed. Of the 4,238 acres in the City (refer to Table 3-1), only 54.5 acres (refer Table 3-2) remain undeveloped. Figure 4.11-11 shows the location of the approximate 21 parcels that are currently undeveloped. As a consequence of being almost fully developed, the City of Placentia has an already established stormwater runoff management system. As indicated in Section 4.11-2, the existing environmental setting, a detailed drainage collection system already exists in the City and as a result the areas exposed to 100-year flood hazards are limited to existing channels, such as Carbon Canyon Creek channel. Based on a review of Figures 4.11-5, -6, and -7, none of the undeveloped parcels are located within a 100-year flood hazard zone.

Similarly, the City of Placentia is a Permittee under the nonpoint source NPDES Permit issued by the Regional Board to the Orange County and all of the cities within the County. As a result, water quality protections to minimize stormwater runoff pollution are already in place. Further as future individual undeveloped parcels are considered for development or if areas within the City are proposed for redevelopment, the City must require the approval and implementation of a SWPPP (1-acre parcel or larger) during construction and a WQMP for protection from long-term water quality degradation.

Finally, as outlined in Subchapter 21, adequate water supplies are available from the City's two water supply sources (Golden State Water Company (private) and Yorba Linda Water District without significant effects on the regional groundwater aquifer.

4.11.3.3 Evaluation of Project Impacts

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.**

As discussed in the preceding sections of this Subchapter, there are three sources of activities that can degrade water quality within a City. The first is municipal wastewater generation from residents and commercial activities in a City. All municipal wastewater is delivered to OCWD water reclamation facilities where it is treated to meet wastewater discharge requirements established in permits issued by the Regional Board. OCWD operates the receiving water reclamation facilities (WRF) in compliance or to a higher standard than required by the Regional Board permits. The City has a very limited amount of undeveloped land that can contribute additional wastewater to the OCWD collection and treatment system. The City and OCWD require new development, as well as possible future redevelopment projects, to fund new sewer connections and pay for connection to the regional WRF. Based on the limited amount of property available to be developed in the future, the proposed General Plan goals and policies, and the existing municipal wastewater treatment system, the potential impact to this system or to potential violations of water quality standards or waste discharge requirements from implementing the proposed General Plan is considered a less than significant impact.

The second source of potential water quality degradation consists of direct discharges from industrial operations or accidental spills. In the case of industrial operations, OCWD requires pretreatment of any industrial wastewater and the treated effluent is generally discharged into the municipal wastewater collection system and the residual is either delivered to the County's treatment facility or held and collected for disposal as hazardous waste. Regardless, the existing system is structure to ensure that industrial discharges do not cause water quality degradation. Regarding accidental spills, the City and County fund response teams to remediate spills and the generator of an accidental spill can be charged for clean-up activities. Refer to disaster preparedness goals under Goal 5.1. As in the case of municipal wastewater management, the existing systems in place and implementation of the proposed General Plan goals and policies, ensure that direct discharges of pollutants from industrial facilities or from accidental spills will not cause significant adverse water quality degradation. Impacts under this issue are considered to be less than significant.

The final source of potential water quality degradation consists of nonpoint sources related to stormwater discharges in the City. In this situation the City's participation and implementation of the County's DAMP and goals and policies listed in this Subchapter ensure that stormwater runoff will be managed to meet the discharge requirements in the current NPDES Permit from the Regional Board. Regarding the limited number of parcels/acreage that remain to be developed within the City, the implementation of SWPPPs and WQMPs by the City, using LID BMPs, ensure that future development will not cause significant degradation of water quality. The impact funder this source of potential degradation is considered a less than significant water quality impact

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

There are two concerns raised by this issue. The first issue is whether the proposed project will decrease groundwater supplies. The second issue is whether implementing the proposed General Plan will interfere substantially with groundwater recharge and as a result impede sustainable groundwater management of the basin/aquifer. Regarding a substantial decrease in groundwater supplies, please refer to the analysis in SubChapter 21. The following conclusion applies to the groundwater issue: "*The Basin has substantial storage capacity to provide a buffer during droughts and to accept recharge of surplus waters during times of available supplies (e.g., stormwater, highly treated recycled water, and imported water). Continued diligence by GWSC*

and other groundwater users, OCWD, and MWDOC are expected to help maintain the reliability of the Basin groundwater supply.” Based on the preceding finding, the implementation of the proposed General Plan will not substantially decrease groundwater supplies.

Regarding proposed General Plans potential effects on groundwater recharge, the City of Placentia is nearly built out with only 54.5 acres undeveloped and not already functioning in a manner consistent with the existing General Plan. Out of a total 4,238 acres, only 1.3 percent of the City subject to development that could reduce groundwater recharge. However, given the new LID BMPs that are required to be implemented on these properties when proposed for development, the potential for reducing recharge is considered minimal. Also note that if future redevelopment is proposed, the implementation of LID BMPs could actually increase onsite retention of runoff and increase groundwater recharger. Based on these findings, the implementation of the proposed General Plan will not substantially decrease ground water recharge. This potential impact will be a less than significant 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 which would:

i) result in a substantial erosion or siltation on- or off-site;

As described in the preceding discussion regarding stormwater runoff and drainage, the drainage system for the City has been installed and future development will deliver flows to the adjacent roadways and into this existing drainage system. Through implementation of the County Damp, including the SWPPPs and WQMPs and the proposed General Plan goals and policies listed above for future projects, no potential exists to cause substantial erosion or siltation on the remaining undeveloped properties in the City. The potential impact under this issue is a less than significant impact.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Under the Damp’s requirements for LID BMPs and the goals and policy of the General Plan, stormwater from future development of undeveloped parcels or redevelopment of existing parcels will not substantially increase the rate or amount of surface runoff. Thus, the potential for future flooding on- or off-site of future parcel development is considered a less than significant impact.

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;

Under the Damp’s requirements for LID BMPs and the goals and policy of the General Plan, stormwater from future development of undeveloped parcels or redevelopment of existing parcels will not substantially increase the rate or amount of surface runoff. Thus, the potential for future flooding on- or off-site of future parcel development is considered a less than significant impact. Through implementation of the County Damp, including the SWPPPs and WQMPs and the proposed General Plan goals and policies listed above for future projects, no potential exists to cause substantial erosion or siltation or other pollution on the remaining undeveloped properties in the City. The potential impact under this issue is a less than significant impact.

iv) impede or redirect flood flows.

None of the parcels available for development occur within areas used to convey flood flows. Therefore, their future development has no potential to impede or redirect flood flows in a manner that could have an adverse impact on the environment.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

As shown on Figures 4.11-8 and 4.11-9, portions of the City of Placentia are exposed to dam inundation related to failures in either Carbon Canyon Dam or Prado Dam. No other flood hazards have been identified including tsunami and seiche zones. Although substantially smaller in size, a Carbon Canyon Dam failure would inundate more of the City than a Prado Dam failure, partially due to the lower volume of water that can be stored behind that dam, but more importantly due to the greater distance to Prado Dam and the greater area it will inundate.

Evaluation of the potential impacts associated with Dam failure and subsequent inundation impacts is complicated by a number of factors. First the dam inundation areas identified on Figures 4.11-8 and 4.11-9 represent the worst-case circumstance for when the dam has a catastrophic failure with the maximum volume of water stored behind it. Second, in California dams receive periodic safety inspections and if any flaws are identified, the maximum volume allowed to be stored in a dam is reduced for safety purposes. Finally, the quality and age of a dam needs to be taken into consideration. Given the preceding factors, the potential for exposure to a catastrophic dam failure and downstream inundation is considered low. Given the existing dam monitoring systems and the ability to manage the potential for a failure, this potential hazard is considered a less than significant impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Based on the information provided under the discussion of the existing environmental setting above, the City is contributing to the implementation of the Regional Board's Basin Plan for the Santa Ana River. In addition, based on the analysis in the SubChapter 21 and the Urban Water Management Plans for the City's water purveyors, they and OCWD are managing the ground water basin for long term sustainability. Based on these findings, implementation of the proposed General Plan will not cause significant conflicts with either the water quality control plan or any sustainable ground water management plan.

4.11.4 Mitigation Measures

Based on the existing hydrology and water quality programs being implemented by the City and the implementation of the General Plan goals and policies related to these topics, no mitigation is required to be implemented in support of hydrology and water quality issues.

4.11.5 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Any Cumulatively Considerable Hydrology or Water Quality Impacts.

Level of Significance Before Mitigation: Less Than Significant impact

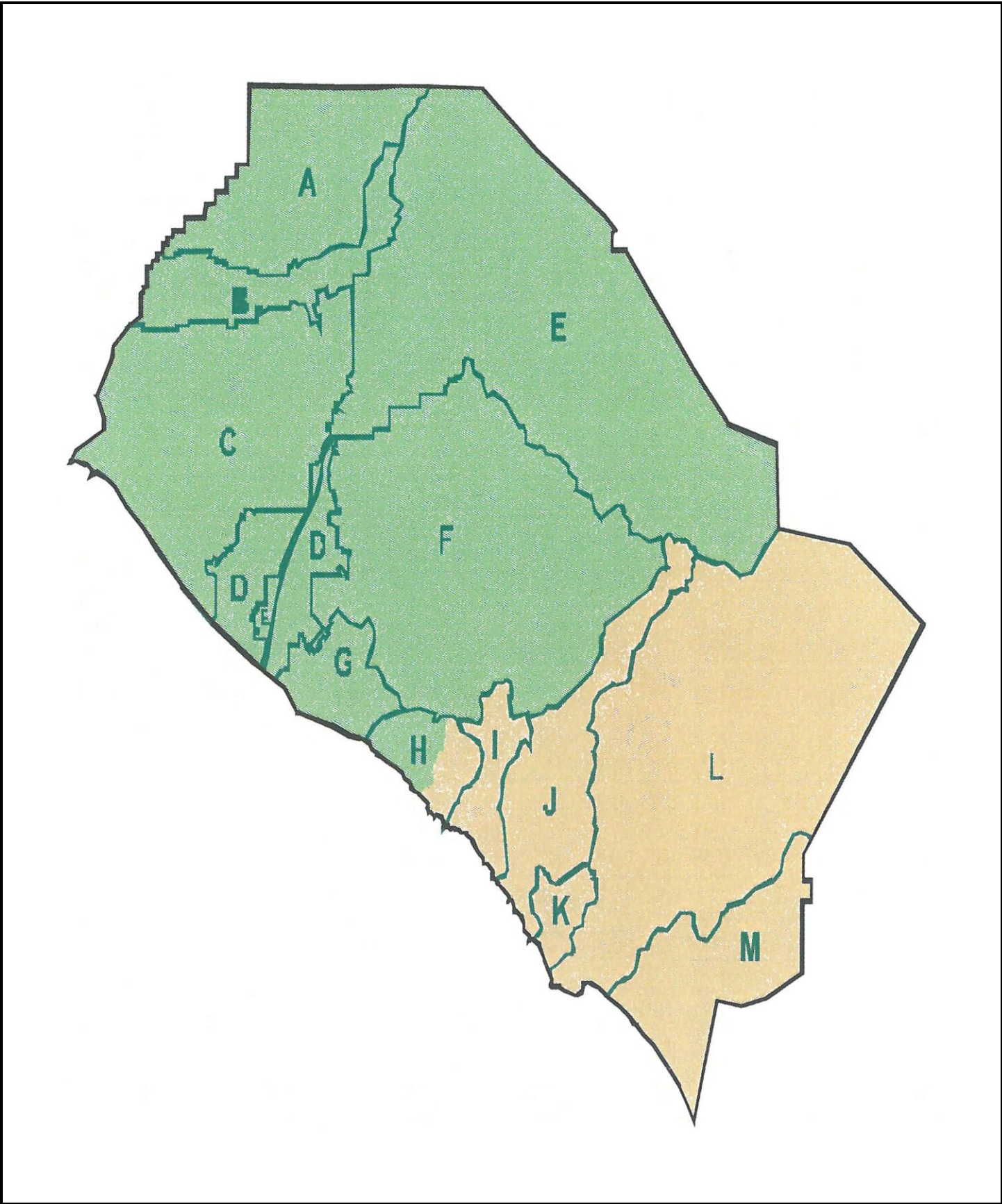
Impact Analysis: The hydrology and water quality issues are inherently cumulative because they involve resource issues that encompass whole watersheds as illustrated in Figure 4.11-1 and Figures 4.11-5, 4.11-6, and 4.11-7. The drainage systems are designed to manage whole watersheds and the DAMP addresses water quality issues for the whole County. With the limited potential future development within the City and programs to manage hydrology and water quality in place, implementation of the proposed General Plan is not forecast to cause cumulatively considerable impacts to hydrology and water quality issues

Mitigation Measures: None required

Cumulative Level of Significance: Less Than Significant Impact, i.e. not cumulatively considerable.

4.11.6 Unavoidable Significant Impacts

Development associated with implementation of the proposed General Plan and cumulative development would not result in any unavoidable significant adverse hydrology, drainage or water quality impacts.



SOURCE: Orange County 2003 Drainage Area Management Plan, July 1, 2003

FIGURE 4.11-1

NOTICE

This drainage map has been prepared for information purposes only. The listed facilities have been determined from available information provided by public agencies, but may not be exact or up to date. The user of this map is responsible for verifying exact location, ownership and maintenance responsibilities of the drainage facilities. Additional information may be obtained from public plans and recorded deeds. Neither the County of Orange nor the Orange County Flood Control District (OCFCD) assumes any liabilities for inaccuracy of this map.

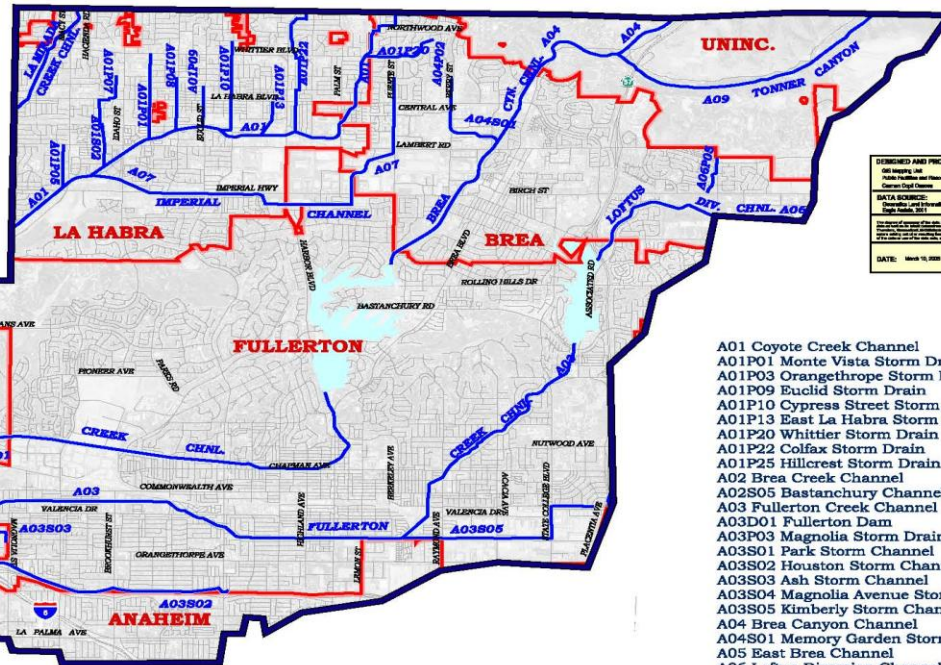
CITIES WITHIN THE WATERSHED:

- ANAHEIM
- BREA
- BUENA PARK
- FULLERTON
- LA HABRA
- LA PALMA
- UNINCORPORATED

WATERSHED A



5000 0 5000 Feet



DESIGNED AND PRODUCED BY:
 GEI Mapping, LLC
 1400 Harbor and Oceanview Department
 Orange Digital Center
 DATA SOURCE:
 Orange and LA County Public Works
 DATE: March 10, 2008

- A01 Coyote Creek Channel
- A01P01 Monte Vista Storm Drain
- A01P03 Orangethrope Storm Drain
- A01P09 Euclid Storm Drain
- A01P10 Cypress Street Storm Drain
- A01P13 East La Habra Storm Drain
- A01P20 Whittier Storm Drain
- A01P22 Colfax Storm Drain
- A01P25 Hillcrest Storm Drain
- A02 Brea Creek Channel
- A02S05 Bastanchury Channel
- A03 Fullerton Creek Channel
- A03D01 Fullerton Dam
- A03P03 Magnolia Storm Drain
- A03S01 Park Storm Channel
- A03S02 Houston Storm Channel
- A03S03 Ash Storm Channel
- A03S04 Magnolia Avenue Storm Drain
- A03S05 Kimberly Storm Channel
- A04 Brea Canyon Channel
- A04S01 Memory Garden Storm Channel
- A05 East Brea Channel
- A06 Loftus Diversion Channel
- A06P01 Val Verde Storm Drain
- A06S01 East Fullerton Creek Channel
- A07 Imperial Channel
- A08 La Mirada Creek Channel
- A09 Tonner Canyon Channel

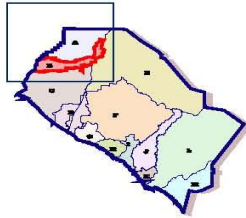
SOURCE: OCFCD

FIGURE 4.11-2

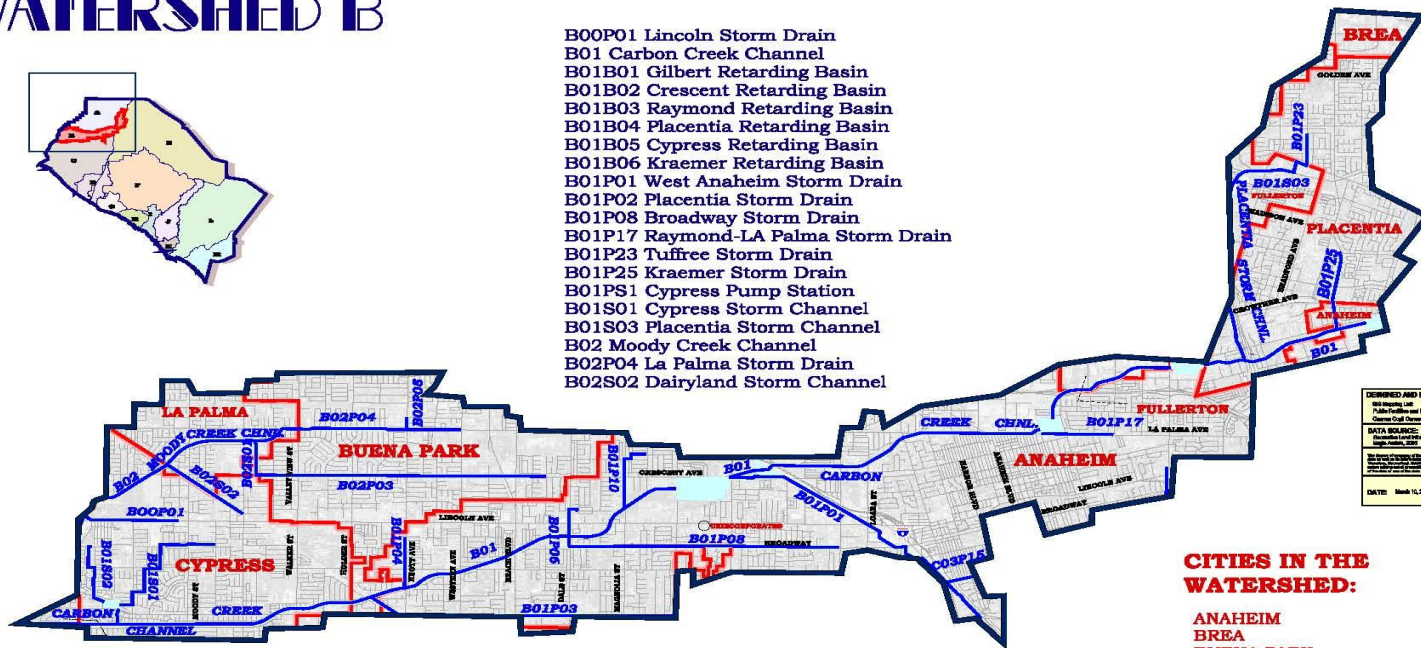
NOTICE

This drainage map has been prepared for information purposes only. The listed facilities have been determined from available information provided by public agencies, but may not be exact or up to date. The user of this map is responsible for verifying exact location, ownership and maintenance responsibilities of the drainage facilities. Additional information may be obtained from public plans and recorded deeds. Neither the County of Orange nor the Orange County Flood Control District (OCFCD) assumes any liabilities for inaccuracy of this map.

WATERSHED B



- B00P01 Lincoln Storm Drain
- B01 Carbon Creek Channel
- B01B01 Gilbert Retarding Basin
- B01B02 Crescent Retarding Basin
- B01B03 Raymond Retarding Basin
- B01B04 Placentia Retarding Basin
- B01B05 Cypress Retarding Basin
- B01B06 Kraemer Retarding Basin
- B01P01 West Anaheim Storm Drain
- B01P02 Placentia Storm Drain
- B01P08 Broadway Storm Drain
- B01P17 Raymond-LA Palma Storm Drain
- B01P23 Tuffree Storm Drain
- B01P25 Kraemer Storm Drain
- B01PS1 Cypress Pump Station
- B01S01 Cypress Storm Channel
- B01S03 Placentia Storm Channel
- B02 Moody Creek Channel
- B02P04 La Palma Storm Drain
- B02S02 Dairyland Storm Channel



DESIGNED AND PROVIDED BY:
 M&M Mapping, Ltd.
 7400 Wilshire Blvd. - Suite 200 - Culver City, CA 90230
 (310) 551-1111
 www.mmmapping.com

DATA SOURCE:
 Orange County Flood Control District
 Orange County, CA

DATE: March 10, 2008

CITIES IN THE WATERSHED:

- ANAHEIM
- BREA
- BUENA PARK
- CYPRESS
- FULLERTON
- LA PALMA
- LOS ALAMITOS
- PLACENTIA
- UNINCORPORATED

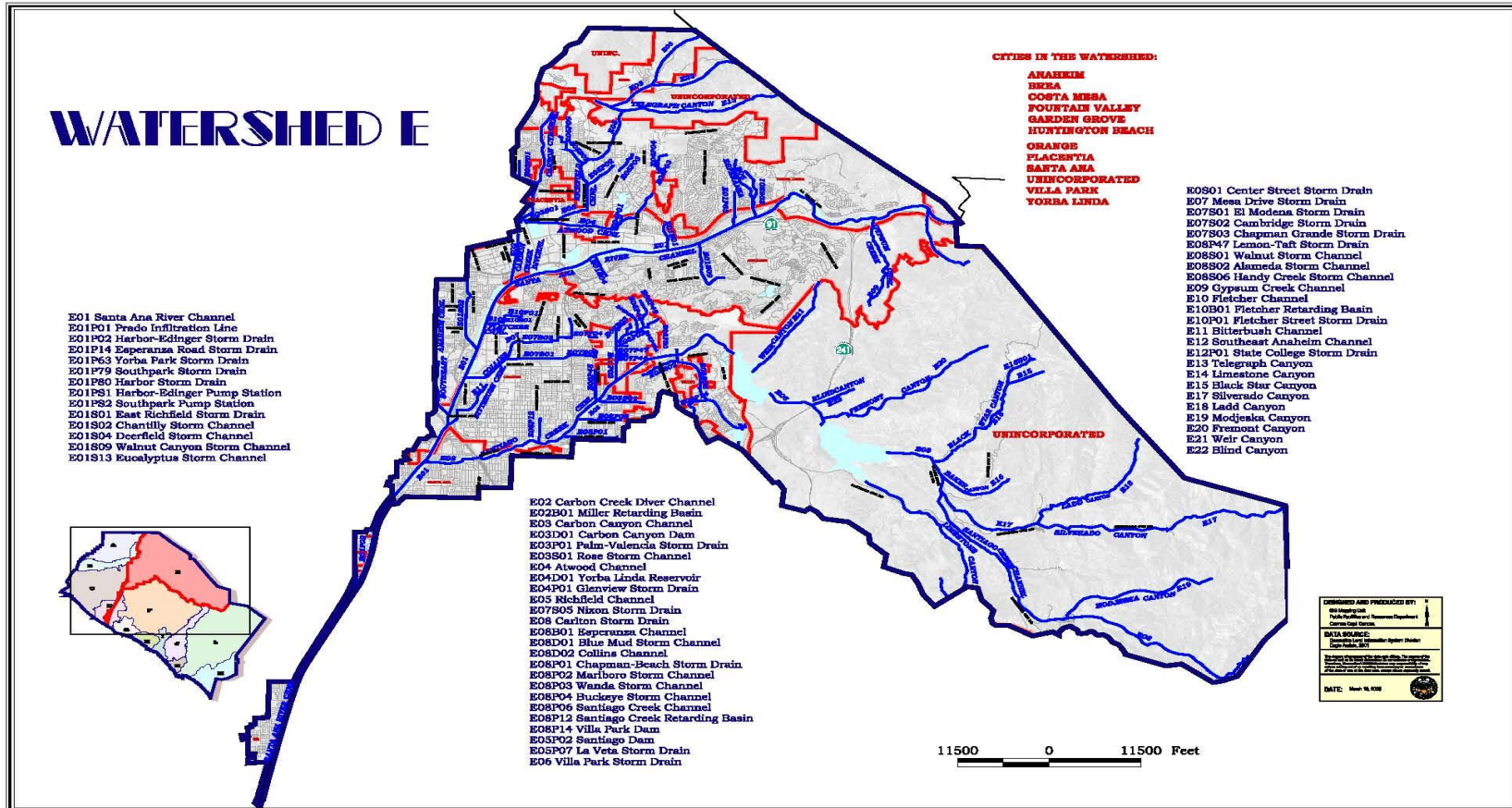
5000 0 5000 Feet

SOURCE: OCFCD

FIGURE 4.11-3

NOTICE

This drainage map has been prepared for information purposes only. The listed facilities have been determined from available information provided by public agencies, but may not be exact or up to date. The user of this map is responsible for verifying exact location, ownership and maintenance responsibilities of the drainage facilities. Additional information may be obtained from public plans and recorded deeds. Neither the County of Orange nor the Orange County Flood Control District (OCFCD) assumes any liabilities for inaccuracy of this map.



SOURCE: OCFCD

FIGURE 4.11-4

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 11. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSM-C-3, #6202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was derived from the National Agriculture Imagery Program, dated 2005.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://msc.fema.gov>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2827) or visit the FEMA website at <http://www.fema.gov>.

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AV, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined. Base Flood Elevations determined.
- ZONE AE** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AO** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently deteriorated. Zone AO indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE AR** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE AV** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE D Areas determined to be outside the 0.2% annual chance floodplain. Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

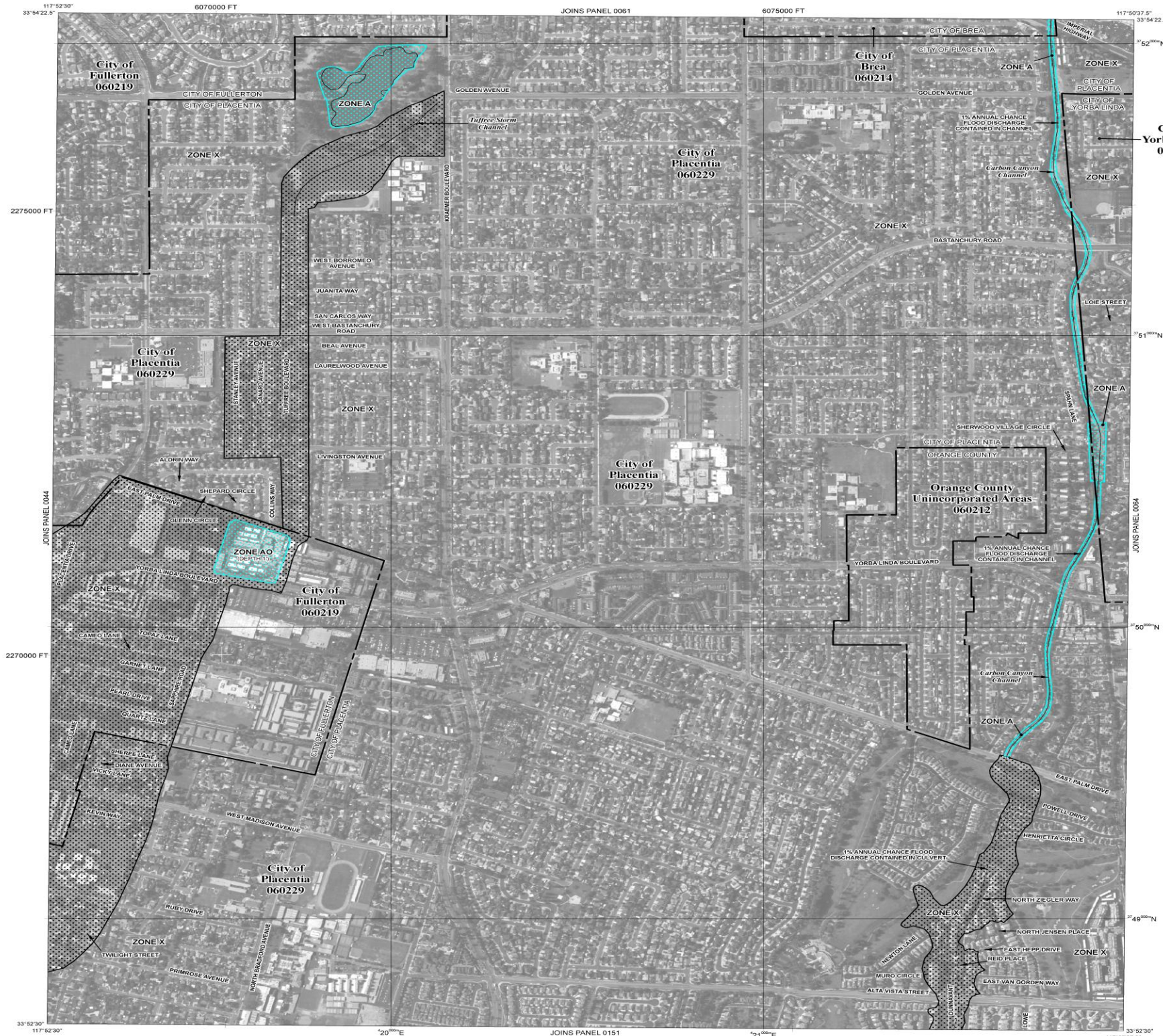
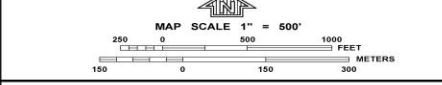
OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet* (EL. 987)
- * Referenced to the North American Vertical Datum of 1988
- Cross section line
- Transect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 100-meter Universal Transverse Mercator grid values, zone NAD 1983 UTM Zone 11N
- 5000-foot grid ticks: California State Plane coordinate system, zone VI (FIPS ZONE 0406), Lambert Conformal Conic projection
- Bench mark (see explanation in Notes to Users section of this FIS report)
- River Mile
- MAP REPOSITORY
- Refer to listing of Map Repositories on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
- September 15, 1989

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
February 5, 1992 - November 3, 1993 - January 3, 1997 - February 18, 2004 - December 3, 2009
For description of revisions, see Notice to Users page in the Flood Insurance Study report.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.



NFIP PANEL 0663J

FIRM
FLOOD INSURANCE RATE MAP

ORANGE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 63 OF 539
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS	COMMUNITY	NUMBER	PANEL	SUFFIX
	BREA, CITY OF	060214	0063	J
	FULLERTON, CITY OF	060219	0063	J
	ORANGE COUNTY	060212	0063	J
	PLACENTIA, CITY OF	060229	0063	J
	YORBA LINDA, CITY OF	060238	0063	J

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06059C0063J

MAP REVISED
DECEMBER 3, 2009

Federal Emergency Management Agency

FIGURE 4.11-5

NOTES TO USERS

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 11. The horizontal datum was NAD 83. Geoid and Vertical Datum Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

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NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #6202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

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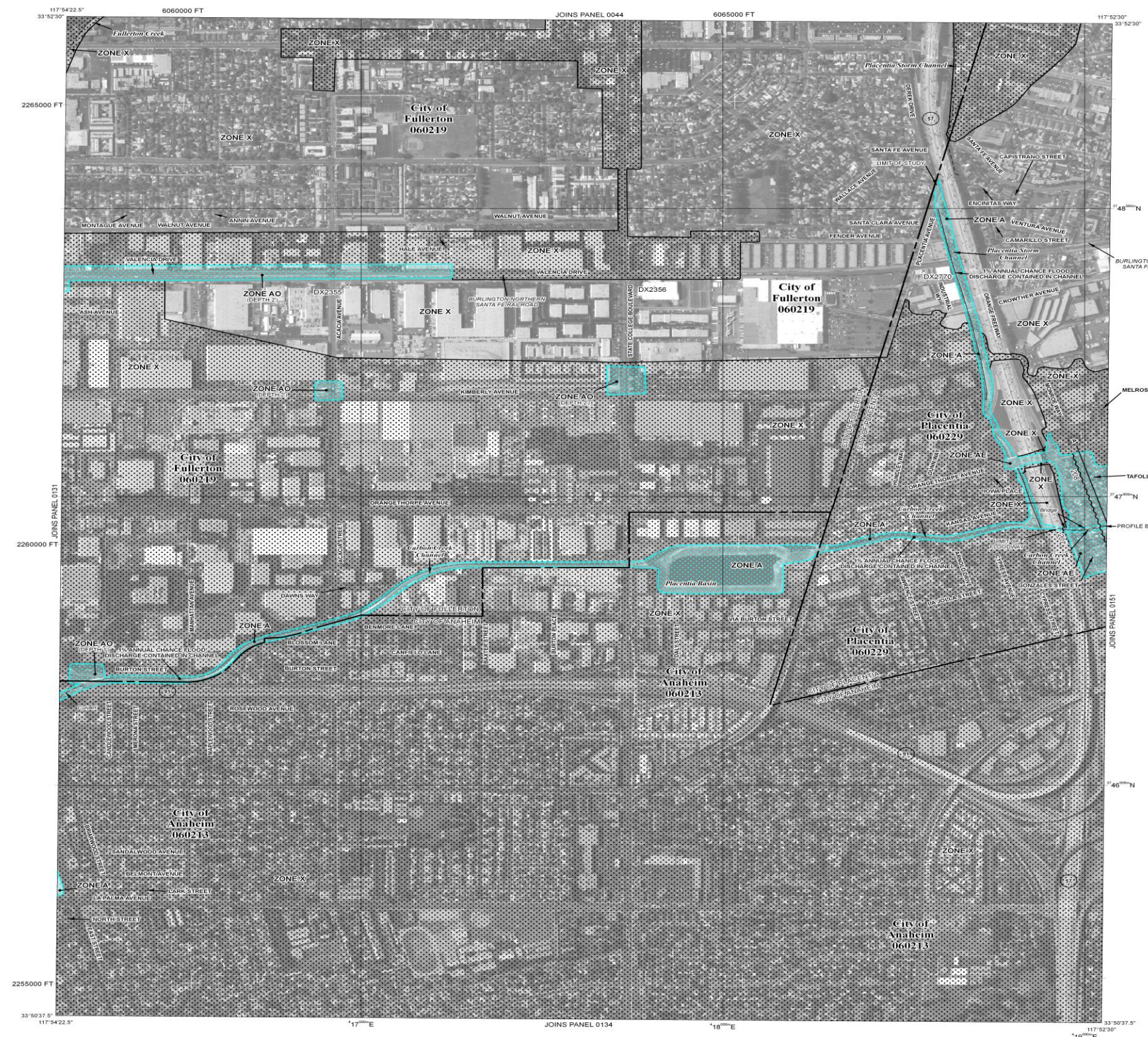
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LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depth determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)
CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value, elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

- * Referenced to the North American Vertical Datum of 1988
- Cross section line
- Transsect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 76°00'N
- 1000-meter Universal Transverse Mercator grid values, zone NAD 1983 UTM Zone 11N
- 5000-foot grid ticks: California State Plane coordinate system, zone VI (FIPS ZONE 0406), Lambert Conformal Conic projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile

Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTY-WIDE FLOOD INSURANCE RATE MAP: September 15, 1989

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL:
February 5, 1992 - November 3, 1993 - January 3, 1997 - February 16, 2004 - December 3, 2009
for description of revisions, see Notice to Users page in the Flood Insurance Study report.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-9620.



NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0132J

FIRM
FLOOD INSURANCE RATE MAP

ORANGE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 132 OF 539
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COMMUNITY	NUMBER	PANEL	SUFFIX
ANAHEIM CITY OF	060213	0132	J
FULLERTON CITY OF	060219	0132	J
PLACENTIA CITY OF	060229	0132	J

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06059C0132J

MAP REVISED
DECEMBER 3, 2009

Federal Emergency Management Agency

FIGURE 4.11-6

NOTES TO USERS

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for protection and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 11. The **horizontal datum** was NAD 83 GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NIMS512
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was derived from the National Agriculture Imagery Program, dated 2005.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://msc.fema.gov>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.

Accredited Levee Notes to Users: Check with your local community to obtain more information, such as the estimated level of protection provided (which may exceed the 1-percent-annual-chance level) and Emergency Action Plan, on the levee system(s) shown as providing protection for areas on this panel. To mitigate flood risk in residual areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures. For more information on flood insurance, interested parties should visit the FEMA Website at <http://www.fema.gov/business/nfip/index.shtm>.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AD** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

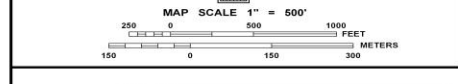
ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
 - 0.2% annual chance floodplain boundary
 - Floodway boundary
 - Zone D boundary
 - CBRS and OPA boundary
 - Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
 - Base Flood Elevation line and value; elevation in feet*
 - Base Flood Elevation value where uniform within zone; elevation in feet*
- * Referenced to the North American Vertical Datum of 1988
- ⊕ Cross section line
- Transect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 76°00'N
- 600000 FT
- DX5510 X
- M1.5
- River Mile
- MAP REPOSITORY
- Refer to listing of Map Repositories on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
- September 15, 1989
- EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
- February 5, 1992 - November 3, 1993 - January 3, 1997 - February 18, 2004 - December 3, 2009
- For description of revisions, see Flood Insurance Study report.
- For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
- To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6623.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0151J

FIRM

FLOOD INSURANCE RATE MAP

ORANGE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 151 OF 539

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ANAHEIM, CITY OF	060213	0151	J
ORANGE COUNTY	060212	0151	J
ORANGE, CITY OF	060228	0151	J
PLACENTIA, CITY OF	060229	0151	J

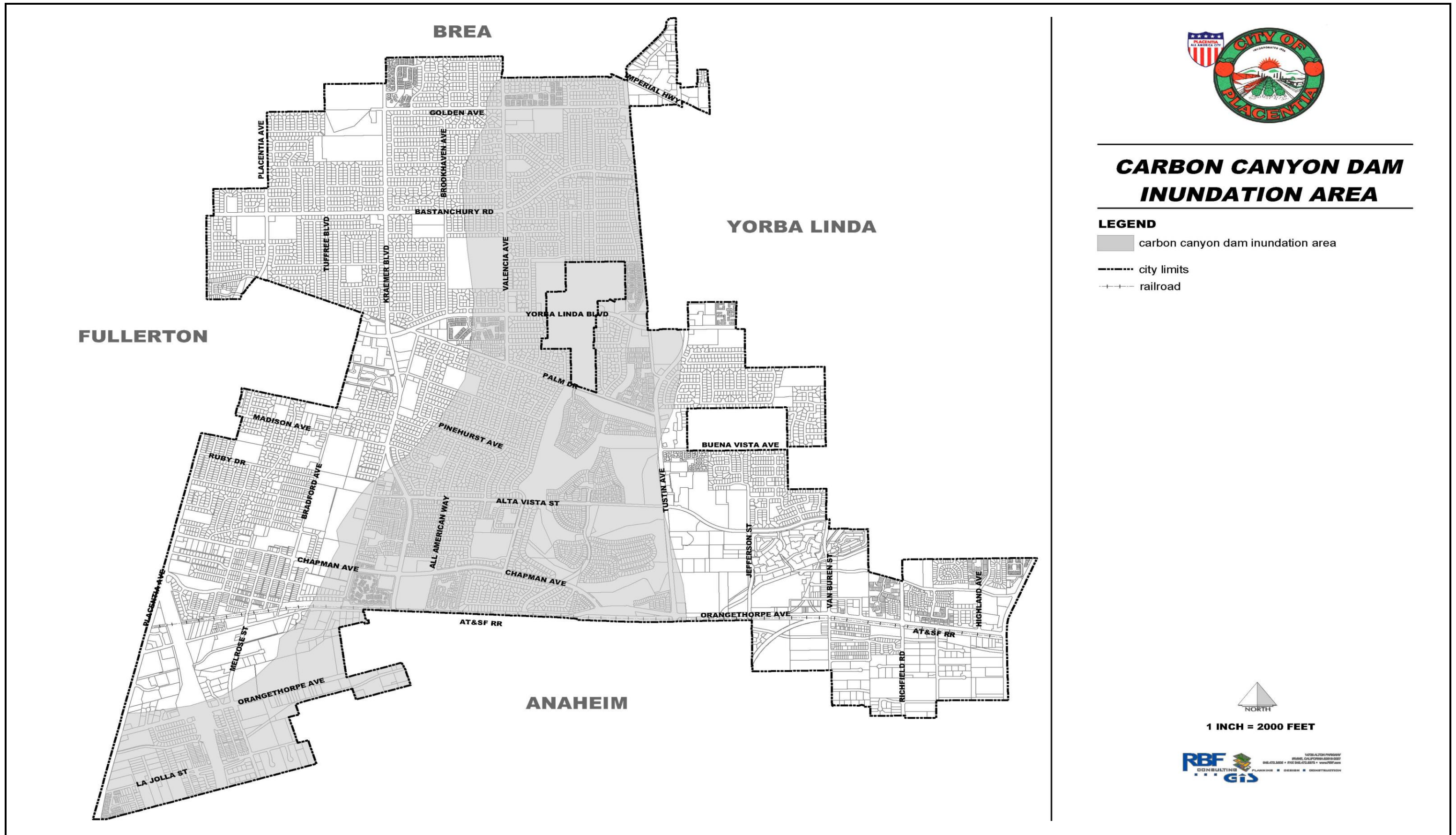
Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06059C0151J

MAP REVISED
DECEMBER 3, 2009

Federal Emergency Management Agency

FIGURE 4.11-7



CARBON CANYON DAM INUNDATION AREA

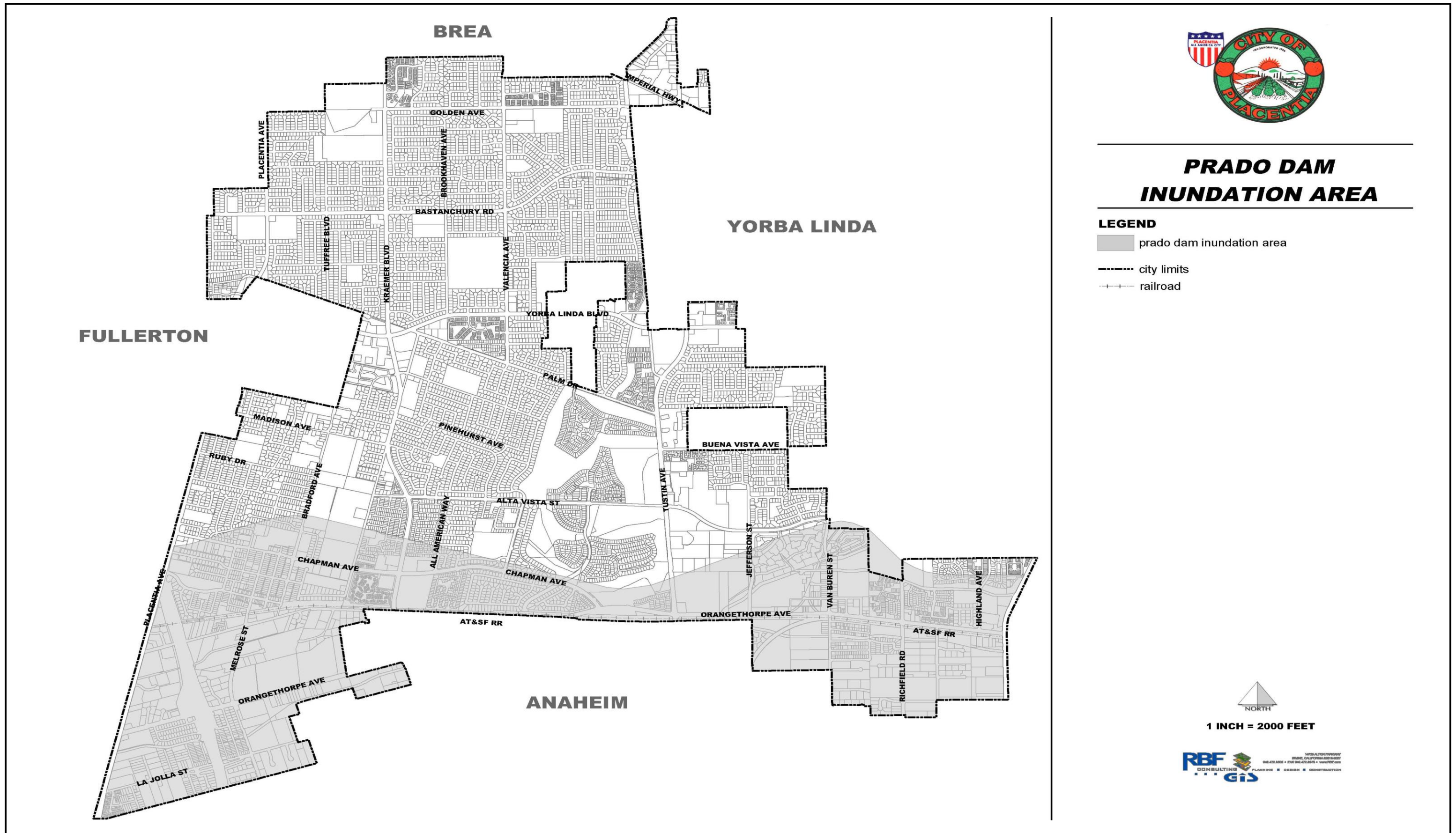
LEGEND

- carbon canyon dam inundation area
- city limits
- railroad



1 INCH = 2000 FEET





PRADO DAM INUNDATION AREA

LEGEND

- prado dam inundation area
- city limits
- railroad



1 INCH = 2000 FEET



FIGURE 4.11-9

Orange County Municipal NPDES Stormwater Program Implementation Structure



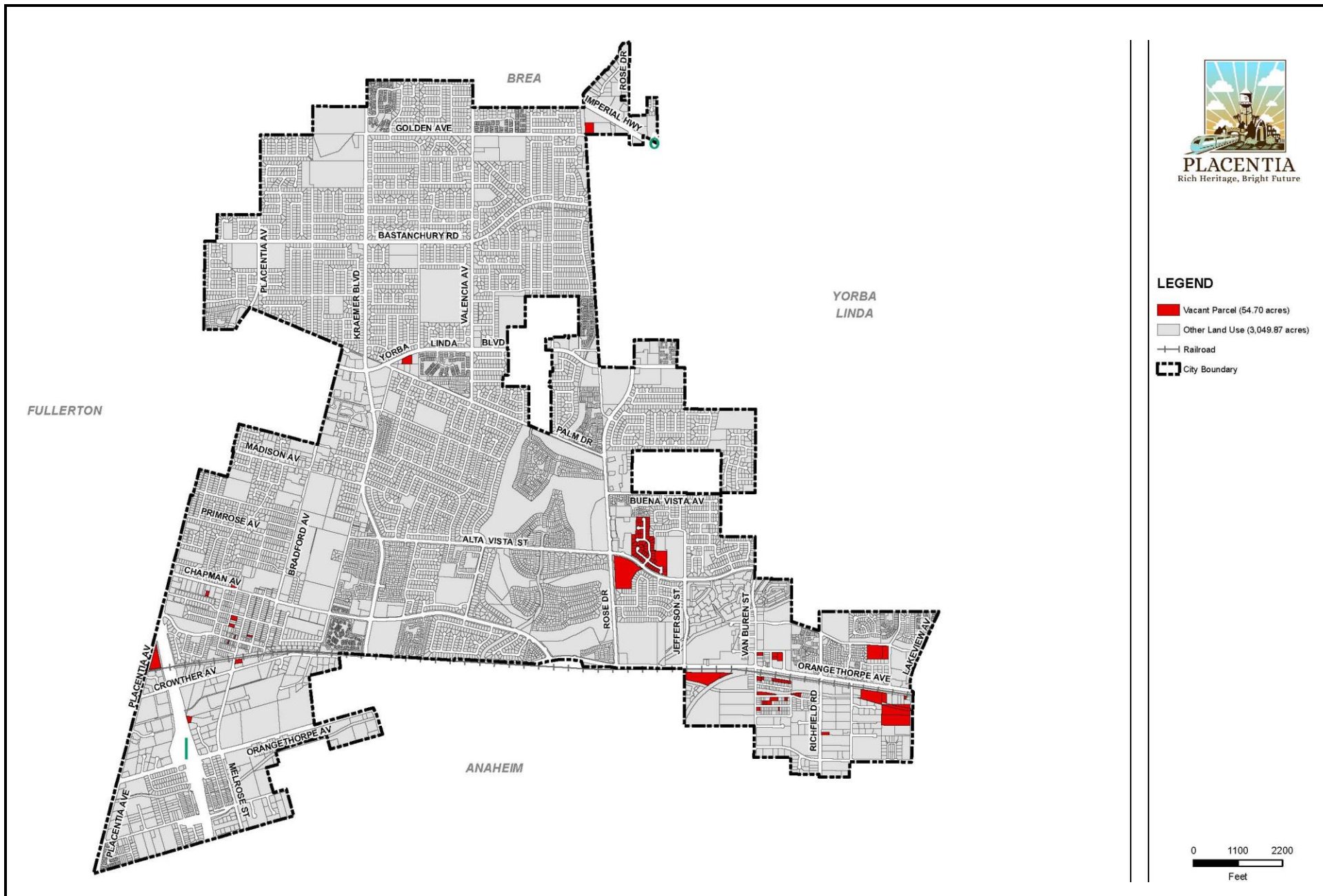
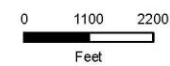
SOURCE: Orange County 2003 Drainage Area Management Plan, July 1, 2003

FIGURE 4.11-10



LEGEND

- Vacant Parcel (54.70 acres)
- Other Land Use (3,049.87 acres)
- Railroad
- City Boundary



SOURCE: City of Placentia

FIGURE 4.11-11

4.12 LAND USE / PLANNING

This Subchapter evaluates the environmental impacts to the issue areas of land use and planning resources from implementation of the proposed General Plan. This section describes the environmental setting for land use, as well as applicable regulatory framework, potential impacts associated with implementation of the proposed General Plan.

4.12.1 Regulatory Setting

4.12.1.1 Regional / Multi-Jurisdictional Plans and Policies

Southern California Association of Governments

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Placentia.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Basin management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts in the region on the Regional Council and Policy Committees.¹ The City of Placentia is a member agency of the Orange County Council of Governments (OCCOG). OCCOG is Orange County's sub-regional planning organization; OCCOG leads development of Orange County's required planning documents within the County can compete for state and federal funding. OCCOG representatives also serve on SCAG committees and Regional Council to make sure Orange County's voice is heard when regional policy-making takes place.²

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections, and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan (AQMP). SCAG 2008 Regional Comprehensive Plan (RCP) addresses regional issues such as housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for

¹ <http://www.scag.ca.gov/about/Pages/Home.aspx>

² <https://www.occoq.com/what-we-do>

their information and voluntary use for preparing local plans and handling local issues of regional significance.

Southern California Association of Governments Regional Comprehensive Plan

The RCP is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure our progress toward a more sustainable region.³

SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. There are two sets of minimum criteria for classification of projects as regionally significant: Criteria 1 through 12 are recommended for use by the CEQA Guidelines Section 15206; and Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the 2008 RCP. Based on SCAG's criteria, the proposed General Plan is considered regionally significant.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 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 (CTCs), tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

What is at the heart of the 2016 RTP/SCS are over 4,000 transportation projects—ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six CTCs and seek to reduce traffic bottlenecks, improve the efficiency of the region's circulation network and expand mobility choices for everyone.

The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. The plan considers operations and maintenance costs, to ensure reliability, longevity and cost effectiveness. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.

South Coast Air Basin Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) and SCAG are designated by the State of California to develop regional air quality plans for the South Coast Air Basin (SCAB) to ensure attainment of national and state ambient air quality standards. Every three years, the SCAQMD prepares an overall plan, or Air Quality Management Plan (AQMP), for the air quality

³ <http://www.scaq.ca.gov/NewsAndMedia/Pages/RegionalComprehensivePlan.aspx>

improvement to be submitted for inclusion in the State Implementation Plan (SIP). Each iteration of the plan is an update of the previous plan. The most current SCAQMD AQMP (2016 AQMP) was adopted by the AQMD Governing Board in March of 2017.

The 2016 AQMP seeks to achieve multiple goals in partnership with other entities promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of our nearly 17 million residents, including those in disproportionately impacted and environmental justice communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. For that reason, the SCAQMD worked with the California Air Resources (CARB) and the U.S. EPA who have primary responsibility for these sources. The Plan recognized the critical importance of working with other agencies to develop new regulations, as well as secure funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. The 2016 AQMP also includes transportation control measures developed by SCAG from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy.⁴ The 2016 AQMP includes the integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS).

In order to achieve the goals and objectives of the AQMP at the local level, all cities and counties must adopt Air Quality elements, ordinances, or plans that fully address air quality and help to implement AQMP measures for achieving compliance with state and federal standards. Local responsibilities for achieving compliance with national and state ambient air quality standards primarily focus on measures that control “indirect sources” such as “facility, building, structure, installation, real property, road, or highway which attracts, or may attract mobile sources of pollution. Such term includes parking lots, parking garages and other facilities subject to any measure for management of parking supply.” Refer to Section 4.4, Air Quality.

City of Placentia: Specific Plans

Specific Plans are designed to implement General Plan goals and policies by designating land uses, densities, development standards and design standards in more specific detail. A specific plan district addresses smaller areas that have unique qualities and require focused planning attention. The City of Placentia has adopted several specific plan zoning districts in the Zoning Code. These Specific Plan districts are shown in Table 4.12-1 below.

⁴ <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

**Table 4.12-1
CITY OF PLACENTIA SPECIFIC PLAN DISTRICTS**

Name of Specific Plan	Description of Specific Plan
Specific Plan 1	The purpose of this specific plan is to permit the adaptive re-use of an existing pioneer estate house for commercial purposes in a manner which will protect adjacent residents from nuisance conditions.
Specific Plan 2	Since the Lewis Lemke House located at 414 North Placentia Avenue is of local historical architectural significance and is representative of a significant period of local history, the purpose of this specific plan is to provide standards whereby it shall be renovated, restored, operated and maintained in a manner to preserve its historical architectural characteristics.
Specific Plan 3	The purpose of this specific plan is to provide an area for senior citizen board and care facilities and senior apartments which shall be compatible with the surrounding residential development and is designed specifically for the needs of the elderly.
Specific Plan 4	The purpose of this specific plan is to provide apartments in a medium density residential setting that will be affordable to lower-income families for a minimum of thirty (30) years. Special development standards are applied to further this purpose and to allow development of a parcel that is impacted by considerable physical constraints.
Specific Plan 5	The specific plan is intended to provide a site for retailers and businesses, which through the characteristics of their respective services offered, cater to the entire community.
Specific Plan 6	The purpose of this specific plan is to provide single-family detached housing of an alternative design while maintaining as many R-1 development standards as possible: to provide private and common recreation opportunities, mitigate impacts from noise and oil production and provide safe vehicle and pedestrian circulation.
Specific Plan 7	The purpose of this specific plan is to assure the consistent development of the East Placentia specific plan area in a manner which meets the growing housing needs of Placentia while adapting to the special characteristics of the land available for residential and commercial development.
Specific Plan 8	The purpose of this specific plan is to provide for cluster single-family detached housing units. There is private fee ownership of the lots in Specific Plan 8, with the majority of the lots configured in a cluster arrangement, and with many of the remaining row lots offering a golf course view.
Specific Plan 9	The purpose of this specific plan is to provide an area for a senior apartment complex, which shall be compatible with the surrounding golf course and residential development and is designed specifically for the needs of senior citizens.
Specific Plan 10	The purpose of this specific plan is to provide for a single-family detached residential neighborhood plus common area open space and improvements. There is private fee ownership of the lots in Specific Plan 10 with common areas owned and maintained by a homeowner's association.

4.12.2 Environmental Setting

4.12.2.1 Planning Area and Background

The planning area for the Placentia General Plan is comprised of 4,238 acres. Out of 4,238 acres in the City, only 54.5 acres are either vacant or considered undeveloped. As such, Placentia is about 98.7 percent built-out.

The present land use distribution is as follows: 30% Low Density Residential, 9% Medium Density Residential, 3% High Density Residential, 3% Commercial, 8% Planned Community, 0.8% Old Town, 1.4% Commercial-Manufacturing, 1% Office, 9.7% Industrial, 6.3% Schools, 2.8% Park, 9.3% Specific Plan, 27.3% Right-of-Way, 1.9% Vacant Land. Please refer to Table 3-1 which contains the Existing Land Use Distribution. The expected proposed General Plan Land Use designations would remain mostly the same as the preceding mix of existing land uses. However, the General Plan adds or modifies a few land use designations including the following:

- Live Work (0 acres dedicated to this land use proposed by the General Plan)
- Mixed-Use (0 acres dedicated to this land use proposed by the General Plan)
- Schools/Industrial (renaming/expansion of the "Schools" land use designation)

The existing land use distribution is summarized in the following table, Table 4.12-2. Table 4.12-3 below summarizes the existing Vacant Land in the City by Land Use Designation. Table 4.12-4 below summarizes the proposed City of Placentia General Plan Land Use distribution.

The proposed General Plan would increase the floor area ratio (FAR)⁵ for future non-residential development from 0.4 to 1.0 to allow for future growth through redevelopment. The land use designations acreages that will change as a result of the General Plan are as follows:

- The Medium Density Residential designation will decrease from 400 designated acres under the existing General Plan to 393 designated acres as a result of the General Plan.
- The High-Density Residential designation will increase from 136 designated acres to 155 designated acres as a result of the proposed General Plan.
- The Planned Community designation will decrease from 337 designated acres to 320 designated acres as a result of the proposed General Plan.
- The Commercial designation will decrease from 47 designated acres to 44 designated acres as a result of the proposed General Plan.
- The Office designation will decrease from 32 designated acres to 26 designated acres as a result of the proposed General Plan.
- The Industrial designation will decrease from 327 designated acres to 311 designated acres as a result of the proposed General Plan.
- The School/Industrial designation will increase from 212 designated acres to 325 designated acres as a result of the proposed General Plan.
- The Park designation will increase from 94 designated acres to 99 designated acres as a result of the proposed General Plan.

⁵ Floor Area Ratio is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built.

**Table 4.12-2
EXISTING LAND USE DISTRIBUTION**

Land Use Designation	Existing Acreage	Percentage ¹	Number of Units
Low Density Residential	1,266	30%	6,900
Medium Density Residential	400	9%	3,676 ²
High Density Residential	136	3%	2,503
Commercial	137	3%	--
Planned Community (Alta Vista Golf Course)	337	8%	1,614
Old Town	29	1%*	285
Transit Oriented Development (TOD)	22	1%*	11
Commercial-Manufacturing	47	1%	--
Office	32	1%*	--
Industrial	327	8%	--
Schools	212	5%	--
Park	94	2%	--
Specific Plan	309	7%	2,281
ROW – Railroad	25	0.7%*	--
ROW - Parkway Vista	18	0.5%*	--
ROW - Local Streets	798	19%	--
ROW - Freeways, Flood Control, Highway	49	1%	--
Undeveloped or Vacant land in the City	54.5	1.3%	--
TOTAL AREA OF CITY W/O ROW	3,348		
TOTAL AREA OF CITY	4,238	100%	17,270

Notes:

¹ Percentages based on 4,238 acres of total land area within City limits, which includes the right-of-way acreage. Percentage figures are rounded to closest whole numbers.

² 569 mobile homes are principally located in the Medium-Density district.

* The symbol * means that the percentage is less than 1 percent.

**Table 4.12-3
SUMMARY OF VACANT LAND BY LAND USE DESIGNATION**

Land Use Designation	Vacant Areas	Vacant Parcels
Low Density Residential	3.6	24
Medium Density Residential	6.1	8
High Density Residential	5.2	3
Commercial	2.3	3
Old Town	0.2	3
Transit Oriented Development (TOD)	0.4	1
Office	1.4	2
Commercial-Manufacturing	8.4	5

Land Use Designation	Vacant Areas	Vacant Parcels
Industrial	5.7	4
Specific Plan	21.2	65
Total	54.5	118
Note: 1.3% of total city is vacant Source: City of Placentia, 2018		

**Table 4.12-4
PROPOSED GENERAL PLAN LAND USE DESIGNATIONS**

Land Use Designation	Approximate Acreage	Percentage ¹
Low Density Residential	1266	30%
Medium Density Residential	393	9%
High Density Residential	155	4%
Planned Community	320	8%
Commercial	137	3%
Old Town	29	1%*
Commercial-Manufacturing	44	1%
Mixed-Use	0	0%
Transit Oriented Development (TOD)	22	1%*
Live Work	0	0%
Office	26	1%*
Industrial	311	7%
Schools/Industrial	225	5%
Parks	99	2%
ROW - Freeways, Flood Control, Highway	49	1%
ROW - Parkway Vista	18	1%*
ROW- Local streets	798	19%
ROW- Railroad	25	1%*
Specific Plan	322	7%
TOTAL AREA OF CITY	4,238	100%

¹ Percentages based on 4,238 acres of total land area within City limits, which includes the right of way acreage. %age figures are rounded to closest whole numbers. The symbol * means that the %age is less than 1%.
Source: City of Placentia, May 2018

The overall intent of the existing General Plan designations, when compared to the proposed General Plan, is generally the same. Since the last adopted General Plan Land Use Map in 1977, thirty land use amendments have been adopted by the City. The primary purpose for these amendments has been to create opportunities to accommodate market demand for alternative land uses in various parts of the City. The types of land use amendments adopted are varied and have included re-designating low-density residential land to medium-density residential, commercial to residential, industrial to commercial/manufacturing, office to commercial or residential, and creating at least five specific plan areas. The two most recent amendments designated two areas near the upcoming Metrolink Station from commercial and industrial to “Old

Town” and “Transit Oriented Development.” The total of these two combined areas is approximately 50 acres.

4.12.3 Thresholds of Significance

The criteria used to determine the significance of impacts related to Land Use and Planning are based on Appendix G of the CEQA Guidelines. The proposed program would result in a significant impact to Land Use and Planning if it would:

1. Physically divide an established community; and,
2. 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?

For the purposes of this impact analysis, a significant impact would occur if implementation of the proposed project would result in inconsistencies or conflicts with the adopted goals and policies that are adopted for purposes of avoiding or mitigating an environmental effect of the General Plan, applicable rules and regulations of the Development Code, and SCAG Regional Comprehensive Plan and Guide and Growth Visioning Program. Based on these significance thresholds and criteria, the proposed General Plan’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.12.4 Project Impacts and Mitigation Measures

4.12.4.1 Proposed Land Use Plan

The Land Use Element contains the General Plan Land Use Map (refer to Figure 3-2) and text that describes the City’s future land use pattern. The Land Use designations of the General Plan Update are listed and discussed in brief below.

Residential Land Use Designations

Low Density Residential

The Low Density Residential designation is intended to provide for the development of single-family detached homes on moderate-to large-sized lots. The Low Density Residential designation permits a maximum development of six dwelling units per acre. The Low Density Residential designation make up approximately 1,266, or 30%, of the City’s total land area.

Medium Density Residential

The Medium Density Residential designation is intended to provide for the development of single-family detached homes with increased density. The Medium Density Residential designation permits development of up to 15 dwelling units per acre. The Medium Density Residential designation makes up approximately 393 acres, or approximately 9%, of the City’s total acreage.

High Density Residential

The High Density Residential designation is intended to accommodate multiple family residences such as apartments. This designation permits a maximum development of 25 dwelling units per acre. The High Density Residential designation will consist of approximately 155 acres, or 4%, of the City’s total acreage.

Commercial Land Use Designation

The Commercial designation encompasses a broad range of retail uses. The Commercial designation makes up approximately 137 acres, or 3%, of the City's total acreage. The Commercial designation permits a maximum FAR of 1.0.

Old Town (OT) Land Use Designation

This designation permits a mixture of housing, retail, office, and/or other similar uses integrated into a walkable neighborhood and located within a half-mile of quality public transportation. Typically, this type of development is characterized by a mixture of medium-high to high density residential development (30 to 65 dwelling units/acre), and neighborhood-supporting mixed-use areas designed to be contextually appropriate in and compatible with the identified neighborhood or historic area. On a single site, a combination of non-residential and residential uses can occur in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component. Commercial retail is encouraged to be the primary use on the ground floor. Professional office and housing uses are also encouraged, particularly as adaptive reuse opportunities within existing structures. This designation encourages lower parking standards, enhanced pedestrian environment, active streetscape, and enhanced amenities for bikes and buses. Transit orientation, walkability, and pedestrian access are key considerations. This land use designation shall feature sites for reserved solely for residential development (30 to 65 dwelling units/acre) and for mixed-use developments. The Old Town designation makes up approximately 29 acres, or less than 1% of the City's total acreage.

Transit Oriented Development (TOD) Land Use Designation

This designation permits transit oriented development. Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. Typically, this type of development is characterized by high density residential development (65 to 95 dwelling units/acre), lower parking standards, enhanced pedestrian environment, active streetscape, and enhanced amenities for bikes and buses. In TOD areas, the pedestrian and transit rider are given priority over the motorist. The TOD designation makes up approximately 22 acres, or less than 1% of the City's total acreage.

Mixed-Use (MU) Land Use Designation

Local and neighborhood-supporting mixed-use areas designed to be contextually appropriate in and compatible with the identified neighborhood or historic area. On a single site, a combination of non-residential and residential uses can occur in the same structure or on the same site, where the residential component is located either above (vertical mixed-use) or behind or next to (horizontal mixed-use) the non-residential component. Commercial retail is encouraged to be the primary use on the ground floor. Professional office and housing uses are also encouraged, particularly as adaptive reuse opportunities within existing structures. Transit orientation, walkability, and pedestrian access are key considerations. There are currently no parcels designated as Mixed-Use.

Live Work (LW) Land Use Designation

This category of land use is represented by an integrated residence and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity. There are currently no parcels designated as Live Work.

Commercial-Manufacturing Land Use Designation

The Commercial-Manufacturing designation is intended to provide for uses combining both commercial and industrial characteristics. In addition, the designation allows for commercial uses that require large display or storage areas. The Commercial-Manufacturing designation permits a maximum FAR of 1.0. The Commercial-Manufacturing designation makes up approximately 44 acres, or 1% of the City's total acreage.

Office

The Office land use designation provides for office, professional employment and services. The designation is intended to provide for office type uses that are located along major roadways, providing buffers for residential areas. The Office designation permits a maximum FAR of 1.0. The Office designation makes up approximately 26 acres, or less than 1% of the City's total acreage.

Industrial

The Industrial land use designation provides for industrial uses with a maximum FAR of 1.0. The Industrial designation makes up approximately 311 acres, or 7% of the City's total acreage. Industrial uses are high traffic generators and adequate access to these uses and buffering from surrounding sensitive uses should be provided.

Schools/Industrial

The School/Institutional land use designation provides for schools, their related uses and public buildings such as City Hall, the library, and the Police Station., all located at the City's Civic Center. Schools should be located in residential areas and away from high intensity uses that generate substantial traffic and noise. The School designation makes up approximately 225 acres. This accounts for approximately 5% of the City's total acreage

Parks

The Parks land use designation is intended for recreational type areas such as City parks. Open space should be located in residential areas so that recreational opportunities can be in close proximity to residents. The Parks designation makes up approximately 99 acres, or 2% of the City's total acreage.

Specific Plan

Currently, the City has ten specific plan areas, covering approximately 322 acres. The specific plans are principally for residential development, although two allow for commercial. Two residential specific plans allow for home occupations on the same property as historic structures

and two allow for day care or assisted living. Another permits residential in conjunction with oil extraction. The Specific Plan designation makes up approximately 322 acres, or 8% of the City's total acreage.

4.12.4.2 Land Use Compatibility

Implementation of the General Plan Could Disrupt or Physically Divide an Established Community

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Implementation of the proposed General Plan would not result in any direct impacts regarding land use compatibility within the City. The purpose of the General Plan and General Plan Land Use Policy Map has been developed to provide for a compatible pattern of development. The goals and policies direct future growth and development, while minimizing existing and potential land use conflicts. The City of Placentia is nearly completely developed, with only 1.3% of vacant land available in the City for future new development. All other future development will be accomplished by redevelopment within the community. As stated above, the land use designations proposed by the General Plan will not differ significantly when compared to the existing designations. However, there are a few minor changes in acreages designated for the following land uses.

- The Medium Density Residential designation will decrease from 400 designated acres under the existing General Plan to 393 designated acres as a result of the General Plan.
- The High Density Residential designation will increase from 136 designated acres to 155 designated acres as a result of the proposed General Plan.
- The Planned Community designation will decrease from 337 designated acres to 320 designated acres as a result of the proposed General Plan.
- The Commercial designation will decrease from 47 designated acres to 44 designated acres as a result of the proposed General Plan.
- The Office designation will decrease from 32 designated acres to 26 designated acres as a result of the proposed General Plan.
- The Industrial designation will decrease from 327 designated acres to 311 designated acres as a result of the proposed General Plan.
- The School/Industrial designation will increase from 212 designated acres to 3225 designated acres as a result of the proposed General Plan.
- The Park designation will increase from 94 designated acres to 99 designated acres as a result of the proposed General Plan.

Among the ten zones with revised land use only zones 1 and 4 would have impact on traffic volumes. Zone 5 is currently the Melrose Elementary School; Zone 6 is currently the Placentia Library District; Zone 10 is currently the Placentia Champions Sports Complex. For these three zones the existing land use already matches the Proposed General Plan land use. Therefore, the traffic generated by these projects has been reflected in the existing traffic counts and the future year forecasted traffic volumes.

Zone 7 is changed from medium density residential to Specific Plan. Zone 8 is changed from Planned Community to Specific Plan. The City confirmed that no detailed land use is expected to be changed. All the parcels in Zone 9 are currently used by schools or institutions. Therefore, no land use is expected to be changed either.

**Table 4.12-5
 PROPOSED GENERAL PLAN TRIP GENERATION SUMMARY**

Zone	Current GP Land Use	Proposed GP Land Use	Area in Acres	Daily Total	AM Peak (IN)	AM Peak (OUT)	AM Pack Total	PM Peak (IN)	PM Peak (OUT)	PM Peak Total
1	Light Industrial	High Density Residential	3.65	338	(10)	21	11	21	(1)	20
2	Industrial	High Density Residential	4.12	439	(1)	24	23	24	7	31
3	Industrial	High Density Residential	6.37	679	(3)	38	35	38	10	48
4	Industrial	High Density Residential	5.03	536	(3)	30	27	30	7	37
Total				1,992	(17)	113	96	113	23	136

The modest changes in areas designated for the above land uses are proposed to accommodate the growth forecast by the General Plan. With very little acreage remaining to be developed, the City requires modifications to accommodate the future residents and employees that would reside and work within the City as development associated with build out occurs. For instance, the population within the City is anticipated to increase by 18,721 persons at buildout, and as such, an increase in acreage designated for High Density Residential would accommodate the additional housing required to meet the demand generated by the additional population growth. This increase also incorporates the existing parcels that have been amended from other uses to High Density Residential uses since the previous iteration of the General Plan (1973). Land Use Policy LU 1.2 enforces the City’s support for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing and mobile homes, in designated areas to satisfy regional housing needs. As such, the increase in High Density Residential uses versus the small decrease in Medium Density Residential uses supports the need for the City to satisfy regional housing demand through developing residential housing that would accommodate the largest number of persons. The General Plan Land Use Designations that allow Residential development would accommodate the appropriate number of dwelling units required based on the growth projected as a result of buildout of the General Plan.

Ultimately, because the City of Placentia is 98.7% developed, the potential to physically divide an established community as a result of development associated with the General Plan is limited to the few remaining vacant parcels of land. Redevelopment of developed parcels may occur, but would generally occur under the underlying land use designation; the City must approve future projects that would require a General Plan Amendment—approval to do so would be at the discretion of the City.

Implementation of the proposed General Plan would lead to greater urbanization to the extent in which vacant land is available for development. This would occur through intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. Table 4.12-6 includes the density or intensity standard for each land use designation and the corresponding future development potential. However, given the limited amount of vacant land (54 acres), the level of existing, stable development, and the historical development patterns over the last three decades, the buildout is not likely to be realized.

**Table 4.12-6
GENERAL PLAN LAND USE DESIGNATION – POTENTIAL DEVELOPMENT BUILDOUT**

Land Use Designation	Density Standard (du/ac) or Total Acres (acs)	Intensity Standard (FAR) ¹	Ultimate Buildout Dwelling Units ²	Ultimate Build Out Square Footage ²
Low Density Residential	6 du/ac		7,596	
Medium Density Residential	15 du/ac		5,895	
High Density Residential	25 du/ac		3,875	
Commercial	137 acs	1.0 FAR		5,967, 720
Old Town ³	30-65 du/ac		810	181,250
Transit Oriented Development (TOD)	65-95 du/ac		564	30,000
Commercial-Manufacturing	44 acs	1.0 FAR		1,910,640
Office	25 acs	1.0 FAR		1,089, 900
Industrial	311 acs	1.0 FAR		13,547,160
Specific Plans ⁵	322 acs	Varies	3,690	570,200
Residential Planned Community	7.1 du/ac		2,272	
TOTAL			24,702	22,511,890

Source: City of Placentia, May 2018

Notes:

¹ Density standards represent the maximum gross density allowed. Net densities would be lower, dependent on zoning requirements and other regulatory considerations that limit the full development potential.

² Ultimate dwelling units and square footage estimates based upon existing acreage multiplied by gross density/intensity standards. The realistic buildout for the city is represented in the Environmental Impact Report for the General Plan update.

³ Based on the Negative Declaration, (ND 2017-02), July 2017 the Old Town area would consist of the addition of 525 residential units, 85,000 square feet of commercial use, 40,000 square feet of retail use, and a 50-room hotel to the existing area. The existing number of units is 285.

⁴ Based on Mitigated Negative Declaration, (MND 2017-01), April 2017, which assumed a 5,000 net vehicle trip cap. The cap of 5,000 vehicle trips (net) at buildout assumes that an estimated 752 dwelling units (DU) could be constructed under an all residential development scenario and stay within the 5,000 vehicle trip cap or, alternatively, a mix of 75% residential (564 DU) and 25% commercial (30,000 square feet of gross leasable area (GLA)) could also stay within the 5,000 vehicle trip cap. This table assumes the mix scenario. Any additional development above the 5,000-trip cap would require further environmental analysis and is not permitted until that is completed.

⁵ Specific Plan category represents both residential and commercial development and was calculated taking potential buildout of each specific plan area and then totaling, as below:

- SP 1- SFD=1 Unit
- SP 2- SFD =1 Unit
- SP 3- Assisted Living – 5.80 45du/ac for 261 units
- SP 4- 8 affordable units
- SP 5- 19 acres of retail, hotel, dealership 0.5 FAR assumption for 413,820 sf of commercial
- SP 6- 4.1 acres, 6 du/ac for 24 units
- SP 7- 300 acres residential and commercial:
 - o Low Density—163.85 ac 6 du/ac = 983 units
 - o Medium Density—11.40 ac at 15du/ac = 171 units
 - o Medium-High Density—36.97ac at 20du/ac (assumption) =739 units
 - o High Density—37.34ac at 25du/ac = 933 units
 - o Commercial—7.18ac 0.5 FAR (assumption) =156,380sf
- SP 8- 7 acres at 10.3 du/ac = 72 units
- SP 9- 10.35 ac at 40.5 du/ac = 419 units
- SP 10- 7.82 ac at 10 du/ac = 78 units

Table 4.12-6 above, establishes consistent and compatible development intensities to ensure existing and future land uses would not negatively impact adjacent and surrounding uses.

Implementation of the proposed General Plan would not result in any direct adverse impacts regarding land use compatibility with surrounding jurisdictions. The land use changes proposed are minor, and are intended to accommodate existing non-conforming uses that blend with the surrounding area, re-designate uses that are not compatible with surrounding uses, and satisfy the demand for certain uses that would be generated by the City’s projected growth. The proposed land uses and overall intent of the changes proposed in the General Plan are generally consistent with surrounding development and would not involve land use compatibility impacts. Further, as stated, the goals and policies identified in the proposed General Plan are designed to preserve and improve existing and future physical development by ensuring that adjacent land uses are compatible with one another. Impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.2	Allow for a variety of residential infill opportunities including single family, multi-family, mixed-use, manufactured housing and mobile homes, in designated areas to satisfy regional housing needs.
	LU-1.3	Provide sites for a range of commercial uses, including shopping, dining, entertainment, and offices that provide a strong employment base and offer local services. Encourage the redevelopment of aging commercial centers.
	LU-1.4	Preserve and improve industrial uses that provide manufacturing employment opportunities, through infrastructure upgrades, enhanced aesthetics, and new business development strategies.
	LU-1.5	Promote the development of distinct, well-designed focus areas that are served by transit, contain a mix of commercial or civic activities, are supported by adjacent residential areas, and serve as focal points in the community.
	LU-1.6	Encourage mixed use development within the Old Town District, TOD District and other appropriate areas.
	LU-1.7	Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.
	LU-1.10	Create specific zoning or plans for major corridors within the City. This would include the Chapman Avenue corridor and the Placentia Avenue corridor, among others major thoroughfares.
Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.1	Where residential/commercial Mixed-Use is permitted, ensure compatible integration of adjacent uses to minimize conflicts through site planning, development standards and architectural compatibility.

- LU-2.2 Develop residential and commercial design guidelines to both protect existing development and allow for future development that is attractive, compatible, and sensitive to surrounding uses.
- LU-2.3 Orient land uses that create employment opportunities toward major and primary arterial streets so that activities associated with these uses will have minimal effect upon adjacent residential neighborhoods.
- LU-2.4 Large, contiguous vacant or underutilized parcels should be comprehensively planned for development to be compatible with adjacent neighborhoods.
- LU-2.5 Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards or design guidelines with such techniques as buffering, landscaping, setbacks and traffic calming features.
- LU-2.6 Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.
- LU-2.7 Allow small lot single-family and medium-density development as infill projects and provide adequate development standards or design guidelines to ensure compatibility with surrounding residential uses.
- LU-2.8 Preserve Placentia's low-density residential neighborhoods through enforcement of land use and property development standards while creating a harmonious blending of buildings and landscape when new development occurs.
- LU-2.9 Reduce the number of existing isolated commercial outlets through consolidation, where appropriate, and discourage small-scale strip commercial development.
- LU-2.10 Encourage non-conforming uses and buildings to be brought into compliance with City codes.
- LU-2.11 Preserve neighborhood integrity by routing extraneous traffic around neighborhoods.
- LU-2.12 Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, when and where feasible.
- LU-2.13 Monitor the impact and intensity of land uses in adjacent jurisdictions on Placentia's transportation and circulation systems, so that traffic from projects in neighboring cities can move efficiently without interfering with existing development. Impacts from these projects shall be properly assessed to mitigate any impacts to the existing Placentia mobility network.
- LU-2.14 Encourage consolidation of parking and reciprocal access agreements among adjacent businesses to minimize curb cuts and disruption of traffic flow.
- LU-2.15 Work with Orange County Fire Authority (OCFA) to ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.

	LU-2.16	Establish and maintain recreational open space opportunities in proximity to residential areas.
	LU-2.17	Encourage the development of Mixed-Use and transit-oriented development to promote a wider range of residential opportunities, to help meet the regional housing needs, and to complement the principles of the Complete Streets model.
	LU-2.18	Work pro-actively with Orange County Transportation Authority (OCTA) to properly plan appropriate land uses around existing and future planned transportation projects built by OCTA.
	LU-2.19	Orient the placement of developments to take advantage of views of open space or circulation greenery to enhance mental health benefits.
	LU-2.20	Require adequate off-street parking for all land uses so that on street parking is not necessary on arterial streets. Ensure that off-street parking facilities are designed to be future-compatible and adaptively reusable for retail, distribution and other uses, reflecting advances in shared automobile technology and shifts toward e-commerce and new urban goods movement and delivery models.
	LU-2.21	Ensure development provides adequate infrastructure improvements are provided to support new multi-family development, including on-site recreational amenities.
Goal	LU-3	<i>Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties.</i>
Policies	LU-3.3	Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.
	LU-3.4	Provide rehabilitation assistance in targeted residential neighborhoods and commercial districts to eliminate code violations and enable the upgrading of residential and commercial properties.
	LU-3.6	Encourage creative reuse, restoration and adaptive reuse of historical buildings.
	LU-3.7	Develop economically viable policies and programs to facilitate a retail adaptive use of historical buildings that will have a public function, thereby allowing it to become part of contemporary urban life.
Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.2	Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.
	LU-5.3	Continue established design themes of existing neighborhoods for new development in or adjacent to that neighborhood.
	LU-5.4	Ensure compatible design with sensitive building massing and proportion.
	LU-5.8	Improve the quality of Placentia’s multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in new multi-family

projects; c) increased code enforcement; and d) improved site, building, and landscape design.

LU-5.9 Review and revise, as necessary, the City's development standards and project review/approval process to improve the quality of new development and to protect the public health and safety.

Goal LU-6 *Ensure and improve the visual image, economic vitality and infrastructure of the Old Town area, the TOD district, and surrounding areas, like the future Chapman corridor.*

Policies LU-6.1 Vigorously implement the Old Town Revitalization Plan, adopted in 2016, TOD, and surrounding areas. Seek grants and other funding sources to implement.

LU-6.2 Promote economic revitalization for the Old Town and TOD area through business attraction and retention activities. Programs should include consultation and participation with businesses and residents of the area.

LU-6.3 Conduct, with assistance and cooperation of area merchants, special community events to encourage cultural awareness and community participation awareness of the Old Town and TOD area.

LU-6.4 Promote new businesses, mixed used projects, and re-use of historic structures in the Old Town and TOD districts. Monitor the TOD and Old Town zoning districts to determine if any amendments would help spur new development.

LU-6.5 Implement programs and projects that contribute to funding for new infrastructure in the Old Town and TOD districts, with a focus on private development funding and other infrastructure financing tools.

LU-6.6 Focus planning and economic development efforts to spur development and infrastructure improvement on major transportation corridors, such as the future Chapman Avenue corridor.

LU-6.7 Incorporate existing established businesses into new development in the Old Town and TOD districts.

Noise Element

Goal N-3 *Minimize noise spillover from commercial uses into nearby residential neighborhoods.*

Policies N-3.2 Use increased setbacks where necessary to ensure noise from new development does not impact adjoining residentially used or zoned property.

N-3.3 Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

N-3.4 Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City's Noise Ordinance.

N-3.5 Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive uses.

- N-3.7 Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collections areas.

Health, Wellness and Environmental Justice Element

- | | | |
|-----------------|-----------------|---|
| Goal | HW/EJ-2 | <i>Promote land use patterns, both private and public, that promote increased physical activity and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.</i> |
| Policies | HW/EJ-2.2 | Promote public spaces that provide pleasant places in which neighbors can meet, congregate, and be physically active together. |
| Goal | HW/EJ-4 | <i>Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.</i> |
| Policies | HW/EJ-4.1 | Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City. |
| | HW/EJ-4.2 | Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs. |
| | HW/EJ-4.3 | Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes. |
| | HW/EJ-4.4 | Fully implement and promote the Old Town Revitalization Plan and the Transit Oriented Development district to ensure, as those areas develop under these plans, that a full range of retail and services are provided within walking or easy transit distances. |
| | HW/EJ-4.5 | Update Zoning Code to eliminate any barriers to facilitating the goal of creating complete neighborhoods with access to retail and recreation resources within walking distance of homes. |
| Goal | HW/EJ-15 | <i>Provide public education, collaborations, and meaningful civic engagement in local decision-making processes that promote positive health outcomes and the health and well being of residents.</i> |
| Policies | HW/EJ-15.2 | To promote social cohesion, encourage activities, such as block parties and community-wide social events, that strengthen neighborhood social cohesion and the overall identity of the City. |

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.12.4.3 Federal, State, And Regional/Multi-Jurisdictional Land Use Plans, Policies, or Regulations

Implementation of the Proposed General Plan Could Result in Potential Inconsistency with Federal or State Regulations, Regional/Multijurisdictional Plans and Policies, or Local Plans and Policies

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The proposed General Plan has refined and supplemented goals and policies regarding future development within the City. The proposed General Plan would have a beneficial effect by making the General Plan a more effective tool to review future projects and to coordinate with other jurisdictions and regulatory agencies on regional planning and environmental matters.

The proposed General Plan contains goals and policies that continue to support current procedures followed by the City when development applications are reviewed, including the referral of plans to appropriate Federal and State agencies to ensure consistency between City and other agency regulations and requirements.

The consistency of the proposed General Plan with specific Federal and State plans is presented in Table 4.12-7, Proposed General Plan Consistency with Federal and State Regulations.

**Table 4.12-7
 PROPOSED GENERAL PLAN CONSISTENCY WITH FEDERAL AND STATE REGULATIONS**

Plan or Policy	Consistency Statement
Federal Regulations	
Clean Air Act	Consistent: The proposed General Plan contains goals and policies to protect air quality consistent with the Clean Air Act, including 1) cooperation with SCAQMD and SCAG to meet the region's AQMP 2) land use and transportation measures to reduce vehicle trips and congestion, and 3) encouraging alternate modes of transportation (i.e., walking, biking, and public transit use). Therefore, the proposed General Plan is consistent with the Clean Air Act.
Clean Water Act (Section 404)	Consistent: The proposed General Plan contains goals and policies—specifically in the Conservation Element—designed to protect water resources and enhance water quality. Therefore, the proposed General Plan is consistent with the Clean Water Act.
National Pollutant Discharge Elimination System (NPDES) Permit Program	Consistent: The proposed General Plan provides goals and policies designed to protect water quality. Development allowed through implementation of the proposed General Plan would be required to implement storm water best management practices during and after construction in accordance with the NPDES permit program. Therefore, the proposed General Plan is consistent with the NPDES program.
Federal Endangered Species Act	Consistent: Because the City of Placentia is nearly completely developed, with only 1.3% of land within the City remaining vacant, there is a very low potential for rare or endangered plant or animal species are anticipated to occur within the City. However, any development or redevelopment occurring as a result of implementation of the proposed General Plan would be required to comply in full with the Endangered Species Act

Plan or Policy	Consistency Statement
	and the Biological Resources Policies within the Conservation Element. This would include mitigation of any significant impacts to any rare or endangered species.
State Regulations	
California Endangered Species Act	Consistent: Because the City of Placentia is nearly completely developed, with only 1.3% of land within the City remaining vacant, there is a very low potential for rare or endangered plant or animal species are anticipated to occur within the City. However, any development or redevelopment occurring as a result of implementation of the proposed General Plan would be required to comply in full with the California Endangered Species Act and mitigate any impacts to such species.
California Wetlands Policy	Consistent: Because the City of Placentia is nearly completely developed, with only 1.3% of land within the City remaining vacant, there is a very low potential for wetlands within the City. However, any proposed impacts to wetlands or jurisdictional waters associated with implementation of the proposed General Plan would require preparation of a delineation report and jurisdictional determination by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Potential impacts to wetland impacts would be subject to the CDFG streambed alteration agreement requirements and Federal and State laws that protect jurisdictional waters of the United States. These agreements require the avoidance of wetlands and implementation of mitigation measures for any related wetlands impacts.

As summarized above, the proposed General Plan would be consistent with Federal and State Regulations.

The proposed General Plan includes relevant goals and policies that reflect and respond to SCAG’s regional goals. The Land Use Element is intended to establish the overall policy direction for land use planning decisions in the City. As such, goals and policies established in the Land Use Element shape and reflect the policies and programs contained in other General Plan Elements. In addition, policies in the Land Use and Economic Development Elements, as well as the Housing Element address regional jobs/housing balance objectives, in regards to providing housing for all income levels, while providing a range of housing types and employment opportunities. The Mobility Element contains goals and policies aimed at providing an inter-connected, safe, efficient and equitable transportation system that incorporates many modes of travel while prioritizing improvements that create a more walkable, bikeable and transit-oriented community. The Conservation Element outlines the City’s efforts to participate in programs aimed at improving regional air quality through proper land use and transportation planning, as well as encouraging various programs and policies that incentivize emissions reductions. The Health and Wellness Element Element establishes a strong policy framework for developing conditions that will improve the health and well-being of Placentia citizens, particularly those within the disadvantaged communities.

The consistency of the General Plan with specific SCAG Regional Plans—including the SCAG Regional Comprehensive Plan 2008; SCAG Regional Transportation Plan/Sustainable Communities Strategy 2016—is presented in Table 4.12-8, Proposed General Plan Consistency with SCAG Regional Plans.

**Table 4.12-8
PROPOSED GENERAL PLAN CONSISTENCY WITH SCAG REGIONAL PLANS**

Plan or Policy	Consistency Statement
Southern California Association of Governments Regional Comprehensive Plan: Land Use and Housing¹	
<p>LU-2.1 All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.</p>	<p>Consistent: Several chapters of the General Plan contain goals and policies that support transit-oriented development (TOD). Further, the Mobility Element's goals and policies enforces that the City should seek grants and funding to implement the TOD district in the City, and also to implement programs and projects that would contribute to funding for new infrastructure in the TOD district. As such the General Plan would be consistent with RCP Policy LU-2.1.</p>
<p>LU-4 Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.</p>	<p>Consistent: The Housing Element of the proposed General Plan contains several Goals and Policies that encourage the pursuit of funds to provide affordable housing and also encourage the City to meet regional housing needs. Please refer to Chapter 4-14, Population and Housing, which determined that the General Plan would have a less than significant impact on population and housing in both a regional and local context. As such the General Plan would be consistent with RCP Policy LU-4.</p>
<p>LU-4.1 Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.</p>	<p>Consistent: Refer to the discussion under LU-4 above. The Housing Element of the proposed General Plan contains several Goals and Policies that enforce the City's pursuit of housing that would meet the regional housing needs. Please refer to Chapter 4-14, Population and Housing, which determined that the General Plan would have a less than significant impact on population and housing in both a regional and local context. As such the General Plan would be consistent with RCP Policy LU-4.1.</p>
<p>LU-5 Local governments should leverage federal and State and local funds to implement the Compass Blueprint.</p>	<p>Consistent: The Compass Blueprint seeks the following: (1) provide adequate and affordable housing; (2) promote jobs-housing balance; (3) reduce vehicle miles traveled (VMT); (4) improve social equity and environmental justice. The General Plan includes several policies and goals pertaining to the provision of adequate and affordable housing, and also includes several goals and policies that encourage creation of neighborhoods in which residents can both live and work in close proximity. The Conservation Element and the Mobility Element offer goals and policies that encourage a mix of land uses located together to reduce vehicle trips and miles traveled—Ultimately many of the General Plan would meet the VMT goal because the General Plan provides Goals and Policies to create a more alternative transportation friendly City. The Health and Wellness Element addresses environmental justice, and other General Plan Elements address access to affordable housing and economic development for underserved portions of the population. Ultimately, the General Plan Goals and Policies encourage the City to seek federal, state, and</p>

Plan or Policy	Consistency Statement
	local funds that would contribute to the Compass Blueprint, and as such, the General Plan is consistent RCP Policy LU-5.
<p>LU-5.1 All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development’s Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.</p>	<p>Consistent: Refer to the discussion under LU-5 above. Several chapters of the General Plan contain goals and policies that support transit-oriented development (TOD). Further, the Mobility Element’s goals and policies enforces that the City should seek grants and funding to implement the TOD district in the City, and also to implement programs and projects that would contribute to funding for new infrastructure in the TOD district. As such the General Plan would be consistent with RCP Policy LU-5.1.</p>
<p>LU-6 Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.</p>	<p>Consistent: The Mobility Element of the General Plan has been designed and developed in accordance with all applicable regional transportation plans, including the SCAG 2016-2040 RTP/SCS, to ensure that the roadway network within the planning area is consistent with the overall long-term transportation goals of the region. Further, the General Plan identifies working with adjacent jurisdictions and regional agencies and as such considers shared regional priorities as part of its implementation. Therefore, the General Plan is consistent RCP Policy LU-6.</p>
<p>LU-6.1 Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on updates and implementation, as required by law.</p>	<p>Consistent: The proposed General Plan is a comprehensive update that includes addressing issues required by law as well as those that are pressing due to the current climate even though the specific chapters are not required by law (such as the Sustainability Element). The implementation of the General Plan as a proposed update would comply with RCP Policy LU-6.1.</p>
<p>LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council’s Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.</p>	<p>Consistent: The proposed General Plan proposes several Goals and Policies that promote green building practices, including the following: the promotion of non-polluting industry and clean green technology companies located within the City; the promotion of green, attractive and sustainable development and practices; the creation of a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs; and, the promotion of energy and water conservation and “green building” in new and existing residential developments, etc. As such, the General Plan is consistent RCP Policy LU-6.2.</p>
<p>LU-6.3 Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.</p>	<p>Consistent: The Land Use Element of the proposed General Plan includes Policies and Goals that encourage the revitalization of underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties. These policies are consistent with RCP Policy LU-6.3.</p>
<p>LU-6.4 Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.</p>	<p>Consistent: Please refer to the discussion under LU 6.3 above. The Land Use Element of the proposed General Plan includes Policies and Goals that encourage the revitalization of underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties. Furthermore, the General Plan promotes the rehabilitation of areas with code violations, and provides framework for the City to develop programs that would encourage reuse and rehabilitation of dilapidated, under-used, or historic buildings or uses, which would ultimately be consistent with RCP Policy LU-6.4.</p>

Plan or Policy	Consistency Statement
<p>Southern California Association of Governments Regional 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy</p>	
<p>RTP/SCS G1 Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p>Consistent: Implementation of the General Plan would introduce goals and policies pertaining to economic development and sustainability to attract the industries, sectors, and locations that are most significant to regional and local economic growth and creation of quality jobs. The land use policies within the General Plan would promote the revitalization and enhancement of commercial centers, including the revitalization of Old Town and other areas containing historical structures throughout the City to help improve economic development and competitiveness within the planning area and the overall region.</p>
<p>RTP/SCS G2 Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Consistent: The Mobility Element of the General Plan contains goals and policies that support an efficient, multi-modal transportation network that maximizes safety for vehicles, transit users, bicyclists and pedestrians. Further, while the Mobility Element's goals and policies address effectively connecting the planning area to the overall regional roadway system, the Mobility Element also focuses on public transportation as an alternative to automobile travel to reduce overall vehicle miles travelled and congestion. The Sustainability Element enforces goals policies encouraging alternative modes of transport and the whole of the General Plan promotes the development of TOD to maximize walkability and access to regional transportation facilities. Additionally, the Health and Wellness Element enforces goals and policies that are similar in purpose to those described above: i.e. promotion of complete neighborhoods with amenities within walking distance to residences; provide access to government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, and transit centers for all residents and also improve public transit and multimodal connectivity between parks, schools, neighborhoods, and Old Town. These policies and goals enforced through the proposed General Plan are intended to maximize mobility and accessibility for all people and goods in the City, and therefore would comply with RTP/SCS Goal 2.</p>
<p>RTP/SCS G3 Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Consistent: The General Plan includes goals and policies that support the development of complete streets that accommodate all modes of travel in a safe and convenient manner for all users.</p>
<p>RTP/SCS G4 Preserve and ensure a sustainable regional transportation system.</p>	<p>Consistent: The Mobility Element of the General Plan has been designed and developed in accordance with all applicable regional transportation plans, including the SCAG 2016-2040 RTP/SCS, to ensure that the roadway network within the planning area is consistent with the overall long-term transportation goals of the region. Further, the General Plan identifies working with adjacent jurisdictions and regional agencies to coordinate region-wide transportation technology strategies to ensure an integrated and interoperable regional system that would support a sustainable regional transportation system.</p>
<p>RTP/SCS G5 Maximize the productivity of our transportation system.</p>	<p>Consistent: The General Plan goals and policies support the creation of a well- connected, productive transportation network that supports a mix of uses, walking or cycling for short trips and promoting electric and alternative fuel vehicles, conserving</p>

Plan or Policy	Consistency Statement
	energy resources, reducing greenhouse gas emissions and air pollution, and doing so while preserving auto mobility.
<p>RTP/ SCS G6 Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p>Consistent: The Mobility Element promotes transit and active modes of transportation, which would reduce vehicle miles traveled by increasing pedestrian connectivity and walkability. Additionally, implementation of the goals and policies of the General Plan would increase the convenience and opportunity for the utilization of alternative transportation throughout the City, which in turn would promote a greener circulation system and reduce environmental effects resulting from automobile travel. Furthermore, the Conservation Element enforces goals and policies that would reduce air pollution through land use and transportation planning, and would also improve air quality by reducing vehicular emissions in the City. Overall, the General Plan promotes the protection of the environment and health within the City and the surrounding area by enforcing goals and policies that encourage sustainability, and therefore, the General Plan is consistent with RTP/ SCS Goal 6.</p>
<p>RTP/SCS G7 Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>Consistent: All development implemented under the General Plan would be designed in accordance with the California Building Standards Code (CBC), which specifies the minimum energy efficiency standards for new buildings. The CBC standards are updated to require increased energy efficiency standards for new construction every three years, with the intent of moving toward a goal of zero net energy for all buildings. Additionally, the General Plan Conservation Element includes goals for reducing energy consumption and promoting sustainable and renewable energy sources, and also through enforcing goals and policies that would conserve energy through available technology and conservation practices. Other elements of the General Plan that promote energy sustainability include the Sustainability Element, and the Health and Wellness Element. As such, the General Plan offers many goals and policies encouraging and incentivizing energy efficiency and would be consistent with RTP/ SCS Goal 7.</p>
<p>RTP/SCS G8 Encourage land use and growth patterns that facilitate transit and non- motorized transportation.</p>	<p>Consistent: Please refer to the discussions above. Growth and development under the General Plan would primarily focus development on vacant and underutilized parcels, which would build upon the existing land use patterns established within the planning area. Many of the goals and policies are centered on transit-oriented development, which would facilitate non-motorized transportation. The Mobility Element encourages bicycle travel as a primary mode of transportation. Ultimately, the goals and policies within the General Plan promote increased walkability and connectivity as well as increased opportunities for alternative modes of transportation, which would be consistent with RTP/ SCS Goal 8.</p>
<p>RTP/SCS G9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning and coordination with other security agencies.</p>	<p>Consistent: Currently, SCAG does not have an agreed-upon security performance measure established within the 2016-2040 RTP/SCS. Implementation of the General Plan would not interfere with improved system monitoring, rapid recovery planning, or coordination with security agencies associated with the regional transportation system. The General Plan incorporates goals and policies to maintain a safe, efficient, and coherent circulation system. Policies include improved system monitoring and coordination with regional agencies and adjacent jurisdictions to improve transit service, accessibility,</p>

Plan or Policy	Consistency Statement
	security, frequent and connectivity, which would be consistent with RTP/ SCS Goal 9.
¹ Only Goals and Policies from the Land Use and Housing Chapter of the SCAG Regional Comprehensive Plan are shown; some Policies only apply to SCAG Source: SCAG Regional Comprehensive Plan 2008; SCAG Regional Transportation Plan/Sustainable Communities Strategy 2016	

As summarized above, the General Plan would be consistent with SCAG Regional Plans—including the SCAG Regional Comprehensive Plan 2008; SCAG Regional Transportation Plan/Sustainable Communities Strategy 2016.

Due to the comprehensive nature of land use issues, the Land Use Element may not be able to address issues in the same level of detail as other local physical planning documents, plans, and ordinances. The land use categories described in the Land Use Element of the proposed General Plan indicate general categories and allowed uses and development intensities within each land use category. Other City of Placentia documents include the City of Placentia Municipal Code, and the various Specific Plans that are used as implementation tools for the General Plan and which establish specific regulations and policies that influence development.

The proposed General Plan’s consistency with these plans is analyzed in Table 4.12-9, Proposed General Plan Consistency with Local Plans.

**Table 4.12-9
PROPOSED GENERAL PLAN CONSISTENCY WITH LOCAL PLANS**

Plan or Policy	Consistency Statement
City of Placentia Municipal Code	Consistent: The City’s Municipal Code establishes zoning plan that implements the Goals and Policies of the General Plan. The City of Placentia ensures that its legislative enactments are consistent with the General Plan, and the proposed General Plan includes provisions to ensure that the City implements changes to the zoning code where applicable to ensure consistency. As such, following adoption of the proposed General Plan, the City’s Municipal Code will be amended to ensure the zoning districts implement the designations identified within the General Plan and to ensure consistency with the policies described in the Land Use Element.
Specific Plans	Consistent: The City of Placentia currently has 10 Specific Plans. The proposed General Plan would not involve land use changes to the existing specific plans. Currently adopted specific plan areas would remain consistent with the proposed General Plan. Furthermore, any new specific plans would be required to be consistent with the proposed General Plan.

As summarized above, the General Plan would be consistent with local plans and policies.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU -1.8	Monitor and amend ordinances periodically to provide incentives for the development of workforce housing, affordable housing, and mixed-use multi-family housing.
	LU-1.9	Encourage the development of housing for extremely low-income households, senior housing, larger family housing, and housing for persons with special needs through incentives and code flexibility.
Goal	LU-3	<i>Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties.</i>
Policies	LU-3.1	Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.
	LU-3.2	Support the provision of incentives for private development (as appropriate), joint public private-partnerships, and public improvements.
	LU-3.3	Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.
	LU-3.8	Make available a building façade improvement program designed to encourage economic investment and revitalization to industrial and commercial buildings by making improvements to frontages visible from the public right-of-way. By improving the physical appearance, the Old Town, central business districts and industrial sectors of the City will have a much greater potential for attracting and retaining businesses.
Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.5	Adopt and implement design guidelines, specific zoning, plans, and streetscape design along the Chapman Avenue Corridor, Kraemer Boulevard and Placentia Avenue Corridor to improve the overall appearance of new or redeveloped buildings, landscaped areas, streets, and parking areas.
Goal	LU-8	<i>Continue to diversify transportation choices in Placentia for residents and businesses.</i>
Policies	LU-8.1	Continue to facilitate the development of passenger serving rail through the City ensuring the construction of the proposed Metrolink stop to serve the Old Town area.
	LU-8.2	Identify locations for potential transportation facilities, such as parking facilities and transit stations, that serve both commuters and residents and include in future private and public redevelopment of these locations.

	LU-8.3	Identify transportation needs of senior citizens in the community and provide targeted services.
	LU-8.4	Provide all classes of bike lanes, bike paths, and bike routes throughout the city as new development or redevelopment occurs.
	LU-8.5	Consider new and innovative modes of transportation for inner city travel and for local regional travel, such as motorized bikes, scooters, ride-share, etc.
Goal	LU-10	<i>Create enhanced connectivity with California State University Fullerton (CSUF) campus community.</i>
Policies	LU-10.1	Derive economic benefits through the provision of retail uses oriented toward consumer needs of the CSUF students and faculty.
	LU-10.2	In creating the aforementioned corridor plans, the City shall take into consideration the nearby Cal State University Fullerton campus community and capitalize on its proximity.
	LU-10.3	Where advantageous, link future land use and circulation considerations to the CSUF campus community.

Mobility Element

Goal	MOB-1	<i>Provide adequate transportation facilities Levels of Service (LOS) for existing and future inhabitants of the City, maximizing use of existing facilities and enhancing those facilities as growth occurs.</i>
Policies	MOB-1.5	Roadway improvements and expansions shall include prioritizing public transit and shared mobility in order to address gaps in the transit system, improve and incentivize mobility for shared vehicles, and discourage single-occupancy vehicles, and expand non-motorized transportation options.
Goal	MOB-2	<i>Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.</i>
Policies	MOB-2.2	Ensure adequate capacity to accommodate the traffic generated by land uses within the City, while balancing the needs of the pedestrian, cyclists and other multi-modal users.
	MOB-2.3	Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems. Continue participating in multi-agency/jurisdiction traffic signal synchronization projects.
	MOB-2.4	Respond to transportation problem areas with efforts to implement both interim and long-term solutions.
	MOB-2.5	Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., locate retail in closer proximity to residents).
	MOB-2.19	Require the use of Transportation Control Measures (TCM's) to improve air quality and reduce traffic congestion.

	MOB-2.20	Continue to provide Local Signal Synchronization Plan (LSSP) as a TDM/TSM strategy and to remain in compliance with OCTA Measure M guidelines.
Goal	MOB-3	<i>Encourage transit and active transportation modes, including public transportation, bicycles (discussed below), ridesharing, and walking, to support land use plans and related transportation needs.</i>
Policies	MOB-3.1	Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.
	MOB-3.2	Support the development of a high-quality public transit system that minimizes dependency on the automobile.
	MOB-3.3	Ensure that effective Transportation Demand Management (TDM) measures and programs such as ridesharing and increased vehicle occupancy are being implemented.
	MOB-3.4	Implement adequate sidewalks and crosswalks to meet the required uses and needs, which serves to encourage alternative modes of transportation.
	MOB-3.5	Respond to increases in demand for additional bus service through interaction with OCTA and other available resources, and seek out grant funding to provide supplemental transit services such as additional fixed bus/trolley routes or subsidized on-demand transit services such as Lyft or Uber.
	MOB-3.8	Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.
	MOB-3.9	Working cooperatively with OCTA, construct the planned Placentia Metrolink Station and parking structure as well as implement maintenance and operation plans for the station to serve both residents and commuters.
	MOB-3.10	Continue to support the accessibility and accommodation of all transit users.
	MOB-3.11	Continue to develop and improve access to and from transit routes by walking and bicycling and by people with disabilities.
Goal	MOB-4	<i>Encourage bicycle travel as a primary mode of transportation.</i>
Policies	MOB-4.1	Develop and adopt a comprehensive bicycle master plan to position for regional, state, and federal funding opportunities.
	MOB-4.2	Once a comprehensive bicycle master plan is adopted, update it as necessary, generally a five-year cycle.
	MOB-4.3	Review the existing Class I, II and III bikeways and modify as needed to comply with the <i>California Manual on Uniform Traffic Control Devices</i> (CA MUTCD).
	MOB-4.4	Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.
	MOB-4.5	Support the safe and efficient movement of cyclists through and across intersections, including compliance with bicycle detection requirements in the CA MUTCD.

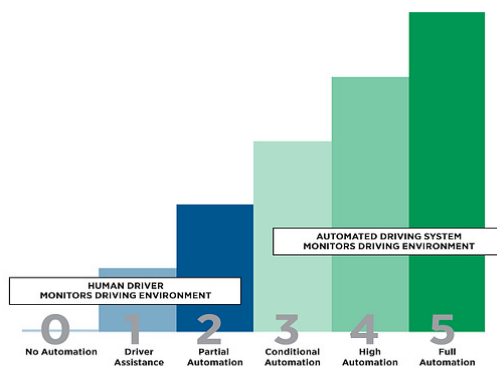
- MOB-4.6 Incorporate bicycle planning into the traditional transportation planning process.
- MOB-4.7 Support bikeways that minimize cyclist/motorist conflicts, such as constructing the planned replacement of the Golden Avenue Bridge to link directly to Segment D of the OC Loop Project to further link multiple bikeways into a 66 mile branded facility throughout northern and central Orange County as well as implementation of the Go Placentia Loop linking the Placentia Metrolink Station to major destinations near and around Placentia.
- MOB-4.8 Support regional and subregional efforts to ensure cyclists are considered when developing new or retrofitting existing transportation facilities and systems.
- MOB-4.9 Support and implement policies and regulations to comply with recognized bicycle infrastructure design standards of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (AASHTO).
- MOB-4.10 Support efforts to maintain, expand and create new connections between the Placentia bikeways, the bikeways in neighboring jurisdictions and regional bikeways.
- MOB-4.11 Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
- MOB-4.12 Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- MOB-4.13 Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.
- MOB-4.14 Require that new streets or developments contain adequate right-of-way for bicycle lanes, where appropriate.
- MOB-4.15 Where space and appropriate roadway conditions currently exist, continue to install bike routes.
- MOD-4.16 Work with the Orange County Flood Control District under the City and District's cooperative agreement to develop and utilize District facilities within Placentia as off-road recreational bike trails and loop connections to other existing or planned on-street bicycle facilities.
- MOD-4.17 Seek out grant funding opportunities to fund the cost of additional off-road bicycle and recreational trails.
- MOD-4.18 Reduce or eliminate parking on arterial roads to provide space for expanding Class II bicycle lanes.
- MOD-4.19 Plan for and give careful consideration to the future implementation of personal transport devices and develop an ordinance regulating their use within the public right-of-way.

Goal **MOB-5** ***Support and prepare for the imminent emergence of autonomous vehicles in a way that strengthens the City’s transportation and land use goals to create a more walkable, bikeable, transit-oriented, safe and efficient circulation system.***

Policies MOB-5.1 Coordinate with OCTA as well as the Los Angeles Department of Transportation (LADOT) to customize and implement region-wide transportation technology strategies to ensure an integrated and interoperable regional system.

MOB-5.2 Complete a Citywide transportation technology strategy that develops short-, mid-, and long-term strategies for becoming a smart-street City that can optimize and capitalize on emerging transportation technology.

MOB-5.3 Allow a combination of human-driven (SAE Level 0 and 1, see graphic below) and fully automated operations (SAE Level 4 or 5), as defined by the Society of Automotive Engineers (SAE International)⁶ within the City of Placentia to eliminate the dangers of partial automation (SAE Levels 2 and 3) that encourages distracted driving patterns and exacerbates driving error.



MOB-5.4 Require shared automated vehicle fleets to use fully electric vehicles.

MOB-5.12 Seek out new opportunities to install traffic infrastructure to support the inter-connection of vehicles.

Goal **MOB-6** ***Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic and parking congestion and other traffic impacts.***

Policies MOB-6.1 The City shall continue to participate in Inter-Jurisdictional Planning Programs to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.

MOB-6.2 The City shall cooperate with OCTA in the annual Congestion Management Plan update in order to continue receiving Measure M Fair Share funds for road and traffic improvements.

MOB-6.3 The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.

² Society Of Automotive Engineers. *Taxonomy And Definitions For Terms Related To On-Road Motor Vehicle Automated Driving Systems*, January 16, 2014, <https://www.SAE.org/standards>.

- MOB-6.4 Continue partnering with neighboring jurisdictions to advance and implement regional traffic signal synchronization projects.
- MOD-6.5 Work with neighboring jurisdictions to link up bicycle facilities and recreational trails to expand their regional reach and benefits to the larger community.
- MOB-6.6 The City shall collaborate with federal and state policymakers to ensure that the City's local controls and police powers related to automated vehicle regulation are not preempted.
- MOB-6.7 Work with the region's transit agencies to pilot new automated transit service delivery models that improve first- and last-mile transit connections and grow the public transit market.

Housing Element

- Goal HE-1** *Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.*
- Program HE-1.2** Locate Housing Near Transportation, Employment and Services. To increase livability within new housing developments, the City shall encourage and coordinate the location of major housing developments, particularly affordable housing and multi-family units near transportation options, major employment centers and services. The City, through a sustainability grant provided by the Southern California Association of Governments, is preparing a transit-oriented development (TOD) zone south of the future Metrolink station. The TOD will provide for residential uses in proximity to the transit station as well as entertainment, retail and office spaces. The development regulations for the TOD area will encourage and facilitate multi-family residential development and live-work units. The City will also encourage housing near transportation, employment, and services through Program HE-1.15: Transit-Oriented Development.
- HE-1.3 Pursue County, State, and Federal Housing Funds. Monitor availability of county, state, and federal housing programs and pursue available funds as appropriate. The City shall encourage and coordinate with housing developers and service organizations to obtain funds for affordable housing projects, initially through pre-application meetings and throughout project development. The City shall also make funding information available to all proposed developers in the City through informational materials distributed through the City's website and at pre-application meetings.
- HE-1-15 Transit-Oriented Development. A Transit-Oriented Development is a compact mixed-use or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. Consistent with federal, state and regional policies focusing on concentrated growth around transit, the City shall solicit proposals for transit-oriented developments and consider partnerships with local jurisdictions, other transit and regional agencies, and the private sector to implement development plans. The City shall encourage Transit-Oriented Developments through incentives that may include financial assistance, density bonus, regulatory waivers, etc. (see also Programs 1.2 and 1.8).
- Goal HE-3** *Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and*

structurally sound, and with adequate services and facilities provided; and having a sense of community identity.

Program	HE-3.1	Community Based Neighborhood Rehabilitation. Encourage neighborhood rehabilitation programs that maximize community participation in the maintenance and improvement of housing in individual neighborhoods. The City will coordinate with and assist neighborhood and non-profit organizations in implementing programs such as “Neighborhood Pride Days” where the City will collect electronic waste and bulk waste from residents, promote neighborhood cleanup and beautification especially in low-income areas.
	HE-3.2	Neighborhood Identity. Encourage the creation of neighborhood themes and identity in all types of residential developments by use of building material, texture, color and landscaping linked with architectural styles.
	HE-3.3	Placentia Rehabilitation Grant Program. The City of Placentia shall continue to provide grants to rehabilitate owner-occupied, very-low-income housing units. The City shall outreach to potential applicants through the City’s website and print material.
	HE-3.4	Energy Conservation and Sustainable Building Practices. The City recognizes that utility costs contribute to a household’s overall expenditure for housing. The City shall promote energy and water conservation and “green building” in new and existing residential developments by providing educational materials on the City’s website and in print form at City Hall, the library and at other public buildings. Compliance with Title 24 of the California Building Code will be required of all residential construction necessitating a building permit. The City shall also refer residents to local utility providers for energy and water conservation programs through the City’s website. Finally, through participation in the HERO Program, the City shall provide information and encourage property owners to participate in the property-assessed conservation improvements as allowed by the program.
	HE-3.5	Monitoring At-Risk Units. The City shall continue to monitor units in the City with affordability covenants that will expire during the planning period. To encourage the preservation of these “at-risk” units, the City shall coordinate with the County and non-profit housing organizations to encourage the extension and/or renewal of deed restrictions or covenants.
	HE-3.6	Vacant Building Ordinance. To prevent blight and deterioration of Placentia’s residential and non-residential neighborhoods, the Municipal Code establishes owner responsibilities for the maintenance and rehabilitation of long-term vacant buildings. The ordinance requires the registration of vacant properties resulting from foreclosure, and provides for an administrative monitoring program for boarded-up and vacant buildings. To ensure compliance, the ordinance imposes fees and civil penalties; and provides for administrative review and appeal opportunities. The City will continue to implement this ordinance to prevent blight and deterioration in Placentia’s neighborhoods.
Goal	HE-4	<i>Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.</i>
Program	HE-4.1	Partnerships with the Housing Industry. The City of Placentia has limited resources to use for the development and maintenance of affordable housing. In

order to maximize its funding and staff resources, the City shall seek opportunities to partner with non-profit and for-profit housing developers.

Specifically, the City shall proactive seek partnerships to develop affordable housing on identified sites within the TOD area near the Metrolink Station to meet the City's lower-income housing growth need. The City shall contribute to the partnership through activities such as in-kind technical assistance, support in seeking grant and funding opportunities, and financial assistance, which may include land write-downs and assistance with on- or off-site infrastructure costs where feasible.

Conservation Element

Goal **CON-2** ***Reduce air pollution through proper land use and transportation planning.***

Policies CON-2.1 Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's current Air Quality Management Plan.

CON-2.6 Cooperate and participate in regional air quality management plans, programs, and enforcement measures.

CON-2.7 Implement the required components of the Congestion Management Plan, and continue to work with Orange County Transportation Authority on annual updates to the CMP.

CON-2.8 Encourage and expand the use of electric charging station for EV vehicles. This would be in private and public development.

CON-2.11 Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, rideshare, bikeshare programs (and scooter share programs) and creating and expanding a network of multiuse trails and bicycle paths. Focus on connecting Placentia and Fullerton along bikeways, using the Placentia Metrolink station as a catalyst.

Goal **CON-3** ***Improve air quality by reducing the amount of vehicular emissions in Placentia.***

Policies CON-3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to reduce and eliminate vehicle trips.

CON-3.2 As the Placentia Metrolink Station is developed and more widely used, investigate more rideshare and vanpool programs near the station. Encourage the use of the train for commuting into Los Angeles County and other job centers.

CON-3.3 Promote and establish modified work schedules for private development and employers which reduce peak period auto travel. This applies to the City government services but supports private industry efforts as well.

CON-3.4 Cooperate in and encourage efforts to promote the Metrolink Station by residents and visitors to Placentia. Expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.

CON-3.5 Expand the use of alternative fueled vehicles for city services.

- CON-3.6 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
 - CON-3.7 Encourage employer rideshare and transit incentives programs by local businesses.
 - CON-3.8 Manage parking supply to discourage auto use, while ensuring that economic development goals are not sacrificed.
 - CON-3.9 Encourage businesses to alter truck delivery routes and local delivery schedules to lesser traveled roads during peak hours, or switch to off-peak delivery hours.
 - CON-3.10 Implement Citywide traffic flow improvements outlined in the Mobility Element.
 - CON-3.11 Support state and federal legislation which would improve vehicle/transportation technology and cleaner fuels.
 - CON-3.12 Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.
 - CON-3.13 Encourage a mix of land uses located together to reduce vehicle trips and miles traveled.
 - CON-3.14 Participate in and create incentive and rebate programs for alternative fuel vehicles.
 - CON-3.15 Educate residents and commercial business owner on any rebate programs for solar heating and cooling in both residential and commercial structures.
 - CON-3.16 Require new developments to install electric vehicle charging stations.
 - CON-3.17 Install electric vehicle charging stations at City owned properties.
 - CON-3.18 Implement a bicycle sharing program at the new transit station.
- Goal** **CON-5** ***Reduce emissions through reduced energy consumption and promote sustainable and renewable energy sources.***
- Goal** **CON-7** ***Preserve the few remaining native and established plant and animal species.***
- Policies** CON-7.1 Develop an urban forest management plan to promote the consistent use of trees, thereby helping to reducing air quality impacts.
- CON-7.2 Provide for thorough environmental review prior to project approval to ensure that important biological resources will not be reduced or eliminated. Physical site inspection of all project sites should occur prior to any city approvals, no matter what level of environmental review is required by CEQA.

Economic Development Element

- Goal** **ED-4** ***Promote the revitalization of target areas with improved development to create vibrant destinations for the community.***
- Policies** ED-4.1 Encourage retail and/or restaurant uses at key intersections in the City.

- ED-4.3 Focus on rezoning or using other Planning tools such as overlay districts for several key commercial corridors in the City to facilitate expansion of new commercial/retail businesses and/or encourage mixed-use (commercial/residential) projects on appropriate transportation corridors.
- ED-4.4 Pursue grants that would benefit local businesses and support local businesses that are applying for outside funding.
- Actions**
- ED-4.4-1 Incentivize new development with proximity to the new Metrolink train station, specifically within the adopted TOD and Old Town designations.
 - ED-4.4-2 Monitor the effectiveness of the Old Town Revitalization Plan and Transit Oriented Development (TOD) areas to determine if improvements or expansion are necessary for continued success.
 - ED-4.4-3 Consider planning and zoning tools for clustering similar businesses in developing areas.
 - ED-4.4-4 Continue to administer the Old Town Façade Improvement Program.
 - ED-4.4-5 Foster relationships with Old Town and TOD area property owners, property managers and commercial leasing agents and brokers to assist with identifying new uses and filling vacancies.
 - ED-4.4-6 Facilitate an adaptive reuse of the Placentia Mutual Packing House building located at the northwest corner of Crowther Avenue and Melrose Street, within the TOD District.

Health, Wellness and Environmental Justice Element

- Goal** *HW/EJ-3* ***Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.***
- Policies**
- HW/EJ-3.1 Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.
 - HW/EJ-3.5 Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter-to a half-mile) of established residential areas and DACs.
- Goal** *HW/EJ-5* ***Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.***
- Policies**
- HW/EJ-5.2 Develop and support education and enforcement campaigns on traffic, bicycle, and public transit options. Encourage bicycle and pedestrian safety through education and incentive programs. Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.
 - HW/EJ-5.3 Execute policies and programs that encourage transit use and increase transit service throughout the City.

	HW/EJ-5.4	In new policies and programs stress the priority of bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity.
	HW/EJ-5.5	Promote ride-sharing with a citywide ride-share management plan.
	HW/EJ-5.6	Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of para-transit service for seniors and people of all abilities, and enhance service within the City and to regional public facilities, especially medical facilities.
	HW/EJ-5.7	Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel by adopting and implementing a Complete Streets ordinance.
	HW/EJ-5.12	With any city-initiated shuttle system, ensure connection between DACs and public facilities, especially city buildings, health care facilities and programs, parks and playgrounds.
	HW/EJ-5.13	Develop a green streets program to support a sustainable approach to stormwater, drainage, groundwater recharge and landscaping and incorporating green streets standards and guidelines in all streetscape improvements.
	HW/EJ-5.18	Adopt a city-wide bicycle plan that will eventually connect residents to retail areas, park, recreational facilities, schools, and government buildings. This plan would also connect to bike trails in adjacent cities.
	HW/EJ-5.19	Promote ride-sharing with a citywide ride-share management plan.
Goal	HW/EJ-8	<i>Promote and ensure safe and sanitary housing, especially ensuring healthy living conditions for all residents, particularly those in disadvantaged communities.</i>
Policies	HW/EJ-8.1	Develop a program to assist homeowners of rental units to rehabilitate their properties, especially affordable units and housing in the DACs, to meet current building standards. Consider recommendations from the U.S. Department of Housing and Urban Development’s Healthy Homes Initiative.
	HW/EJ-8.4	Conduct periodic absentee owner outreach in disadvantaged communities to inform owners of their legal requirements to maintain and upkeep their rental properties. Written outreach efforts should be translated into Spanish, or other appropriate language and tenants informed of these efforts.
Goal	HW/EJ-10	<i>Promote to land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantage communities.</i>
Policies	HW/EJ-10.1	Promote land use patterns that reduce driving and promote walking, cycling, and transit use.
	HW/EJ-10.3	Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.
	HW/EJ-10.4	Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that

		meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
	HW/EJ-10.6	Continue purchase or lease of fuel-efficient and low- emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require EV charging stations and priority parking in all new private development.
	HW/EJ-10.7	Prohibit new sources of air pollutant emissions in the disadvantaged communities to minimize impacts on the population, especially children and the senior community and encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.
	HW/EJ-10.8	Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.
	HW/EJ-10.9	Consider any potential air quality impacts when making land use decisions for new development, even if not required by California Environmental Quality Act.
Goal	HW/EJ-11	<i>Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.</i>
Policies	HW/EJ-11-1	Prepare a Climate Action Plan to identify ways to reduce citywide GHG emissions and minimize the impacts of climate change on Placentia residents.
	HW/EJ-11-2	Create an “Urban Forest” Plan to address the need for planning, planting, and maintaining trees in the City and DACs to mitigate heat exposure for Placentia residents. The plan should focus on providing shade trees to reduce the “heat-island” effect.
	HW/EJ-11-3	Commit to planting street trees along all streets located in the DACs by 2023.
	HW/EJ-11-4	Create a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs.
Goal	HW/EJ 12	<i>Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.</i>
Policies	HW/EJ-12-1	Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).
	HW/EJ-12-9	The City shall continue to minimize stationary source pollution through the following: <ul style="list-style-type: none">• Ensure that industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.• Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.• Reduce exposure of the City’s sensitive receptors to poor air quality nodes through smart land use decisions.

- HW/EJ-12-10 Encourage non-polluting industry and clean green technology companies to locate to the City.
- HW/EJ-12-11 Work with the industrial business community to improve outdoor air quality through improved operations and practices.
- HW/EJ-12-12 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments busy roadways with significant volumes of heavy truck traffic).
- Goal** **HW/EJ-13** ***Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.***
- Policies**
- HW/EJ-13.1 Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations.
- HW/EJ-13.2 Require energy and resource efficient buildings and landscaping in all public and private development projects.
- HW/EJ-13.3 Develop green infrastructure standards that rely on natural processes for stormwater drainage, groundwater recharge and flood management.
- HW/EJ-13.4 Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.
- HW/EJ-13.5 Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.
- HW/EJ-13.8 Continue to implement the City's Green Building Code and update as appropriate. Require newly-constructed or renovated City-owned and private buildings and structures to comply with the Green Building Ordinance. Encourage LEEDS certification for commercial, industrial and public projects.
- HW/EJ-13.9 Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.
- HW/EJ-13.10 Promote land use patterns that are transit, bicycle, and pedestrian-oriented and have a mix of uses, especially neighborhood serving businesses, within walking distance of homes and workplaces. Encourage multi-modal transportation with land use patterns that are transit, bicycle and pedestrian- oriented, have a mix of uses.
- HW/EJ-11.11 Support and encourage development of a range of housing types that meet the needs of all population groups including seniors, large and small families, low and middle-income households and people of all abilities. Encourage new projects to include a range of housing types including single-family residences, townhomes, condominiums and rental units.

Goal **HW/EJ-16** ***Create and improve city systems whereby improvements and programs are prioritized for disadvantaged communities.***

Policies HW/EJ-16.4 The City shall seek grants that will specifically help the issues in the disadvantaged communities such as safe housing, increased tree coverage, recreational resources, environmental concerns, air quality, and other issues.

Sustainability Element

Goal **S-1** ***Placentia will operate in a fiscally responsible and sustainable manner by planning long-term and maintaining a positive annual balance between available revenue and the costs of services Placentia provides to its constituents (See Economic Development Element).***

Goal **S-7** ***Environmental impacts and natural resource consumption is minimized through the implementation of building and construction practices.***

Policies S-7.1 Support the use of green building methods in new construction and rehabilitation projects, including both public agency projects and private projects undertaken by homeowners.

S-7.2 Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency, irrigation systems designed to minimize water waste, and allowances for reclaimed water use in residential construction, where feasible.

S-7.3 Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater, recharge the aquifer, and reduce urban runoff.

S-7.4 Maintain hardscape (impervious) surface standards in the Placentia Municipal Code as a way to retain storm water absorption capacity and reduce runoff to the storm drainage system. Consider other methods to reduce runoff, such as green roofs, rain barrels, and cisterns.

S-7.5 Support the use of reclaimed water, including treated effluent for landscape irrigation in Placentia’s parks and on medians. Periodically consider the feasibility of reclaimed water use based on Placentia’s capital improvement plans, cost factors, water supply, and other considerations.

Goal **S-8** ***Reliance on single-occupancy private vehicles is reduced through the availability of alternative modes of transport (See Mobility Element)***

Policies S-8.1 Encourage businesses, organizations, and residents to participate in the implementation of regional transportation demand management, including carpooling programs.

S-8.2 Continue to support implementation of alternative forms of transportation within the City through coordination with transit providers such as OCTA and Metrolink.

S-8.3 Continue to seek out opportunities to provide connected bicycle routes throughout the City and greater region.

Goal	S-9	<i>Higher-density, compact, residential development and mixed-uses will be located near the Metrolink station to create an integrated transit-oriented development (See Land Use Element and Mobility Element)</i>
Policies	S-9.1	Include a mix of uses that will support transit use throughout the day and meet identified needs of transit riders and the immediate area.
	S-9.2	Provide pedestrian oriented development and create a sense of place around the Metrolink station that is compatible with the nature, scale and aesthetics of the surrounding community.
	S-9.3	Consider local interests in the location, design, function and operation of the transit-oriented development to the extent reasonable and appropriate.
	S-9.4	Provide pedestrian amenities such as lighting, landscaping, and benches and other related street furniture within the area to encourage pedestrian activity and improve safety.
Goal	S-10	<i>Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.</i>
	S-10.2	City regulations and incentives should be designed to support and require sustainable land use and development.
	S-10.3	Provide for clean air and water quality through the support of state and regional initiatives and regulations.
	S-10.4	Support clean air by promoting a balance of residential and non-residential uses to provide options to reduce vehicle trips and vehicles miles traveled.
	S-10.5	Support efforts to improve housing options and employment opportunities within the City in order to reduce commuting.
Goal	S-11	<i>Natural resources and features within the City are enhanced and preserved.</i>
Policies	S-11.1	Support enhancement of potential areas of natural resources, including implementation of an urban forest management plan.
	S-11.2	Preserve and protect any rare or endangered plants or wildlife that may be found in the City in the future.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.12.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Cumulative Development Could Result in Cumulatively Considerable Land Use Impacts

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The proposed General Plan focuses on guiding the development of vacant land, specifically focusing on opportunities for growth and economic development. The Land Use Element serves as a guide to public officials, the investment community and private citizens for decisions regarding the type, intensity and general distribution of uses of land for housing, business, industry, and open space. The Land Use Element provides public officials with the framework for directing new development and providing high-quality public infrastructure and community services in a way that achieves the community vision. The Land Use, Sustainability, and Economic Development Elements establish a foundation to bring jobs into the City, which would contribute to regional job growth. These elements, as well as the Health and Wellness and Conservation Elements encourage improved air quality through reduced commuting and additional areas that support live/work balance.

As indicated in Subchapter 4-14, Population and Housing, the proposed General Plan would be consistent with SCAG growth projections. Further, the General Plan accounts for population growth and establishes goals and policies to reduce potential growth-related impacts. The purpose of the proposed General Plan and General Plan Land Use Map is to encourage a compatible pattern of development. The goals and policies within the General Plan intend to accommodate planned growth and development within the City while minimizing the potential for conflicting land uses, by promoting cohesive, compatible development.

All future projects under the General Plan would be required to mitigate land use impacts on a project-by-project basis, including the goals and policies. Therefore, the incremental impact of implementing the proposed General Plan, when taking development within the overall sub region into account, would not result in cumulatively considerable land use impacts. Additionally, the land use changes anticipated under the proposed General Plan would accommodate the growth projections identified by SCAG; thus, cumulative land use impacts are not anticipated. Further, projects within the SCAG region that are regionally significant, as determined by SCAG, would be reviewed for conformity with regional goals for population, housing, employment, mobility and air quality, further reducing potential cumulative impacts to a less than significant level.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced above.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.12.6 Unavoidable Significant Impacts

The proposed Project is consistent with the current the California Government Code, Section 53091. Land Use impacts associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan. Based on the data and analysis presented in this subchapter, implementation of the proposed Project is not forecast to cause unavoidable significant adverse land use and planning impacts.

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4.13 MINERAL RESOURCES

This section evaluates potential impacts to mineral resources that could result from implementation of the proposed General Plan.

4.13.1 Regulatory Setting

Federal

There are no Federal regulations applicable to mineral resources. Activities related to mining and mine reclamation are regulated by the State.

State

Surface Mining and Reclamation Act of 1975

The State Mining and Reclamation Act of 1975 (California Public Resources Code Section 2710 et seq.) (SMARA) required that the California State Geologist implement a mineral land classification system to identify and protect mineral resources of regional or statewide significance in areas where urban expansion or other irreversible land uses may occur, thereby potentially restricting or preventing future mineral extraction on such lands. It is also the intent of this process, through the adoption of general plan mineral resource management policies, that this information be considered in local land use planning activities (California Public Resources Code Section 2762). The California State Mining and Geology Board (SMGB) classifies such urban and non-urban lands according to a priority list, or when the Board is otherwise petitioned to classify a particular land area.

As mandated by SMARA, aggregate mineral resources within the State are classified by the SMGB through application of the Mineral Resource Zone (MRZ) System. The MRZ is used to map all mineral commodities within identified jurisdictional boundaries, with priority given to areas where future mineral resource extraction may be prevented or restricted by land use compatibility issues, or where mineral resources may be mined during the 50-year period following their classification. The MRZ classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). The State Geologist classifies MRZs within a region based on the following factors:

- MRZ-1: 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-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.
- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

Mining operations and mine reclamation activities are required to be performed in accordance with laws and regulations adopted by the SMGB, as contained in Section 3500 et seq. of Title 14 of the California Code of Regulations (CCR). The State Department of Conservation's Office of Mine Reclamation (OMR) oversees reclamation requirements.

Division of Oil, Gas, and Geothermal Resources

The California State Department of Conservation maintains the Division of Oil, Gas, and Geothermal Resources (DOGGR). The DOGGR is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells with the intention of environmental protection, public health and safety, and general environmental conservation methods. The DOGGR is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

Division of Mines and Geology

The California Division of Mines and Geology (DMG) operates within the Department of Conservation. The DMG is responsible for assisting in the utilization of mineral deposits and the identification of geological hazards.

State Geological Survey

Similar to the DMG, the California Geological Survey is responsible for assisting in the identification and proper utilization of mineral deposits, as well as the identification of fault locations and other geological hazards.

Local

City of Placentia Municipal Code

Title 17 Oil and Gas Wells

17.04 General Provisions

17.04.010 Scope—Effect.

In the manner and upon the terms and conditions set forth in this title, it is lawful for any person to drill wells for and to produce oil, gas and other hydrocarbon substances and to conduct any other lawful operations, including the installation and maintenance of any derrick, drilling and producing equipment, and appurtenant structures or machinery proposed and intended to be used or used for or in connection with the drilling for or production of oil and gas on or from any land within any portion of the city which is zoned to permit such operations, and on any other land where such operations may be authorized pursuant to the provisions of the zoning title of the code, provided that all of such operations shall conform with the provisions of this title. All operations governed by this title shall comply with state regulations and the fire prevention code as adopted by the city. (Ord. 71-O-123 § 3, 1971; prior code § 19-1)

17.04.020 Enforcement.

It shall be the duty of the chief building official to enforce the provisions of this title, and for that purpose he and his deputies shall have the powers of police officers. If at any time the chief building official finds any operator is violating any of the provisions of this title, he may order immediate compliance. If immediate compliance is not obtained, the chief building official may order immediate cessation of operations. The operator shall immediately comply with the order of the chief building official to cease, and shall not resume any operations until approved by the chief building official. (Ord. 76-O-105 § 1, 1976; Ord. 71-O-123 § 2, 1971; prior code § 19-22)

Title 8 Health and Sanitation

Chapter 8.38 Hazardous Waste Facilities

8.38.110 Facility siting criteria and permitting requirements. The following siting criteria have been established for use by hazardous waste facility applicants in locating and designing suitable facility sites and appropriate facilities, and by the city in evaluating

proposed sites and facility projects. The purpose of the criteria is to reduce public health and environmental risks and governmental costs associated with development of the facility (References: 1988 Orange County Hazardous Waste Management Plan—Table V-3).

(5) Protect Environmentally Sensitive Areas.

(E) Mineral Resource Areas. All facilities: facilities are prohibited from locating on lands containing significant mineral deposits, as classified by local plans or California's mineral land class maps and reports, if the extraction of the mineral deposit would be precluded.

4.13.2 Environmental Setting

The State Division of Mines and Geology has identified mineral resource areas throughout the State. According to the geologic map of Orange County, Placentia does not contain any mineral resources as defined. The only mineral extraction within the City at the present time is petroleum. Oil extraction/pumping operations continue in limited marketable quantities throughout the city.

According to the State of California Division of Mines and Geology, the City of Placentia contains known mineral deposits, including areas designated as MRZ-3 (Areas containing mineral deposits for which the significance cannot be determined from available data). No known areas are designated as MRZ-4 (Areas where available information is inadequate for assignment of any other MRZ category); refer to Figure 4.13-1. Furthermore, according to "Special Report 143, Mineral Land Classification of the Greater Los Angeles Area, Part III, Classification of Sand and Gravel Resource Areas, Orange County-Temescal Valley Production-Consumption," dated 1981, and prepared by the California Division of Mines and Geology the following is true of the Santa Ana River area, which runs through the southern portion of the City of Placentia:

Much of the Santa Ana River and lower Santiago Creek areas have been classified MRZ-2. By far, the bulk of the sand and gravel deposits contained within these classified areas occurs beneath already urbanized land. As a practical matter these areas can be considered unavailable because they have already been committed to uses that preclude extraction of aggregate.

No active mines are located within the City at present, though the General Plan includes the Parks designation, in which—in some cases—the zoning districts compatible with the Parks designation includes Combining Oil (O and O-1). Additionally, the Specific Plan land use designation allows for the Combining Oil (O and O-1) zoning classification under the Specific Plan 8 designated areas in the City.

- Combining Oil (O and O-1): The Combining Oil "O" classification provides for the use of land or the surface thereof in connection with the removal of minerals. The Combining Oil "O-1" classification provides for the use of land or the surface thereof in connection with the removal of minerals, providing for the maintenance and operation of existing wells, but limited from any new surface location.

The vacant land within the City at present does not include any land designated for Open Space uses; however, the City currently contains 21.2 vacant acres of land designated for Specific Plan use, which indicates that the development of future oil mining operations would comply with the General Plan Land Use Map or Zoning Code. There are several oil extraction/pumping operations (also known as oil wells) located within the City, though while many of the oil wells have been

plugged, and several are “idle,” there are a number of active oil wells located within the City as shown on Figure 4.13-2. Figure 4.13-2 was created using the California Department of Conservation Well Finder application; Figure 4.13-3 depicts the legend explaining how to interpret the Well Finder Map (Figure 4.13-2). Existing oil extraction operations are expected to continue within the City as build-out of the General Plan occurs.

4.13.3 Thresholds of Significance

The City of Placentia adheres to Appendix G of the CEQA Guidelines, which states that a project would normally have a significant effect on the environment if the project would:

- 1) 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.
- 2) 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.

Based on these significance thresholds and criteria, the proposed General Plan’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.13.4 Project Impacts and Mitigation Measures

Mineral Resources Zones

Implementation of the Proposed General Plan Could Result in Impacts to Mineral Resources Not Yet Identified

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: As stated under Environmental Setting above, no known MRZ-4 resources are located within the City of Placentia, and therefore, no MRZ-4 areas are anticipated to be impacted by implementation of the proposed General Plan; therefore, impacts are considered less than significant in this regard. However, it is known that MRZ-3 areas are located within the boundaries of the City of Placentia, though no known resources have been identified. Furthermore, the City has only 54.5 acres of vacant land remaining that can be developed, and the underlying land use designations of a portion this land would support mineral resources mining or oil extraction operations beyond those that are in operation at present. The General Plan proposed to continue to support oil extraction and mineral activities within the City, though only 1.3% of the City remains undeveloped, which minimizes the potential to impact mineral resources not yet identified within the City as most resources within the City are known based on prior development. Therefore, the proposed General Plan would not 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. Impacts under this issue are considered less than significant.

Goals and Policies in the Proposed General Plan: No goals or policies in the proposed General Plan pertain to mineral resources.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

Mineral Resource Recovery Sites

Implementation of the Proposed General Plan Could Result in Impacts to Mineral Resource Recovery Sites.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The City of Placentia Municipal Code provides regulation of any future oil extraction operations by allowing oil extraction operations to operate within the Parks designation of the General Plan and under the Combining Oil (O and O-1) classification within the City's zoning districts. The City also allows the Combining Oil (O and O-1) classification within Specific Plans, and as such the Combining Oil (O and O-1) districts are spread throughout the City. Specific Plan 8 allows for Combining Oil (O and O-1) uses. The Municipal Code includes provisions for the regulation of mining operations—particularly oil extraction operations as this is the prevailing “mining” activity that occurs within the City of Placentia—in order to prevent or minimize potentially adverse effects. The proposed General Plan is consistent with the Development Code provisions that ameliorate some of the adverse consequences of oil extraction, including noise generation that impacts nearby sensitive uses, should there be oil extraction operations in the future.

Mineral resources have been identified within the City of Placentia; however, no mineral resource recovery sites are known to exist in this area. Therefore, implementation of the proposed General Plan is not anticipated to result in impacts to mineral resource recovery sites. As such, impacts are considered less than significant in this regard.

Goals and Policies in the Proposed General Plan: No goals or policies in the proposed General Plan pertain to mineral resources.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

4.13.5 Cumulative Impact

Development Associated with Implementation of the Proposed General Plan and Other Cumulative Development Could Result Cumulatively Considerable Impacts to Unknown Mineral Resources.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Future development projects in the City of Placentia, Orange County, and the region, may impact mineral resources. However, as indicated above, no known mineral resources are located within the proposed General Plan land area. The land within the City of Placentia boundaries are designated as MRZ-3, which indicates the potential for unknown mineral resources. The potential exists for unidentified mineral deposits outside of the City boundaries; however, cumulative development in the City and surrounding area would be subject to state and local laws pertaining to the protection of mineral resources. As such, development under the proposed General Plan would result in less than significant impacts to mineral resources. Additionally, the proposed General Plan is consistent with existing City policy allowing and

regulating the development of oil extraction/pumping uses. Therefore, implementation of the proposed General Plan would not contribute to any cumulative impacts to mineral resources. Cumulative impacts would be less than significant.

Goals and Policies in the Proposed General Plan: No goals or policies in the proposed General Plan pertain to mineral resources.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

4.13.6 Unavoidable Significant Impacts

Mineral resources impacts associated with implementation of the proposed General Plan would be less than significant with compliance with and/or adherence to State and local regulations. Therefore, no significant unavoidable mineral resources impacts would occur as a result of the proposed General Plan.



GENERALIZED MINERAL LAND CLASSIFICATION OF ORANGE COUNTY, CALIFORNIA AGGREGATE RESOURCES ONLY

By
R.V. Miller
1994

SCALE 1:100,000
0 1 2 3 4 5 miles
0 1 2 3 4 5 kilometers



PREPARED IN COMPLIANCE WITH THE SURFACE MINING AND
RECLAMATION ACT OF 1975, ARTICLE 4, SECTION 2761

James F. Davis
STATE GEOLOGIST

EXPLANATION

- +---+---+
OUTER BOUNDARY OF AREAS SUBJECT TO URBANIZATION
Boundaries established from data supplied by the Office of Planning and Research with modifications developed from information supplied by local government and other sources. Hachures lie within area undergoing urbanization.
- MRZ-1
MINERAL RESOURCE ZONE (MRZ) BOUNDARIES
MRZ-1 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-2
MRZ-2 Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3
MRZ-3 Areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4
MRZ-4 Areas where available information is inadequate for assignment to any other MRZ zone.
- ┌┐
Locations of the Revised Mineral Land Classification maps (Plates 2 and 3) and the Designated Areas Urbanized maps (Plates 4, 5, and 6).
- ◻
Permitted PCC aggregate pits.

FIGURE 4.13-1

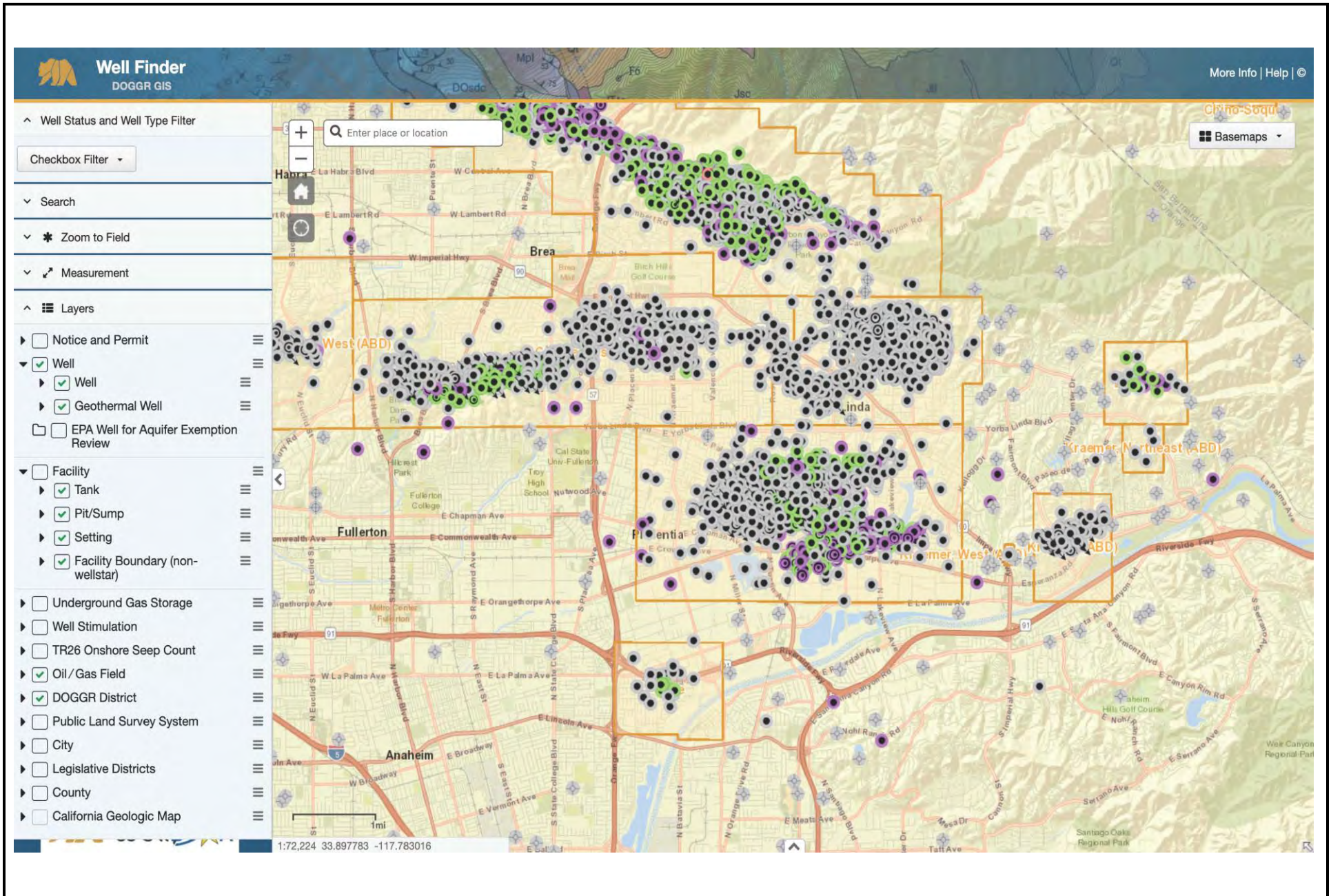


FIGURE 4.13-2

Well Finder Mapping

Quick Reference Card



Well Finder Mapping Tool		Basic Well Symbols																																	
<ul style="list-style-type: none"> Layers: Select data layers to display on the map. Zoom to Field: Select from a list of Oil and Gas fields in California. Search: Search a data layer by attribute or by shape. Make record selections for export. Measurement: Measure an area or distance. Find GIS coordinates. 		<table border="1"> <thead> <tr> <th>Well Status or Type</th> <th>Symbol</th> </tr> </thead> <tbody> <tr><td>Active</td><td></td></tr> <tr><td>New</td><td></td></tr> <tr><td>Idle</td><td></td></tr> <tr><td>Plugged</td><td></td></tr> <tr><td>Unknown</td><td></td></tr> <tr><td>Canceled</td><td></td></tr> <tr><td>Oil, Gas</td><td></td></tr> <tr><td>Dry Gas</td><td></td></tr> <tr><td>Injector</td><td></td></tr> <tr><td>Cyclic Steam</td><td></td></tr> <tr><td>Gas Storage</td><td></td></tr> <tr><td>Observation</td><td></td></tr> <tr><td>Water Source</td><td></td></tr> <tr><td>Multi</td><td></td></tr> <tr><td>Unknown</td><td></td></tr> </tbody> </table>	Well Status or Type	Symbol	Active		New		Idle		Plugged		Unknown		Canceled		Oil, Gas		Dry Gas		Injector		Cyclic Steam		Gas Storage		Observation		Water Source		Multi		Unknown		
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<p>Layers</p> <ul style="list-style-type: none"> Displays and hides data layers. Some layers only display when the map is scaled appropriately. Check boxes are used to turn data on and off. Additional info about that layer is available, including the ability to manage sub-levels of the data layer. Provides additional options about the data layer and displays the symbol legend for the associated data layer. Change the draw order of the data layers. Turns off or on all data sub-layers Zooms to Layer Set data layer display transparency by dragging slider left or right View the Metadata for the data layer 	<p>Zoom to Field</p> <ul style="list-style-type: none"> Select from a list of all Oil and Gas fields in California, including abandoned fields. Map zooms to selected field 																																		
	<p>Search By Attribute:</p> <ul style="list-style-type: none"> Select a layer to search with. Then, refine your search in the box below to search. (Ex. When searching the Well layer, API number is required). A spatial filter can be used to limit the search to a specific area of the map. The results of the search can be added to the selected objects grid at the bottom of the page. 																																		
	<p>By Shape:</p> <ul style="list-style-type: none"> Select a layer to search. Then choose a tool to draw a selection area on the map. If desired, set a buffer around the selected area to find all objects within a set distance. The results of the search can be added to the selected objects grid at the bottom of the page. Click "Search" to update search results. Click "Stop Drawing" to end selection. 																																		
<p>Measurement</p> <p>Measure area:</p> <ul style="list-style-type: none"> Choose a unit of measurement. Click on the map to select an area. Double click to complete the area selection. <p>Measure distance:</p> <ul style="list-style-type: none"> Choose a unit of measurement. Click on the map to select a starting point. Add as many way points as desired. Double click to complete the area selection. <p>GIS location of a point:</p> <ul style="list-style-type: none"> Click location to view coordinates. 			<p>Export</p> <p>Selected Wells, facilities and projects can be exported to Excel or to a CSV file containing comma separated values.</p> <p>Zoom</p> <ul style="list-style-type: none"> Zoom to selected records, or to a specific record in the table. <p>Clear</p> <ul style="list-style-type: none"> Clears the selected values from the selection table. <p>Tip: a new selection table will be created for each type of feature selected for example one for wells, and one for projects. Navigate between these tables by clicking on the table above the table.</p>																																

FIGURE 4.13-3

4.14 NOISE

The purpose of this section is to summarize the existing noise conditions within the City of Placentia. Information in this section was obtained from the City of Placentia Municipal Code (Municipal Code). A Noise Analysis was prepared by Michael Baker International for the Placentia General Plan, and is provided as Appendix 4, Volume 2 of this DEIR. The Noise Analysis examines noise sources in the City to identify and assess the potential for noise conflicts and problems, and to identify ways to reduce existing and potential noise impacts.

4.14.1 Noise Characteristics

4.14.1.1 Noise Descriptors

For the purposes of this evaluation, noise is defined as unwanted sound. Typically, sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, special frequency-dependent rating scales have been devised to relate noise to human sensitivity. The A-weighted decibel scale dB performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. A-weighted decibels are written as "dBA" or "dB(A)".

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquake intensity. In general, a 1-dB change in the sound pressure levels of a given sound is detectable only under laboratory conditions. A 3-dB change in sound pressure level is considered a "just detectable" difference in most ambient situations. A 5-dB change is readily noticeable and a 10-dB change is considered a doubling (or halving) of the subjective loudness. It should be noted that, generally speaking, a 3-dB increase or decrease in the average traffic noise level is realized by a doubling or halving of the traffic volume.

In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; 20 dB higher, four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud.)

4.14.1.2 Noise Scales

There are two general methods used to measure sound over a period of time, all of which are based on averages, rather than instantaneous, noise levels: Community Noise Equivalent Level (CNEL) and equivalent energy level (LEQ):

CNEL: The predominant community noise rating scale used in California for land use compatibility assessment is the CNEL. The CNEL reading represents the average of 24-hourly readings of equivalent levels, known as LEQs, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dB in the evening (7:00 p.m. to 10:00 p.m.), and +10 dB for the night (10:00 p.m. to 7:00 a.m.). CNEL may be indicated by "dB CNEL" or just "CNEL."

Leq: The LEQ is the sound level containing the same steady-state total energy over a given sample time period as a continuously varying ambient level. The LEQ can be thought of as the steady (average) sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. LEQ is typically computed over 1, 8, and 24-hour sample periods.

Because this project encompasses the City of Placentia in Orange County, noise ordinances for both municipalities are provided.

4.14.1.3 Sensitive Receptors

Sensitive noise receptors are generally considered to be residences, schools, health care facilities, hotels/motels, churches, libraries, or passive parks. Residential uses are particularly sensitive to nocturnal (night-time) noise intrusion that might be associated with construction, operations/occupancy, or vehicle traffic. Schools similarly could be affected by daytime noise sources.

4.14.1.4 Vibration

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure borne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. Vibration is often described in units of peak particle velocity (PPV) or acceleration (inches per second), and discussed in decibel (VdB) units in order to compress the range of numbers required to describe vibration. Vibration impacts are generally associated with activities such as train operations, construction and heavy truck movements.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Refer to Table 4.14-1 for a summary of typical human response to vibration and typical vibration impacts on structures.

Vibration Standards

The United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep. Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. Typical vibration levels attributable to construction equipment are provided in

Table 4.14-2. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 PPV in/second. Therefore, vibrations levels in excess of 0.2 inches per second (in/sec) PPV would be considered a significant impact. Alternatively, the FTA guidelines of 80 VdB for sensitive land uses provide the basis for determining the relative significance of potential Project related vibration impacts.

**Table 4.14-1
TYPICAL HUMAN REACTION AND EFFECT ON BUILDINGS DUE TO GROUNDBORNE VIBRATION¹**

Vibration Level Peak Particle Velocity (PPV)	Human Reaction	Effect of Buildings
0.006 - 0.019 in/sec	Threshold of perception, possibility of intrusion	Vibration unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration of which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e., not structural) damage to normal buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwelling - houses with plastered walls and ceilings
0.4 - 0.6 in/sec	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

¹Source: California Department of Transportation, 2002

**Table 4.14-2
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT¹**

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
Slurry wall	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Larger bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Jackhammer	0.035	79
Small bulldozer	0.003	58

¹ Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006

4.14.2 Regulatory Setting

The federal government, the State of California, county governments, and many municipalities have established standards and ordinances to limit intrusive and physically and/or psychologically damaging noise levels. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

State Noise Regulations

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor’s Office of Planning and Research. The purpose of the Noise Element is to “limit the exposure of the community to excessive noise levels.” In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

The California Noise Insulation Standards found in the California Code of Regulations, Title 24, set requirements for new construction that may be exposed to relatively high levels of transportation-related noise in order to control interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL according to State recommended noise standards.

The State of California General Plan Guidelines, published by the State Governor’s Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 4.14-3, Land Use Compatibility for Community Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community’s sensitivity to noise, and the community’s assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the City of Placentia, have the responsibility to set specific noise standards based on local conditions.

**Table 4.14-3
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS**

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA
CNEL = community noise equivalent level; NA = not applicable				
<p>NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p>CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.</p> <p>NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.</p> <p>CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.</p>				
Source: Office of Planning and Research, California, <i>General Plan Guidelines</i> , 2017.				

City of Placentia Noise Regulations and Standards

Section 23.76.010 of the Noise Ordinance sets forth the general prohibition:

In order to control unnecessary, excessive and annoying sounds emanating from incorporated areas of the city, it is declared to be the policy of the city to prohibit such sounds generated from all sources as specified in this chapter.

It is determined that certain noise levels are detrimental to the public health, welfare and safety and contrary to public interest, therefore, the city council declares that creating, maintaining, causing or allowing to create, maintain or cause any noise in a manner prohibited by or not in conformity with the provisions of this chapter is a public nuisance and shall be punishable as such. (Ord. 75-O-105 § 1, 1975)

Section 23.76.040 assigns three noise zones for the properties within the City of Placentia as follows:

- Noise Zone 1: All Residential Property
- Noise Zone 2: All Commercial Property
- Noise Zone 3: All Industrial Property

Sections 23.76.050 (a) and 23.76.060 (a) define the exterior and interior noise level limits for residential, commercial, and industrial land uses (Noise Zone 1 through 3); refer to Table 4.14-4, City of Placentia Noise Level Limits. The City does not have specific interior noise level limits for commercial and industrial land uses (Zone 2 and 3).

**Table 4.14-4
 CITY OF PLACENTIA NOISE LEVEL LIMITS**

Noise Zone	Noise Level Limits dBA Leq– 1-hour average	Time Period
Exterior Noise Standard		
1	55	7:00 a.m. – 10:00 p.m.
	50	10:00 p.m. – 7:00 a.m.
2	65	Anytime
3	70	Anytime
Interior Noise Standard		
1	55	7:00 a.m. – 10:00 p.m.
	45	10:00 p.m. – 7:00 a.m.
Noise Zone 1: All Residential Property Noise Zone 2: All Commercial Property Noise Zone 3: All Industrial Property		
Source: City of Placentia, City of Placentia Municipal Code Sections 23.76.050 and 23.76.060, March 2018.		

It should be noted that in the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by 5 dBA.

Sections 23.76.050 (b) and 23.76.060 (b) identify how the noise level limits identified in Sections 23.76.050 (a) and 23.76.060 (a), 4.14-2 above, will be enforced.

Sections 23.76.050 (b) states “It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential, commercial, or industrial property, either incorporated or unincorporated to exceed:

1. The noise standards for a cumulative period of time more than 30 minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or
4. The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.”

Section 23.76.050 (c) states “In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.”

Additionally, Section 23.76.050 (d) states “In the event that the noise source and the affected property are within different noise zones, the noise standard applicable to the affected property shall apply.” (Ord. 75-O-105 § 5, 1975)

Sections 23.76.060 (b) states “It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

1. The interior noise standard for a cumulative period of more than 5 minutes in any hour; or
2. The interior noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or
3. The interior noise standard plus 10 dBA for any period of time.”

Section 23.76.060 (c) states “In the event the ambient noise level exceeds either of the first two noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.” (Ord. 75-O-105 § 6, 1975)

Section 23.76.080 (Schools, hospitals and churches - Special provisions) states “It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use to exceed the noise limits as specified in Section 23.76.050 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital; provided conspicuous signs are displayed in three separate locations within one-tenth (1/10) of a mile of the institution indicating the presence of a school, church, or hospital. (Ord. 75-O-105 § 8, 1975).”

Construction Noise

Section 23.81.170 (Grading, construction and maintenance of real property) of the Chapter 23.81 (General Regulations and Exceptions) is the relevant ordinance controlling construction noise. According to the Section 23.81.170, all grading of any real property shall be permitted only between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturday, and shall be prohibited at any time on Sunday and on all federal holidays, unless other hours are approved by the chief building official or city engineer upon receipt of evidence that an emergency exists which would constitute a hazard to persons or property.

Table 4.14-5, Construction, Remodeling, and Maintenance Hours, depicts permitted time periods for construction activities and the maintenance of real property.

**Table 4.14-5
 CONSTRUCTION, REMODELING, AND MAINTENANCE HOURS**

Activity	Monday – Friday	Saturday	Sunday
Initial Construction	7:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.	Prohibited
Remodeling, Repair work	7:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.	10:00 a.m. – 5:00 p.m.
Maintenance of real property	7:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.	10:00 a.m. – 5:00 p.m.
Source: City of Placentia, City of Placentia Municipal Code Section 23.81.170, March 2018.			

Section 23.81.170 of the Municipal Code also notes the following:

1. Initial construction work includes new residential, commercial, and industrial developments. These are projects constructed on vacant property, which require the approval of the planning commission and, in particular cases, approval by the city council.
2. Remodeling, repair work pertains to construction activity on properties where structures already exist. This includes structural additions, rehabilitation work, miscellaneous projects, re-roofing, the construction of swimming pools, etc. These projects typically require over-the-counter permit approval only.
3. Maintenance of real property including, but not limited to: the mowing of lawns, trimming of trees and shrubs, general landscape maintenance. (Ord. 94-O-143 § 1, 1994)

4.14.3 Environmental Setting

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people’s response to noise. These factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person’s opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people’s response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from “not annoyed” to “highly annoyed.”

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is probable, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual’s reaction to a particular noise depends on many factors, such as the source of the sound, its loudness relative to the background noise, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

1. Noise-Induced Hearing Loss
2. Interference with Communication
3. Effects of Noise on Sleep

4. Effects on Performance and Behavior
5. Extra-Auditory Health Effects
6. Annoyance

Noise-Induced Hearing Loss

Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources. According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure.

Interference with Communication

Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise. Interference with communication has proved to be one of the most important components of noise-related annoyance.

Effects of Noise on Sleep

Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Effects on Performance and Behavior

Recent research indicates that more moderate noise levels can produce disruptive after-effects, commonly manifested as a reduced tolerance for frustration, increased anxiety, decreased incidence of “helping” behavior, and increased incidence of “hostile” behavior.

Extra-Auditory Health Effects

Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult due to the amount of variables that need to be considered in each situation. As a biological stressor, noise can influence the entire physiological system. Most effects seem to be transitory, but with continued exposure some effects have been shown to be chronic in laboratory animals.

Annoyance

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

4.14.3.1 Sources of Noise

Mobile Sources

Existing Motor Vehicle Noise

Traffic noise is a significant noise source in Placentia. By 2016, five railroad crossings in the City have been improved to either lower the railroad line or to raise the road overhead, thus reducing existing rail noise (elimination of train horns), and vehicular traffic will become the primary source of noise. Traffic noise on surface streets is a significant source of noise within the community.

Noise levels along roadways are determined by a number of traffic characteristics, most important of which is the average daily traffic (ADT). Additional factors include the percentage of trucks on the roadways, vehicle speed, the time distribution of traffic and gradient of the roadway. All roadway classifications within the City, excluding collectors, would be considered significant noise generators since these roadways would be the most frequently traveled.

Roadway noise levels throughout the City were projected using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. The FHWA model is based upon reference energy mean emission levels (REMELS) for automobiles, medium trucks (two axles) and heavy trucks (three or more axles), with consideration given to vehicle volume, speed, roadway configuration, distances to the receiver, and the acoustical characteristics of the site. To predict CNEL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The California Vehicle Noise (Calveno) traffic noise emission curves are used as recommended by the California Department of Transportation (Caltrans) to more accurately calculate noise levels generated by traffic in California. Additionally, freeway noise levels and contours were projected using the FHWA Traffic Noise Model version 2.5 (TNM 2.5). TNM 2.5 uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling noise from high volumes of traffic and high vehicle speeds associated with freeways.

Noise projections are based on vehicular traffic as derived from site reconnaissance and measurement and the City of Placentia General Plan Mobility Element, *Update Technical Traffic Study*, dated July 2018 is included as Appendix 5, Volume 2 of this DEIR. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (i.e., number of lanes), the roadway width, the average daily traffic (ADT), vehicle travel speed,

percentages of automobile and truck traffic, roadway grade, angle of view, and site conditions (hard or soft). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses.

Existing noise contours were calculated for the City's primary and major arterials; refer to Table 4.14-6, Existing Traffic Noise Levels. In addition, a number of secondary and commuter streets were modeled as well. Noise generation for each roadway link was calculated and the distance to the 60 dBA CNEL, 65 dBA CNEL, and 70 dBA CNEL contours was determined. Figure 4.14-1, Existing Roadway Noise Contours, depicts the approximate location of the existing noise contours within the City.

**Table 4.14-6
EXISTING TRAFFIC NOISE LEVELS**

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Golden Avenue					
Valencia Avenue to East City Limit	3,400	57.0	59	19	6
Kraemer Boulevard to Valencia Avenue	5,400	59.0	93	29	9
Bastanchury Road					
West City Limits to Kraemer Boulevard	25,100	68.2	780	247	78
Kraemer Boulevard to Valencia Avenue	20,400	67.3	634	201	63
Valencia Avenue to East City Limit	16,800	66.6	522	165	52
Yorba Linda Boulevard					
Bradford Avenue to Kraemer Boulevard	34,300	68.1	803	254	80
Kraemer Boulevard to Valencia Avenue	26,300	67.2	617	195	62
Valencia Avenue to Rose Drive	23,400	66.7	548	173	55
Rose Drive to Eastern City Limit	25,700	67.1	603	191	60
Palm Drive					
Yorba Linda Boulevard to Valencia Avenue	8,400	62.3	197	62	20
Valencia Avenue to Rose Drive	11,000	65.9	444	140	44
Madison Avenue					
West City Limits to Bradford Avenue	6,200	59.6	107	34	11
Bradford Avenue to Kraemer Boulevard	8,600	61.2	148	47	15
Buena Vista Avenue					
Rose Drive to East City Limit	13,100	65.4	407	129	41
Alta Vista Street					

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Angelina Drive to Kraemer Boulevard	4,100	55.0	35	11	4
Kraemer Boulevard to Rose Drive	15,000	66.1	466	147	47
Rose Drive to Van Buren Street	10,000	64.3	311	98	31
Chapman Avenue					
Placentia Avenue to Bradford Avenue	21,700	65.1	374	118	37
Bradford Avenue to Kraemer Boulevard	19,300	64.6	333	105	33
Kraemer Boulevard to Orangethorpe Avenue	8,000	62.0	188	59	19
Crowther Avenue					
Placentia Avenue to Melrose Street	5,200	60.3	122	39	12
Melrose Street to East City Limit	4,000	59.2	94	30	9
Orangethorpe Avenue					
Placentia Avenue to Melrose Street	23,900	66.6	560	177	56
Melrose Street to Kraemer Boulevard	17,600	65.5	413	130	41
City Limit w/o Chapman Avenue to Chapman Avenue	7,300	62.8	227	72	23
Chapman Avenue to Rose Drive	13,300	65.3	413	131	41
Rose Drive to East City Limit	13,800	65.7	429	136	43
Miraloma Avenue					
Van Buren Street to Richfield Road	5,000	58.9	86	27	9
Richfield Road to Lakeview Avenue	5,000	58.9	86	27	9
Placentia Avenue					
South City Limit to Orangethorpe Avenue	11,500	63.7	270	85	27
Orangethorpe Avenue to Crowther Avenue	17,400	65.4	407	129	41
Crowther Avenue to Chapman Avenue	17,700	65.5	415	131	41
Chapman Avenue to n/o Primrose Avenue	22,300	66.6	523	165	52
Macadamia Lane to Bastanchury Road	20,300	66.1	476	151	48
Bastanchury Road to Rolling Hills Drive	11,500	63.7	269	85	27
Melrose Street					
South City Limit to Orangethorpe Avenue	15,500	63.7	267	85	27

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Orangethorpe Avenue to Crowther Avenue	9,000	62.6	211	67	21
Crowther Avenue to Santa Fe Avenue	7,500	59.1	93	29	9
Bradford Avenue					
Santa Fe Avenue to Chapman Avenue	4,300	55.2	37	12	4
Chapman Avenue to Madison Avenue	9,400	60.0	116	37	12
Madison Avenue to North City Limit	11,500	60.8	142	45	14
Kraemer Boulevard					
South City Limits to Orangethorpe Avenue	23,500	66.7	551	174	55
Crowther Avenue to Chapman Avenue	21,700	66.4	509	161	51
Chapman Avenue to Madison Avenue	21,500	66.3	503	159	50
Madison Avenue to Yorba Linda Boulevard	24,600	66.9	577	182	58
Yorba Linda Boulevard to Bastanchury Road	21,800	67.6	678	214	68
Bastanchury Road to North City Limit	20,800	66.2	488	154	49
Valencia Avenue					
Palm Drive to Yorba Linda Boulevard	5,700	60.7	134	42	13
Yorba Linda Boulevard to Bastanchury Road	9,800	61.7	169	53	17
Bastanchury Road to Northern City Limit	8,300	66.3	488	154	49
Rose Drive					
Orangethorpe Avenue to Alta Vista Street	26,700	68.5	829	262	83
Alta Vista Street to Palm Drive	31,500	69.2	980	310	98
Palm Drive to Yorba Linda Boulevard	22,700	66.5	532	168	53
City Limit s/o Golden Avenue to North City Limit	24,000	66.7	563	178	56
Jefferson Street					
South City Limits to Orangethorpe Avenue	5,300	60.2	124	39	12
Orangethorpe Avenue to Alta Vista Street	4,800	61.1	149	47	15

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Alta Vista Street to Garten Drive	1,900	51.7	16	5	2
Van Buren Street					
South City Limits to Orangethorpe Avenue	5,700	60.8	134	42	13
Orangethorpe Avenue to North City Limit	7,300	61.9	171	54	17
Richfield Road					
South City Limits to Orangethorpe Avenue	13,700	65.7	426	135	43
Orangethorpe Avenue to North City Limit	12,700	65.4	395	125	39
Lakeview Avenue					
South City Limit to North City Limit	7,300	63.0	227	72	23
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level “.” = contour is located within the roadway right-of-way					
Source: Traffic noise modeling is based on traffic data provided in the City of Placentia General Plan Mobility Element, <i>Update Technical Traffic Study</i> , August 2018.					

As shown in Table 4.14-6, the existing traffic noise levels range from a low of 51.7 CNEL along Jefferson Street from Alta Vista Street to Garten Drive to a high of 69.2 CNEL along Rose Drive from Alta Vista Street to Palm Drive when measured at 100 feet from the centerline.

Truck Routes

Truck routes direct large trucks onto roadways that are designed to accommodate them. Truck routes are typically distant from sensitive receptor locations or noise levels have been appropriately mitigated to acceptable levels. Currently, designated truck routes within the City limits are along the Orange Freeway (SR-57), Placentia Avenue, Melrose Street, Rose Drive, Lakeview Avenue, Imperial Highway, Yorba Linda Boulevard, Chapman Avenue, Crowther Avenue, and Orangethorpe Avenue. Crowther Avenue will be removed from the approved list of truck routes once the TOD project area is fully developed. Trucks use the shortest possible route to arrive at their destination, but must use these designated truck routes. As the City grows and traffic levels increase, there is a potential for increased truck noise conflicts with adjacent land uses.

Rail Noise

One of the primary noise sources in the City of Placentia is the BNSF Railway Company (BNSF) line located in the southern portion of the City. This rail line traverses the City in an east-west direction, generally parallel to Crowther Avenue and Orangethorpe Avenue. The railroad easement passes through residential, commercial, and industrial areas along its’ transect through the City. The BNSF operates a major double-track freight rail line known as the Orange County Gateway along the Orangethorpe Corridor. This rail line connects the Port of Los Angeles with

the Inland Empire and Midwest United States. The track serves BNSF freight trains as well as the Metrolink 91 Line. The line supports the freight transportation needs of local industry and freight train frequency changes according to local market demand. Currently more than 70 freight trains and 12 passenger trains per day use this rail line. By Year 2030 it is forecast that over 150 trains per day will use this line.

Plans are underway to begin construction of a Metrolink commuter train station in 2019, to be located at the intersection of Melrose Avenue and Crowther Avenue.¹ Currently 10 Metrolink trains per day use this line. Metrolink train frequency is expected to increase to 13 trains per day by the time the Placentia Metrolink station is completed.

The OCTA railroad grade separation (OC Bridges) projects have been completed, physically separating rail and highway traffic at five at-grade rail/highway grade crossings in the City. The grade separation projects eliminate significant delays to north-south vehicle traffic due to increasing freight and passenger rail traffic on the double-track BNSF rail line adjacent to and south of Orangethorpe Avenue.

In addition, in 2007, the City adopted the Placentia “Quiet Zone,” the first in Orange County and one of only a few in the nation, and was put in effect to silence unnecessary train whistles. All trains are prohibited from using horns, 24 hours a day, in the quiet zone unless an engineer feels an emergency exists that threatens human or animal injury or property damage. There are three railroad crossings in Placentia which have no grade separations and a Quiet Zone is in effect to reduce the train noise at these locations.

Aircraft Noise

Noise exposure contours around airports are determined from the number and type of aircraft using the airport, the magnitude and duration of each fly over, flight paths, and the time of day when flights occur. The Airport Noise Standards contained in Title 4 of the *California Administrative Code* specify that airports shall not permit noise exposures of 65 dB CNEL or greater to extend into residential or school areas. The State Aeronautics Act specifies 65 dB CNEL as the criterion which airports must meet to protect existing residential communities from unacceptable exterior exposures to aircraft noise. The exterior maximum of 65 dB CNEL is given as the level deemed acceptable to a reasonable person residing in urban residential areas where houses are of typical California construction and may have windows partially open.

There are no airports within the City of Placentia. The Fullerton Municipal Airport, approximately 5 miles to the west of the City, is the nearest airport to the City. The Orange County Airport Land Use Commission (ALUC) is an advisory body that ensures airport land use compatibility and reviews local agency land use actions and airport plans. Lead agencies are required to use the Airport Land Use Planning Handbook as a technical resource when assessing the airport related noise and safety impacts of airport vicinity projects. According to the ALUC, the City of Placentia is located outside of Fullerton Municipal Airport Impact Zone. Therefore, airport noise does not currently cause annoyance within the City.

Although Placentia is outside of the impact zone of Fullerton Airport, planes fly overhead to and from John Wayne Airport. Principal regulation of air traffic is with the Federal Aviation Administration (FAA), although any neighboring airport, such as the John Wayne Airport, has to consult surrounding cities when proposing to change hours, flight patterns or increase number of flights.

¹ KOA Corporation, City of Placentia General Plan Mobility Element Update Technical Traffic Study, August 2018.

STATIONARY NOISE SOURCES

Stationary noise sources are defined as stationary devices that emit sound while fixed or motionless. These include but are not limited to parking lots, delivery areas, outdoor loudspeakers and mechanical equipment of various types (i.e., air compressors, generators, heating/ventilation/air conditioning units). Other significant stationary noise sources in the City may include noise from construction activities and landscaping equipment. These noise sources are typically associated with commercial and industrial land uses, which if located in proximity to residential land uses, may generate occasional noise impacts. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. Commercial uses are found throughout the City, primarily along major arterials. These impacts are best controlled through effective land use planning and application of the City Noise Ordinance, with site-specific noise mitigation where required.

Construction Noise

Construction noise is one of the most common stationary noise sources in the City. The use of pile drivers, drills, trucks, pavers, graders, and a variety of other equipment can result in short, sporadic elevated noise levels. Although construction noise impacts are generally short-term in nature, it can often disturb nearby sensitive uses.

Commercial Noise

Commercial development covers a broad spectrum of uses including retail, office, and service commercial. Commercial uses consist of 212.7 acres, or 6.1 percent of the City's total acreage. Commercial uses are primarily concentrated along major arterials, serving Placentia residents and the surrounding region.

A variety of stationary noise sources associated with commercial activities exists throughout the City of Placentia. Commercial noise sources may include mechanical equipment and engines in non-moving motors such as power tools. Additional stationary noise sources include animals, stereos, musical instruments, sporting events, and horns. These noise sources have the potential to temporarily disrupt the noise environment of an area.

Industrial Zone

Industrial noise sources are located in industrial zoned properties throughout the City. In general, industrial noise sources are not creating large-scale problems, but some localized noise problems related to industrial sources do exist. The existing industrial designation encompasses approximately 327 acres, or eight percent of the City's total acreage. Under the proposed General Plan, future industrial uses encompass approximately 311 acres, or seven percent of the City's total acreage. Industrial developments are generally located in the southern portion of the City, adjacent to the BNSF Railroad. The City's Zoning Ordinance establishes three types of districts dedicated to industrial uses, Manufacturing, Commercial Manufacturing, and Combining Planned Manufacturing districts.

The existing Atwood oil field yields approximately 200 barrels per day, down from 600 at its peak. There is some noise associated with the pump jacks, but this noise has not caused impacts to the surrounding uses. This oil field remains, but its use is in decline.

Industrial land uses have the potential to generate noise that can be considered intrusive to nearby sensitive land uses. Depending on the type of industrial operation, noise sources could

involve mechanical equipment, loading and unloading of vehicles and trucks, as well as amplified or un-amplified communications. The level and intrusiveness of the noise generated also vary depending on the size and type of the facility, type of business, hours of operation, and location relative to sensitive land uses.

4.14.3.2 Sensitive Receptors

Sensitive populations are more susceptible to the effects of noise than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, assisted living or retirement homes, rehabilitation centers, long-term care, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, and libraries to be sensitive to noise and air pollutants. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present, and where there is a reasonable expectation of lower levels of human exposure to noise.

Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. These types of land uses also often generate high noise levels. Moderately sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. Current land uses located within the City of Placentia that are sensitive to intrusive noise include residential uses, schools, libraries, hospitals, churches, and parks.

4.14.3.3 Ambient Noise

Placentia's noise environment is dominated by vehicular traffic, including vehicular generated noise along SR-57 as well as major and primary arterials. The major arterials that serve the City are Imperial Highway, Bastanchury Road, Rose Drive, Yorba Linda Boulevard, and Orangethorpe Avenue. Chapman Avenue, Placentia Avenue, Kraemer Boulevard, and Lakeview Avenue are classified as primary arterials. Secondary arterials within the City are Palm Drive, Madison Avenue, Alta Vista Street, Miraloma Avenue, Melrose Street, Bradford Avenue, Jefferson Street, Richfield Road and Van Buren Street. These roadways have been designed to specifically carry large volumes of traffic, although long-established land use patterns have placed residential uses along some portions of these roadways.

4.14.3.4 Noise Measurement Sites

Noise measurements were taken throughout the City of Placentia at 11 locations. Refer to Figure 4.14-2, Noise Measurement Locations. Based upon the research conducted for the City's development patterns, the City was divided into Acoustical Analysis Zones (AAZ) to identify areas of homogenous acoustical conditions. Aerial imagery with a one-foot pixel resolution was utilized for a visual representation of the City's roadway and land use layout. In addition, the City's existing General Plan land use map and Zoning map were utilized to determine the City's existing and proposed patterns of development.

The noise measurement locations were selected as a representative sample of the more urbanized portions of the City in order to identify ambient baseline levels. Noise measurements were conducted during non-peak traffic hours because free flowing traffic conditions yield higher

noise levels, as opposed to rush hour traffic during peak hours when vehicle speeds and heavy truck volumes are low. The noise measurements described in Table 4.14-7, Existing Noise Levels, were taken adjacent to major roadways in the City to determine peak noise levels at worst-case sensitive receptor locations.

**Table 4.14-7
EXISTING NOISE LEVELS**

Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Date and Time
1	Nancita Circle cul-de-sac	61.0	50.5	73.8	91.8	June 5, 2014 8:58 a.m. – 9:08 a.m.
2	East Corbett Drive cul-de-sac; off of Buena Vista Avenue	50.1	39.6	71.0	91.8	June 5, 2014 9:23 a.m. – 9:33 a.m.
3	Wagner Park	51.0	40.4	73.8	92.6	June 5, 2014 9:46 a.m. – 9:56 a.m.
4	Koch Park	53.8	44.3	72.0	92.3	June 5, 2014 10:09 a.m. – 10:19 a.m.
5	Tri-City Park	49.7	41.1	67.5	92.8	June 5, 2014 10:32 a.m. – 10:42 a.m.
6	Beal Avenue/Stanley Avenue cul-de-sac	51.0	41.7	71.6	92.8	June 5, 2014 10:51 a.m. – 11:01 a.m.
7	Bradford Park	52.3	45.7	65.2	88.9	June 5, 2014 11:10 a.m. – 11:20 a.m.
8	Southeast corner of Kramer Boulevard and Chapman Avenue intersection (next to condo complex)	65.0	50.4	87.8	109.1	June 5, 2014 11:39 a.m. – 11:49 a.m.
9	Northernmost portion of Moonbeam Street, east of Placentia Avenue	44.6	52.8	48.2	71.7	June 5, 2014 1:04 p.m. – 1:14 p.m.
10	Monterey Way cul-de-sac, to the north of existing railroad	64.7	52.1	85.7	109.1	June 5, 2014 1:21 p.m. – 1:31 p.m.
11	Northernmost portion of Arnold Drive, east of Placentia Avenue	57.5	45.8	78.1	92.3	June 5, 2014 1:43 p.m. – 1:53 p.m.

Leq = equivalent sound level; dBA = A-weighted decibel.

Source: RBF Consulting, *Noise Monitoring Survey*, June 5, 2014.

Noise levels at the selected sensitive receptor sites were measured by RBF Consulting on June 5, 2014, using a Brüel & Kjær model 2250 sound level meter (SLM) equipped with Brüel & Kjær pre-polarized freefield microphone, which meets standards of the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Each measurement was for 10 minutes, and the sound meter was calibrated before each measurement was taken.

Measurement Site 1

Measurement Site 1 was located within an industrial area, at the Nancita Circle cul-de-sac, to the east of Richfield Road. Sources of peak noise included a beeping sound and mechanical equipment from the adjacent industrial use, a leaf blower, two cars and one heavy truck driving along Nancita Circle. The noise level monitored at Site 1 was 61.0 dBA.

Measurement Site 2

Measurement Site 2 was located within a single-family residential area at the East Corbett Drive cul-de-sac, to the south of Buena Vista Avenue. The monitored noise level was 50.1 dBA, with the majority of noise from birds chirping, traffic on Buena Vista Avenue, and dogs barking.

Measurement Site 3

Measurement Site 3 was located at Wagner Park, south of Trumpet Avenue. The monitored noise level was 51.0 dBA with peak noise from cars on Trumpet Avenue, children playing outside at Wagner Elementary School to the south, and birds chirping.

Measurement Site 4

Measurement Site 4 was located at Koch Park, east of Valencia Avenue. Peak noise emanated from a leaf blower, cars driving on nearby roadways, and birds chirping. The monitored noise level was 53.8 dBA.

Measurement Site 5

Measurement Site 5 was located at Tri-City Park. The monitored noise level was 49.7 dBA. The source of peak noise included people walking and talking along the adjacent pedestrian path, traffic on Kramer Boulevard, and birds chirping.

Measurement Site 6

Measurement Site 6 was located at the Beal Avenue/Stanley Avenue cul-de-sac, to the south of Bastanchury Road. The monitored noise level was 51.0 dBA. Sources of peak noise were from ambient traffic noise on nearby roadways, two cars driving by on Beal Avenue, and birds chirping.

Measurement Site 7

Measurement Site 7 was located at Bradford Park, to the west of Kramer Boulevard. Sources of peak noise included traffic on Kramer Boulevard, an airplane flying overhead, and birds chirping. The monitored noise level was 52.3 dBA.

Measurement Site 8

Measurement Site 8 was located at the southeast corner of Kramer Boulevard and Chapman Avenue intersection, next to an existing condominium complex. Sources of peak noise included traffic on Kramer Boulevard and Chapman Avenue, wind, and a garbage truck passing by. The monitored noise level was 65.0 dBA.

Measurement Site 9

Measurement Site 9 was located within a residential area, at the northernmost portion of Moonbeam Street. Sources of peak noise included ambient traffic noise on nearby roadways, and birds chirping. The monitored noise level was 44.6 dBA.

Measurement Site 10

Measurement Site 10 was located at the Monterey Way cul-de-sac, within a multi-family residential area, to the north of an existing railroad. The monitored noise level was 64.7 dBA and peak noise included traffic noise from SR-57, two trains passing by, three cars driving on Monterey Way, birds chirping, and wind.

Measurement Site 11

Measurement Site 11 was located within a residential area, at the northernmost portion of Arnold Drive. Peak noise included birds chirping, wind, ambient traffic noise on nearby roadways, and two planes flying overhead. The monitored noise level was 57.5 dBA.

4.14.4 Thresholds of Significance

According to the current CEQA Appendix G guidelines, noise impacts are considered potentially significant if a project would result in:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
2. Generation of excessive groundborne vibration or groundborne noise levels?
3. 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?

4.14.4.1 Cumulative Noise Exposure

A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing noise environment. In community noise assessments, it is "generally not significant" if no noise-sensitive sites are located within the project vicinity, or if permanent increases in community noise levels associated with implementation of the project would not exceed +3 dB at noise-sensitive locations in the project vicinity.² A limitation in using a single value to evaluate an impact related to a noise level increase would be the failure to account for the preexisting ambient noise environment to which a person has become accustomed. Studies assessing the percentage of people highly annoyed by changes in ambient noise levels indicate that when ambient noise levels are low, a greater change is needed to cause a response. As ambient noise levels increase, a lesser change in noise levels is required to elicit significant annoyance. The significance criteria listed in Table 4.14-8, Significance of Changes in Cumulative Noise Exposure are based on published guidance from the Federal Interagency Committee on Noise (FICON), the California Department of Transportation (Caltrans), and OPR, and considered to correlate well with human response to permanent changes in ambient noise levels.

² California Department of Transportation, Technical Noise Supplement, November 2009.

**Table 4.14-8
 SIGNIFICANCE OF CHANGES IN CUMULATIVE NOISE EXPOSURE**

Ambient Noise Level Project (Ldn or CNEL)	Significance Impact Assumed to Occur if the Ambient Noise Level is Increased by:
< 60 dBA	5.0 dBA or more
> 60 dBA	3.0 dBA or more
Source: California Department of Transportation, Technical Noise Supplement, November 2009. Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992.	

4.14.4.2 Vibration and Groundborne Noise Impacts

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency relative to displacement, velocity, or acceleration. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings. PPV and RMS vibration velocity are normally described in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. The response of the human body to vibration relates well to average vibration amplitude; therefore, vibration impacts on humans are evaluated in terms of RMS vibration velocity. Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB). The logarithmic nature of the decibel serves to compress the broad range of numbers required to describe vibration.

CEQA states that the potential for any excessive groundborne noise and vibration levels must be analyzed; however, it does not define the term “excessive” vibration. Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration. The City of Placentia does not have standards pertaining to vibration. As such, the United States Department of Transportation Federal Transit Administration (FTA) guidelines will be used to determine thresholds of significance for the proposed General Plan.

Based on these significance thresholds and criteria, the proposed General Plan’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.14.5 Project Impacts and Mitigation Measures

SHORT TERM CONSTRUCTION NOISE

Construction-Related Activities Associated with Implementation of the Proposed General Plan Could Generate Noise Levels in Excess of Established Standards.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Construction activities are a highly noticeable temporary noise source. Noise from construction activities is generated by two primary sources: the transport of workers and equipment to construction sites, and the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or unbearable to sensitive receptors (i.e., residences, hospitals, senior centers, schools, day care facilities, etc.).

The implementation of the General Plan would not directly result in new development within the City; however, it would allow additional development, which would generate noise during construction activities. The City of Placentia is nearly completely built out with only 1.3% of land within the City remaining vacant. As such, the potential for noise related to construction from development within the City would be limited by the remaining undeveloped parcels within the City or by redevelopment of existing developed sites. Although the City has construction noise level standards, the construction noise levels that would be generated from future projects within the City are unknown, and would be analyzed on a project to project basis. This is particularly true for redevelopment projects that would include demolition of existing development at a site.

The proposed General Plan includes goals and policies that would ensure that future construction activity noise within the City would be minimized. Noise Element policy N-2.2 requires noise-reduction techniques and mitigation measures in construction where new projects do not meet the land use compatibility standards in Table 4.14-3. Additionally, the Noise Element includes policy that requires construction activity to comply with City Noise Ordinance and would ensure that adequate noise control measures are implemented at all construction sites through good sound attenuation practices. Additionally, as directed by Noise Element policy N-2.2, additional mitigation may also be required to further reduce construction-related noise impacts to a less than significant level, which would occur through the environmental review process for individual projects. The City would require any future projects to comply with the goals and policies contained within the General Plan. Therefore, adherence to the City's Noise Ordinance, as well as the goals and policies presented in the General Plan would reduce short-term construction noise impacts to a less than significant level.

Goals and Policies in the Proposed General Plan

Noise Element

Goal	N-2	<i>Incorporate noise considerations into land use planning decisions.</i>
Policies	N-2.2	Require noise-reduction techniques and mitigation measures in site planning, architectural design, and construction where new projects do not meet the land use compatibility standards in Table 5.

Goal	N-5	<i>Develop measures to control objectionable noise impacts.</i>
Policies	N-5.4	Require sound attenuation devices on construction equipment.
	N-5.6	Require construction activity to comply with City Noise Ordinance. Ensure adequate noise control measures at all construction sites through good sound attenuation practices.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan and adherence to the City’s Noise Ordinance are required.

Level of Significance After Mitigation: Not Applicable

Construction-Related Activities Associated with Implementation of the Proposed General Plan Could Generate or Excessive Groundborne Vibration.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Ground-borne vibration occurs when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Groundborne vibration is almost never annoying to people who are outdoors (FTA 2006).

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

The vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv) which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of such vibration is as follows in Table 4.14-9:

**Table 4.14-9
 HUMAN RESPONSE TO TRANSIENT VIBRATION**

Average Human Response	PPV (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035
Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.	

Over the years, numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies. There are no Caltrans or Federal Highway Administration standards for vibration.

According to Caltrans, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. The American Association of State Highway and Transportation Officials (AASHTO) (1990) identifies maximum vibration levels for preventing damage to structures from intermittent construction or maintenance activities for residential buildings in good repair with gypsum board walls to be 0.4–0.5 in/sec. The damage threshold criterion of 0.2 in/sec is appropriate for fragile buildings. For the purpose of this analysis because adjacent residences can be older, the 0.2 in/sec damage threshold for older fragile/historic buildings is used as the evaluation criteria. Below this level there is virtually no risk of building damage. Table 4.14-10 shows the predicted vibration levels generated by construction equipment.

**Table 4.14-10
 ESTIMATED VIBRATION LEVELS DURING CONSTRUCTION**

Equipment	PPV at 25 ft (in/sec)	PPV at 50 ft (in/sec)	PPV at 75 ft (in/sec)	PPV at 100 ft (in/sec)
Large Bulldozer	0.089	0.031	0.017	0.011
Loaded trucks	0.076	0.027	0.015	0.010
Jackhammer	0.035	0.012	0.007	0.004
Small Bulldozer	0.003	0.001	0.001	<0.001
Source: FHWA Transit Noise and Vibration Impact Assessment				

The calculation to determine PPV at a given distance is:

$$PPV_{distance} = PPV_{ref} * (25/D)^{1.5}$$

Where:

PPV_{distance} = the peak particle velocity in inches/second of the equipment adjusted for distance,

PPV_{ref} = the reference vibration level in inches/second at 25 feet, and

D = the distance from the equipment to the receiver.

Similar to noise, groundborne vibration would attenuate at a rate of approximately 6 VdB per doubling of distance. The groundborne vibration generated during construction activities would primarily impact existing sensitive uses that are located adjacent to or within the vicinity of specific projects. Vibration levels could reach up to 94 VdB for typical construction activities (and up to 112 VdB if pile driving activities were to occur) at sensitive uses located within 25 feet of construction. For sensitive uses that are located at or within 25 feet of potential project construction sites, sensitive receptors at these locations may experience vibration levels during construction activities that exceed the FTA’s vibration impact threshold of 85 VdB for human annoyance. The City does not have any ordinances pertaining specifically to vibration; however, Section 23.81.170 controls construction noise. All grading of any real property shall be permitted only between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturday, and shall be prohibited at any time on Sunday and

on all federal holidays, unless other hours are approved by the chief building official or city engineer upon receipt of evidence that an emergency exists which would constitute a hazard to persons or property. As such, compliance with Section 23.81.170—limiting the hours of construction—would reduce vibration impacts to surrounding uses during construction.

With adherence to the City's Noise Ordinance, proposed General Plan goals and policies, and Mitigation Measure 4.14-1, programmatic-level construction vibration impacts would be less than significant. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures would be placed on the project as conditions of approval.

Goals and Policies in the Proposed General Plan: Please refer to the goals and policies identified above. No further goals and policies are applicable under this issue.

Mitigation Measures:

NOI-1 *The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels.*

- *Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers).*
- *The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition.*
- *Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations³ during pile driving and impact activities in the vicinity of the historic structures.*

Level of Significance After Mitigation: Less Than Significant Impact

LONG-TERM OPERATIONAL IMPACTS

Future Noise Levels Associated with Implementation of the Proposed General Plan Could Generate Noise Levels in Excess of Established Standards.

Level of Significance Before Mitigation: Potentially Significant Impact.

³ http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf

Impact Analysis:

Mobile Sources

Traffic Noise

The proposed General Plan noise contours were calculated for the City’s primary and major arterials; refer to Table 4.14-11, Proposed General Plan Traffic Noise Levels. Noise generation for each roadway link was calculated and the distance to the 60 dBA CNEL, 65 dBA CNEL, and 70 dBA CNEL contours was determined. Figure 4.14-3, Proposed General Plan Roadway Noise Contours, depicts the approximate location of the Proposed General Plan noise contours within the City.

Table 4.14-11 indicates that the proposed General Plan traffic noise levels range from a low of 52.3 CNEL along Jefferson Street from Alta Vista Street to Garten Drive to a high of 69.6 CNEL along Rose Drive from Alta Vista Street to Palm Drive.

**Table 4.14-11
PROPOSED GENERAL PLAN TRAFFIC NOISE LEVELS**

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Golden Avenue					
Valencia Avenue to East City Limit	3,980	57.7	69	22	7
Kraemer Boulevard to Valencia Avenue	5,930	59.4	102	32	10
Bastanchury Road					
West City Limits to Kraemer Boulevard	27,910	68.7	867	274	87
Kraemer Boulevard to Valencia Avenue	22,430	67.1	697	220	70
Valencia Avenue to East City Limit	19,250	67.2	598	189	60
Yorba Linda Boulevard					
Bradford Avenue to Kraemer Boulevard	37,690	68.5	883	279	88
Kraemer Boulevard to Valencia Avenue	28,990	67.6	679	215	68
Valencia Avenue to Rose Drive	25,720	67.1	602	190	60
Rose Drive to Eastern City Limit	28,310	67.5	664	210	66
Palm Drive					
Yorba Linda Boulevard to Valencia Avenue	9,200	62.7	215	68	22
Valencia Avenue to Rose Drive	11,740	66.2	473	150	47
Madison Avenue					
West City Limits to Bradford Avenue	7,020	60.2	121	38	12
Bradford Avenue to Kraemer Boulevard	9,510	61.7	164	52	16

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Buena Vista Avenue					
Rose Drive to East City Limit	14,400	65.8	447	142	45
Alta Vista Street					
Angelina Drive to Kraemer Boulevard	4,530	55.4	39	12	4
Kraemer Boulevard to Rose Drive	16,240	66.4	505	160	50
Rose Drive to Van Buren Street	10,640	64.6	331	105	33
Chapman Avenue					
Placentia Avenue to Bradford Avenue	26,790	66.0	462	146	46
Bradford Avenue to Kraemer Boulevard	22,000	65.2	379	120	38
Kraemer Boulevard to Orangethorpe Avenue	10,900	63.3	255	81	26
Crowther Avenue					
Placentia Avenue to Melrose Street	7,960	62.1	186	59	19
Melrose Street to East City Limit	5,100	60.3	119	38	12
Orangethorpe Avenue					
Placentia Avenue to Melrose Street	27,280	67.2	640	202	64
Melrose Street to Kraemer Boulevard	19,950	66.1	467	148	47
City Limit w/o Chapman Avenue to Chapman Avenue	8,870	63.7	275	87	28
Chapman Avenue to Rose Drive	17,140	66.4	533	169	53
Rose Drive to East City Limit	16,180	66.4	503	159	50
Miraloma Avenue					
Van Buren Street to Richfield Road	6,530	60.1	113	36	11
Richfield Road to Lakeview Avenue	5,610	59.4	97	31	10
Placentia Avenue					
South City Limit to Orangethorpe Avenue	14,240	64.6	334	106	33
Orangethorpe Avenue to Crowther Avenue	22,000	66.4	515	163	52
Crowther Avenue to Chapman Avenue	19,820	66.0	464	147	46
Chapman Avenue to n/o Primrose Avenue	24,640	67.0	577	183	58
Macadamia Lane to Bastanchury Road	22,370	66.5	525	166	52
Bastanchury Road to Rolling Hills Drive	12,600	64.1	295	93	30

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Melrose Street					
South City Limit to Orangethorpe Avenue	18,290	64.4	315	100	31
Orangethorpe Avenue to Crowther Avenue	12,670	64.1	297	94	30
Crowther Avenue to Santa Fe Avenue	8,620	59.7	107	34	11
Bradford Avenue					
Santa Fe Avenue to Chapman Avenue	4,690	55.6	40	13	4
Chapman Avenue to Madison Avenue	10,350	60.4	128	40	13
Madison Avenue to North City Limit	12,600	61.2	156	49	16
Kraemer Boulevard					
South City Limits to Orangethorpe Avenue	25,840	67.2	605	191	61
Crowther Avenue to Chapman Avenue	24,180	66.9	567	179	57
Chapman Avenue to Madison Avenue	24,150	66.8	566	179	57
Madison Avenue to Yorba Linda Boulevard	27,200	67.3	637	201	64
Yorba Linda Boulevard to Bastanchury Road	24,130	68.0	750	237	75
Bastanchury Road to North City Limit	22,980	66.6	538	170	54
Valencia Avenue					
Palm Drive to Yorba Linda Boulevard	6,250	61.1	147	46	15
Yorba Linda Boulevard to Bastanchury Road	10,740	62.1	185	59	19
Bastanchury Road to Northern City Limit	9,140	62.7	214	68	21
Rose Drive					
Orangethorpe Avenue to Alta Vista Street	29,460	69.0	916	290	92
Alta Vista Street to Palm Drive	34,760	69.6	1082	342	108
Palm Drive to Yorba Linda Boulevard	25,380	67.0	594	188	59
City Limit s/o Golden Avenue to North City Limit	29,680	67.6	695	220	70
Jefferson Street					
South City Limits to Orangethorpe Avenue	6,260	60.9	147	46	15
Orangethorpe Avenue to Alta Vista Street	5,530	61.8	172	54	17
Alta Vista Street to Garten Drive	2,220	52.3	19	6	2

Roadway Segment	Proposed 2040 General Plan Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (ft)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Van Buren Street					
South City Limits to Orangethorpe Avenue	6,350	61.3	149	47	15
Orangethorpe Avenue to North City Limit	8,040	62.3	188	60	19
Richfield Road					
South City Limits to Orangethorpe Avenue	16,710	66.6	519	164	52
Orangethorpe Avenue to North City Limit	16,480	66.5	512	162	51
Lakeview Avenue					
South City Limit to North City Limit	9,570	64.1	297	94	30
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level “-” = contour is located within the roadway right-of-way					
Source: Traffic noise modeling is based on traffic data provided in the City of Placentia General Plan Mobility Element, Update Technical Traffic Study, August 2018.					

Freeways typically result in greater noise levels than other roadways due to higher traffic volumes and vehicle speeds. As shown on Figure 4.14-1 and Figure 4.14-2, SR-57 traverses the City of Placentia and represents a primary source of traffic noise in the southwestern portion of the City.

- No roadway segment within the City would generate noise levels greater than 70 dBA CNEL at 100 feet from the centerline of any of the roadways modeled, as shown in Table 4.14-11.
- 35 roadway segments within the City would generate noise levels between 65 dBA CNEL and 75 dBA CNEL at 100 feet from the centerline of any of the roadways modeled, as shown in Table 4.14-11.
- 20 roadway segments within the City would generate noise levels 60 dBA CNEL and 65 dBA CNEL at 100 feet from the centerline of any of the roadways modeled, as shown in Table 4.14-11.
- 7 roadway segments within the City would generate noise levels below 60 dBA CNEL at 100 feet from the centerline of any of the roadways modeled, as shown in Table 4.14-11.

With implementation of the General Plan, some residential uses would experience noise levels that would exceed the City of Placentia Noise Level Limits (refer to Table 4.14-4). However, the proposed General Plan Goal N-1 would reduce noise impacts from transportation noise sources. The Mobility Element policy MOB-2.16 requires adequate noise mitigation measures for new developments along arterial highways including the use of rubberized asphalt, which would minimize mobile noise sources at adjacent sensitive receptors. Additionally, Land Use Element policy LU-2.12 proposes mitigation for traffic congestion for unacceptable levels or noise in residential areas and at sensitive receptors when and where feasible. Compliance with these, and other goals and policies proposed by the General Plan would reduce traffic related noise exposure at sensitive land uses. Implementation of the goals and polices would be realized through the review of individual development projects by the City for project-specific impacts during any

required environmental review. If significant impacts for a specific project are identified, specific mitigation would be required for the Project as conditions of approval to ensure compliance with appropriate City Noise Level Limits.

Railway Noise

One of the primary noise sources in the City of Placentia is the BNSF Railway Company (BNSF) line located in the southern portion of the City. This rail line traverses the City in an east-west direction, generally parallel to Crowther Avenue and Orangethorpe Avenue. The railroad easement passes through residential, commercial, and industrial areas along its' transect through the City. The BNSF operates a major double-track freight rail line known as the Orange County Gateway along the Orangethorpe Corridor. This rail line connects the Port of Los Angeles with the Inland Empire and Midwest United States. The track serves BNSF freight trains as well as the Metrolink 91 Line. The line supports the freight transportation needs of local industry and freight train frequency changes according to local market demand. Currently more than 70 freight trains and 12 passenger trains per day use this rail line. By Year 2030 it is forecast that over 150 trains per day will use this line.

Plans are underway to begin construction of a Metrolink commuter train station in 2019, to be located at the intersection of Melrose Avenue and Crowther Avenue.² Currently 10 Metrolink trains per day use this line. Metrolink train frequency is expected to increase to 13 trains per day by the time the Placentia Metrolink station is completed.

One of the noise measurement sites (Site 10) was located at the Monterey Way cul-de-sac, within a multi-family residential area, to the north of an existing railroad. The monitored noise level was 64.7 dBA and peak noise included traffic noise from SR-57, two trains passing by, three cars driving on Monterey Way, birds chirping, and wind. Rail noise may increase within the City as a result of build-out of the General Plan as passenger trains travelling through the City increase commensurate with the development of the Metrolink Station within the City and the growth in freight traffic that is anticipated to occur within the region. However, as stated in the preceding section, in 2007, the City adopted the Placentia "Quiet Zone," the first in Orange County and one of only a few in the nation, and was put in effect to silence unnecessary train whistles. All trains are prohibited from using horns, 24 hours a day, in the quiet zone unless an engineer feels an emergency exists that threatens human or animal injury or property damage. There are three railroad crossings in Placentia which have no grade separations and a Quiet Zone is in effect to reduce the train noise at these locations. As such, compliance with the Quiet Zone, as well as limiting the development of sensitive uses adjacent to the railroad tracks, and enforcing noise minimization mitigation for sensitive uses that are developed near the railroad, would minimize impacts at build-out from rail noise. The land use map proposed by the General Plan would minimize the potential for sensitive uses to be developed in known high-noise level environments. Noise Element goal N-2 would enforce this by ensuring that the City incorporates noise considerations into land use planning decisions. Furthermore, the development of the Metrolink station requires the City to coordinate with appropriate agencies in the siting, design, and construction of rail stations and track alignments to ensure that noise attenuation measures are addressed. Noise Element N-1.9 would ensure that the City work with BNSF to develop pedestrian barriers to allow trains to minimize horn usage adjacent to residential areas. Therefore, with compliance with the goals and policies in the proposed General Plan, as well as with the City's Municipal Code, would ensure that rail noise impacts remain less than significant.

Airport Noise

Noise exposure contours around airports are determined from the number and type of aircraft using the airport, the magnitude and duration of each fly over, flight paths, and the time of day when flights occur. The Airport Noise Standards contained in Title 4 of the California Administrative Code specify that airports shall not permit noise exposures of 65 dB CNEL or greater to extend into residential or school areas. The State Aeronautics Act specifies 65 dB CNEL as the criterion which airports must meet to protect existing residential communities from unacceptable exterior exposures to aircraft noise. The exterior maximum of 65 dB CNEL is given as the level deemed acceptable to a reasonable person residing in urban residential areas where houses are of typical California construction and may have windows partially open.

There are no airports within the City of Placentia. The Fullerton Municipal Airport, approximately five miles to the west of the City, is the nearest airport to the City. The Orange County Airport Land Use Commission (ALUC) is an advisory body that ensures airport land use compatibility and reviews local agency land use actions and airport plans. Lead agencies are required to use the Airport Land Use Planning Handbook as a technical resource when assessing the airport related noise and safety impacts of airport vicinity projects. According to the ALUC, the City of Placentia is located outside of Fullerton Municipal Airport Impact Zone. Therefore, airport noise does not currently present annoyance within the City and no impacts would occur from development related to implementation of the General Plan.

Stationary Sources

Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities are caused by delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting. Other significant stationary noise sources in the City may include noise from construction activities and landscaping equipment. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and application of the City Noise Ordinance.

Commercial Uses

Commercial development covers a broad spectrum of uses including retail, office, and service commercial. Existing and future buildout of the General Plan would consist of approximately 137 acres of commercial uses, or approximately 4.1 percent of the City's total acreage. Commercial uses are primarily concentrated along major arterials in the eastern and western portions of the City, serving Placentia residents and the surrounding region. Commercial uses in the City of Placentia include Town Center, Neighborhood and Community Commercial, Commercial-Manufacturing, and Office uses.

A variety of stationary noise sources associated with commercial activities exist throughout the City of Placentia. Commercial noise sources may include mechanical equipment and engines in non-moving motors such as power tools. Additional stationary noise sources include animals, stereos, musical instruments, sporting events, and horns. These noise sources have the potential to temporarily disrupt the quietness of an area. Noise Element goal N-2 would ensure that the City incorporates noise considerations into land use planning decisions. Additionally, Noise Element policy N-2.3 would discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments through the incorporation of noise-reduction features during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses. Additionally,

future commercial development would be required to demonstrate compliance with the Noise Element and Noise Ordinance prior to project approval. As such, the General Plan encourages the implementation of noise strategies and actions to reduce noise transmission between commercial/office/industrial and residential uses. Furthermore, the City is nearly completely built-out, with only 1.3% of the City remaining undeveloped, and as such, the potential for substantial new noise generation from commercial development as a result of General Plan build-out, is minimal. Therefore, through compliance with General Plan goals and policies, as well as with the City's Noise Ordinance, impacts from future Commercial development would be less than significant.

Industrial Noise

Industrial noise sources are located in industrial zoned properties throughout the City. In general, industrial noise sources are not creating large-scale problems, but some localized noise problems related to industrial sources do exist. The existing industrial designation encompasses approximately 326 acres, or eight percent of the City's total acreage. Under the proposed 2040 General Plan, future industrial uses encompass approximately 311 acres, or seven percent of the City's total acreage. Industrial developments are generally located in the southern portion of the City, adjacent to the Santa Fe Railroad. The City's Zoning Ordinance establishes three types of districts dedicated to industrial uses, Manufacturing, Commercial Manufacturing, and Combining Planned Manufacturing districts.

Industrial land uses have the potential to generate noise that can be considered intrusive to sensitive land uses. Depending on the type of industrial operation, noise sources could involve mechanical equipment, loading and unloading of vehicles and trucks, as well as amplified or un-amplified communications. The level and intrusiveness of the noise generated also vary depending on the size and type of the facility, type of business, hours of operation, and location relative to sensitive land uses. As previously stated, Noise Element goal N-2 would ensure that the City incorporates noise considerations into land use planning decisions. Additionally, Noise Element policy N-2.3 would discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments through the incorporation of noise-reduction features during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses. Noise Element policy N-3.5 would limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive uses. Additionally, future industrial development would be required to demonstrate compliance with the Noise Element and Noise Ordinance prior to project approval. Furthermore, the City is nearly completely built-out, with only 1.3% of the City remaining undeveloped, and as such, the potential for substantial new noise generation from industrial development as a result of General Plan build-out, is minimal. Therefore, through compliance with General Plan goals and policies, as well as with the City's Noise Ordinance, impacts from future Industrial development would be less than significant.

Goals and Policies in the Proposed General Plan

Noise Element

Goal	<i>N-1</i>	<i>Reduce noise impacts from transportation noise sources.</i>
Policies	N-1.1	Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Placentia. Special attention should be given to shielding noise sensitive uses.

	N-1.2	Reduce transportation noise through proper design and coordination of new or remodeled transportation and circulation facilities.
	N-1.3	Enforce all applicable City, State, and federal noise standards.
	N-1.4	Ensure that the Zoning Ordinance, Mobility Element, and Land Use Element fully integrates the policies adopted as part of the Noise Element.
	N-1.5	Consider alternate circulation routes for buses and other heavy vehicles using residential streets.
	N-1.6	Require that new equipment purchased by the City of Placentia comply with noise performance standards.
	N-1.7	Encourage use of public transit and other traffic reducing incentives to lessen noise through reduction of traffic volumes.
	N-1.8	Complete the railroad grade separation projects (OC Bridges Project).
	N-1.9	Work with BNSF to develop pedestrian barriers to allow trains to minimize horn usage adjacent to residential areas.
Goal	N-2	<i>Incorporate noise considerations into land use planning decisions.</i>
Policies	N-2.1	Land use planning decisions should be guided by the “normally acceptable” and “conditionally acceptable” community noise exposures, as established by the Office of Planning and Research and shown on Table 5.
	N-2.3	Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments. Incorporate noise-reduction features during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses.
	N-2.4	Allow flexibility in planning policy to reflect technological advances in noise control and the economic constraints governing the application of noise-control technology.
	N-2.5	Require proposed development and building projects to demonstrate compliance with the Noise Element and Noise Ordinance prior to project approval. Inform building permit applicants of the relevant sections of the Noise Element and Ordinance.
Goal	N-3	<i>Minimize noise spillover from commercial uses into nearby residential neighborhoods.</i>
Policies	N-3.1	Require adherence to City and State exterior noise requirements, specifying exterior and interior noise levels.
	N-3.2	Use increased setbacks where necessary to ensure noise from new development does not impact adjoining residentially used or zoned property.
	N-3.3	Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

	N-3.4	Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City’s Noise Ordinance.
	N-3.5	Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive uses.
	N-3.6	Require adherence to City and State building codes that specify indoor noise levels.
	N-3.7	Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collections areas.
Goal	N-4	<i>Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.</i>
Policies	N-4.1	Require that commercial uses developed as part of a mixed-use project (with residential uses) not be noise-intensive, or that noise attenuation practices are used that substantially reduce or eliminate noise impacts.
	N-4.2	Require the inclusion of noise-reducing design features in development consistent with Title 24 California Code of Regulations and the Municipal Code.
Goal	N-5	<i>Develop measures to control objectionable noise impacts.</i>
Policies	N-5.1	Review the City’s existing noise ordinance and revise as necessary to better regulate noise-generating uses.
	N-5.2	Continue to enforce the noise ordinance and make the public more aware of its utility.
	N-5.3	Where possible, resolve existing and potential conflicts between various noise sources and other human activities.
	N-5.6	Require construction activity to comply with City Noise Ordinance. Ensure adequate noise control measures at all construction sites through good sound attenuation practices.
<u>Land Use Element</u>		
Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.6	Require new multifamily development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to reduce impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.
	LU-2.12	Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, when and where feasible.

- LU-2.18 Work pro-actively with Orange County Transportation Authority (OCTA) to properly plan appropriate land uses around existing and future planned transportation projects built by OCTA.

Health, Wellness and Environmental Justice Element

- Goal** **HW/EJ-10** ***Promote to land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantage communities.***
- Policies** HW/EJ-10.5 Require landscaping, ventilation systems, double-paned windows, setbacks, landscaping, barriers, ventilation systems, air filters and other measures to achieve healthy indoor air quality and noise levels in the development of new sensitive land uses.
- Goal** **HW/EJ-14** ***Improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities.***
- Policies** HW/EJ-14.4 Regularly review and update the noise ordinance to regulate noise-generating activities and proposed developments near noise-generating activities based upon changes in state law.
- HW/EJ-14.5 Monitor changes in technology that will prevent and mitigate transportation-related noise and air quality impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise and air quality impacts of vehicles. Alternatives to sound walls should be considered where possible.
- HW/EJ-14.7 Consider zoning that prohibits the construction of new sensitive uses within 1,000 feet of a freeway.

Mobility Element

- Goal** **MOB-2** ***Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.***
- Policy** MOB-2.16 Require adequate noise mitigation measures for new developments along arterial highways including the use of rubberized asphalt.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan and adherence to the City's Noise Ordinance are required.

Level of Significance After Mitigation: Not Applicable

4.14.6 Cumulative Impacts

CUMULATIVE SHORT-TERM CONSTRUCTION NOISE

Cumulative Short-Term Construction Noise Associated with Implementation of the Proposed General Plan Could Result in Cumulatively Considerable Impacts.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: It is anticipated that, even though the City is nearly completely built-out, with only 1.3% of vacant land remaining in the City, the City would experience construction activity associated with redevelopment of existing developed sites as well as new construction on undeveloped sites. Short-term construction noise is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. Each construction project would have to comply with the local noise ordinance, the General Plan goals and policies related to noise, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Thus, a less than significant impact would occur.

Goals and Policies in the Proposed General Plan: Refer to Goal N-2 and policies N-5.4 and 5.6 referenced above.

Mitigation Measures: Refer to Mitigation Measure 4.14-1 above. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact

CUMULATIVE LONG-TERM OPERATIONAL NOISE

Cumulative Long-Term Operational Noise Associated with Implementation of the Proposed General Plan Could Result in Cumulatively Considerable Impacts.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Implementation of the General Plan, when compounded with the anticipated growth in the region, would result in additional stationary and mobile sources of noise throughout the City of Placentia and adjacent jurisdictions. This would increase the overall ambient noise level in the area and would potentially result in a significant cumulative noise impact.

Mobile Sources

Table 4.14-12, Cumulative Traffic Noise Exposure, compares the “Existing” scenario to the “General Plan 2040 Conditions” scenario and outlines the anticipated noise level changes adjacent to specific roadways in the City as a result of implementation of the proposed General Plan, along with cumulative growth in the City. As shown in the Table below, the difference in noise levels between the existing condition and the build-out condition is minimal with no change in noise level above 1.8 dBA, which is not considered significant (see Table 4.14-8). As such, it is assumed that there would not be a significant cumulative mobile noise source as a result of implementation of the General Plan. Furthermore, compliance and/or adherence to the proposed General Plan goals and policies would reduce the generated audible noise levels to a less than significant level.

Table 4.14-12
CUMULATIVE TRAFFIC NOISE EXPOSURE

Roadway Segment	Existing Conditions		Proposed 2040 General Plan Conditions		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Golden Avenue						
Valencia Avenue to East City Limit	3,400	57.0	3,980	57.7	0.7	NO
Kraemer Boulevard to Valencia Avenue	5,400	59.0	5,930	59.4	0.4	NO
Bastanchury Road						
West City Limits to Kraemer Boulevard	25,100	68.2	27,910	68.7	0.5	NO
Kraemer Boulevard to Valencia Avenue	20,400	67.3	22,430	67.1	-0.2	NO
Valencia Avenue to East City Limit	16,800	66.6	19,250	67.2	0.6	NO
Yorba Linda Boulevard						
Bradford Avenue to Kraemer Boulevard	34,300	68.1	37,690	68.5	0.4	NO
Kraemer Boulevard to Valencia Avenue	26,300	67.2	28,990	67.6	0.4	NO
Valencia Avenue to Rose Drive	23,400	66.7	25,720	67.1	0.4	NO
Rose Drive to Eastern City Limit	25,700	67.1	28,310	67.5	0.4	NO
Palm Drive						
Yorba Linda Boulevard to Valencia Avenue	8,400	62.3	9,200	62.7	0.4	NO
Valencia Avenue to Rose Drive	11,000	65.9	11,740	66.2	0.3	NO
Madison Avenue						
West City Limits to Bradford Avenue	6,200	59.6	7,020	60.2	0.6	NO
Bradford Avenue to Kraemer Boulevard	8,600	61.2	9,510	61.7	0.5	NO
Buena Vista Avenue						
Rose Drive to East City Limit	13,100	65.4	14,400	65.8	0.4	NO
Alta Vista Street						
Angelina Drive to Kraemer Boulevard	4,100	55.0	4,530	55.4	0.4	NO
Kraemer Boulevard to Rose Drive	15,000	66.1	16,240	66.4	0.3	NO

Roadway Segment	Existing Conditions		Proposed 2040 General Plan Conditions		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Rose Drive to Van Buren Street	10,000	64.3	10,640	64.6	0.3	NO
Chapman Avenue						
Placentia Avenue to Bradford Avenue	21,700	65.1	26,790	66.0	0.9	NO
Bradford Avenue to Kraemer Boulevard	19,300	64.6	22,000	65.2	0.6	NO
Kraemer Boulevard to Orangethorpe Avenue	8,000	62.0	10,900	63.3	1.3	NO
Crowther Avenue						
Placentia Avenue to Melrose Street	5,200	60.3	7,960	62.1	1.8	NO
Melrose Street to East City Limit	4,000	59.2	5,100	60.3	1.1	NO
Orangethorpe Avenue						
Placentia Avenue to Melrose Street	23,900	66.6	27,280	67.2	0.6	NO
Melrose Street to Kraemer Boulevard	17,600	65.5	19,950	66.1	0.6	NO
City Limit w/o Chapman Avenue to Chapman Avenue	7,300	62.8	8,870	63.7	0.9	NO
Chapman Avenue to Rose Drive	13,300	65.3	17,140	66.4	1.1	NO
Rose Drive to East City Limit	13,800	65.7	16,180	66.4	0.7	NO
Miraloma Avenue						
Van Buren Street to Richfield Road	5,000	58.9	6,530	60.1	1.2	NO
Richfield Road to Lakeview Avenue	5,000	58.9	5,610	59.4	0.5	NO
Placentia Avenue						
South City Limit to Orangethorpe Avenue	11,500	63.7	14,240	64.6	0.9	NO
Orangethorpe Avenue to Crowther Avenue	17,400	65.4	22,000	66.4	1.0	NO
Crowther Avenue to Chapman Avenue	17,700	65.5	19,820	66.0	0.6	NO
Chapman Avenue to n/o Primrose Avenue	22,300	66.6	24,640	67.0	0.4	NO
Macadamia Lane to Bastanchury Road	20,300	66.1	22,370	66.5	0.4	NO

Roadway Segment	Existing Conditions		Proposed 2040 General Plan Conditions		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Bastanchury Road to Rolling Hills Drive	11,500	63.7	12,600	64.1	0.4	NO
Melrose Street						
South City Limit to Orangethorpe Avenue	15,500	63.7	18,290	64.4	0.7	NO
Orangethorpe Avenue to Crowther Avenue	9,000	62.6	12,670	64.1	1.5	NO
Crowther Avenue to Santa Fe Avenue	7,500	59.1	8,620	59.7	0.6	NO
Bradford Avenue						
Santa Fe Avenue to Chapman Avenue	4,300	55.2	4,690	55.6	0.4	NO
Chapman Avenue to Madison Avenue	9,400	60.0	10,350	60.4	0.4	NO
Madison Avenue to North City Limit	11,500	60.8	12,600	61.2	0.4	NO
Kraemer Boulevard						
South City Limits to Orangethorpe Avenue	23,500	66.7	25,840	67.2	0.5	NO
Crowther Avenue to Chapman Avenue	21,700	66.4	24,180	66.9	0.5	NO
Chapman Avenue to Madison Avenue	21,500	66.3	24,150	66.8	0.5	NO
Madison Avenue to Yorba Linda Boulevard	24,600	66.9	27,200	67.3	0.4	NO
Yorba Linda Boulevard to Bastanchury Road	21,800	67.6	24,130	68.0	0.4	NO
Bastanchury Road to North City Limit	20,800	66.2	22,980	66.6	0.4	NO
Valencia Avenue						
Palm Drive to Yorba Linda Boulevard	5,700	60.7	6,250	61.1	0.4	NO
Yorba Linda Boulevard to Bastanchury Road	9,800	61.7	10,740	62.1	0.4	NO
Bastanchury Road to Northern City Limit	8,300	66.3	9,140	62.7	-3.6	NO
Rose Drive						

Roadway Segment	Existing Conditions		Proposed 2040 General Plan Conditions		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Orangethorpe Avenue to Alta Vista Street	26,700	68.5	29,460	69.0	0.5	NO
Alta Vista Street to Palm Drive	31,500	69.2	34,760	69.6	0.4	NO
Palm Drive to Yorba Linda Boulevard	22,700	66.5	25,380	67.0	0.5	NO
City Limit s/o Golden Avenue to North City Limit	24,000	66.7	29,680	67.6	0.9	NO
Jefferson Street						
South City Limits to Orangethorpe Avenue	5,300	60.2	6,260	60.9	0.7	NO
Orangethorpe Avenue to Alta Vista Street	4,800	61.1	5,530	61.8	0.7	NO
Alta Vista Street to Garten Drive	1,900	51.7	2,220	52.3	0.6	NO
Van Buren Street						
South City Limits to Orangethorpe Avenue	5,700	60.8	6,350	61.3	0.5	NO
Orangethorpe Avenue to North City Limit	7,300	61.9	8,040	62.3	0.4	NO
Richfield Road						
South City Limits to Orangethorpe Avenue	13,700	65.7	16,710	66.6	0.9	NO
Orangethorpe Avenue to North City Limit	12,700	65.4	16,480	66.5	1.1	NO
Lakeview Avenue						
South City Limit to North City Limit	7,300	63.0	9,570	64.1	1.1	NO
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level “-” = contour is located within the roadway right-of-way						
Source: Traffic noise modeling is based on traffic data provided in the City of Placentia General Plan Mobility Element, Update Technical Traffic Study, August 2018.						

Stationary Sources

Noise caused by stationary sources would not substantial increase with the implementation of the proposed General Plan, particularly because the City of Placentia has limited vacant land available for future expansion and development, and as such is nearly built out. There would be some, but not many new stationary sources of noise, and compliance with the General Plan goals

and policies, including those that limit the introduction of great noise sources in close proximity to sensitive receptors. Therefore, a less than significant impact would occur in regards to cumulative stationary noise exposure.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced in the preceding sections.

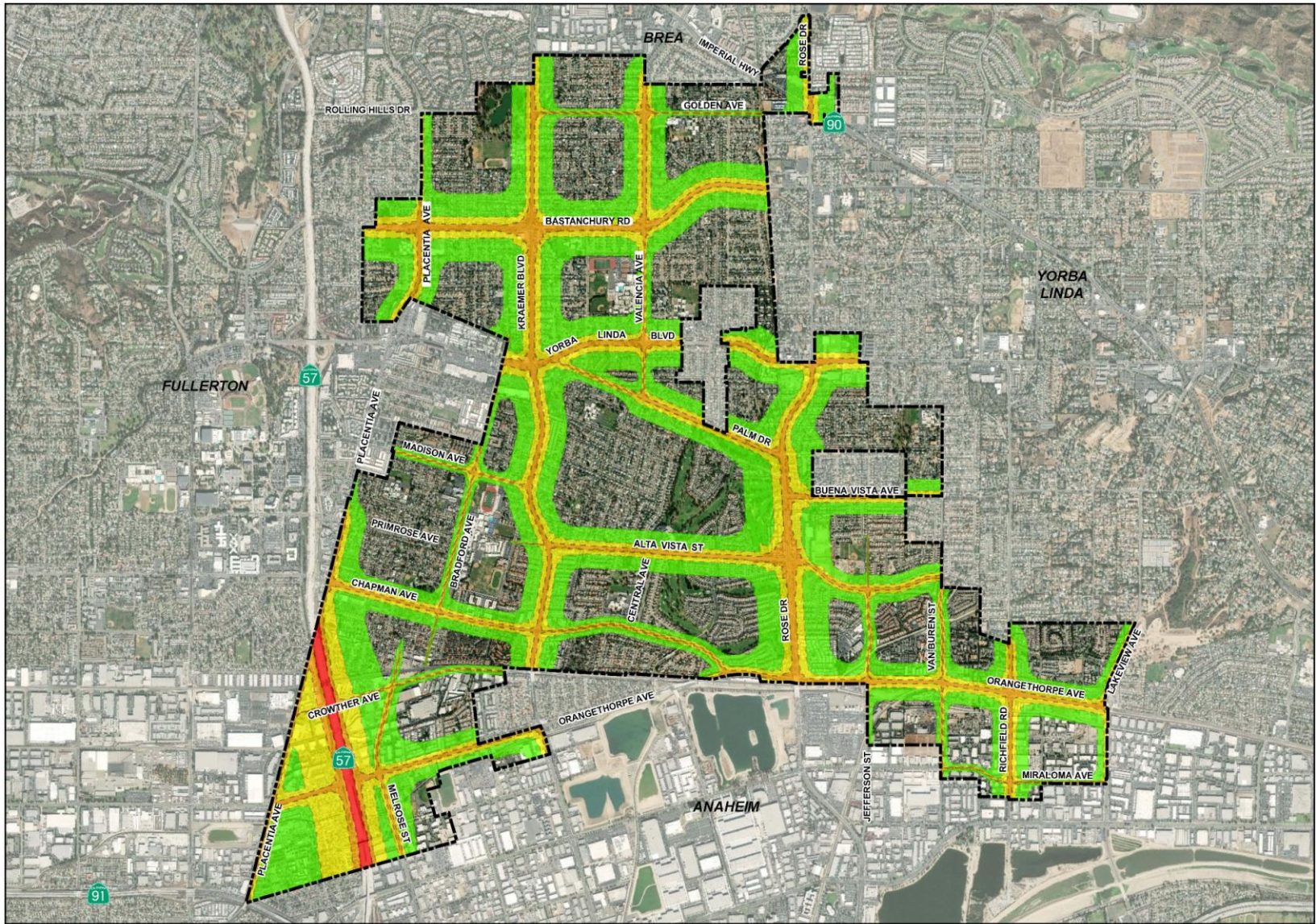
Mitigation Measures: No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact

4.14.7 Unavoidable Significant Impacts

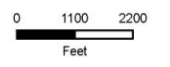
The noise evaluation presented above indicates that the proposed project does not have the potential to cause potentially significant and unavoidable adverse noise impacts from implementing the General Plan. Noise impacts associated with implementation of the proposed General Plan would be less than significant by adhering to and/or complying with goals and policies in the proposed General Plan. Based on the data and analysis presented in this subchapter, development associated with implementation of the proposed General Plan is not forecast to cause unavoidable significant adverse noise impacts.

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LEGEND

- +— Railroad
- City Boundary
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL



Michael Baker
INTERNATIONAL

Source: City of Placentia, August 2016, ESRI

FIGURE 4.14-1

Tom Dodson & Associates
Environmental Consultants

Existing Roadway Noise Locations

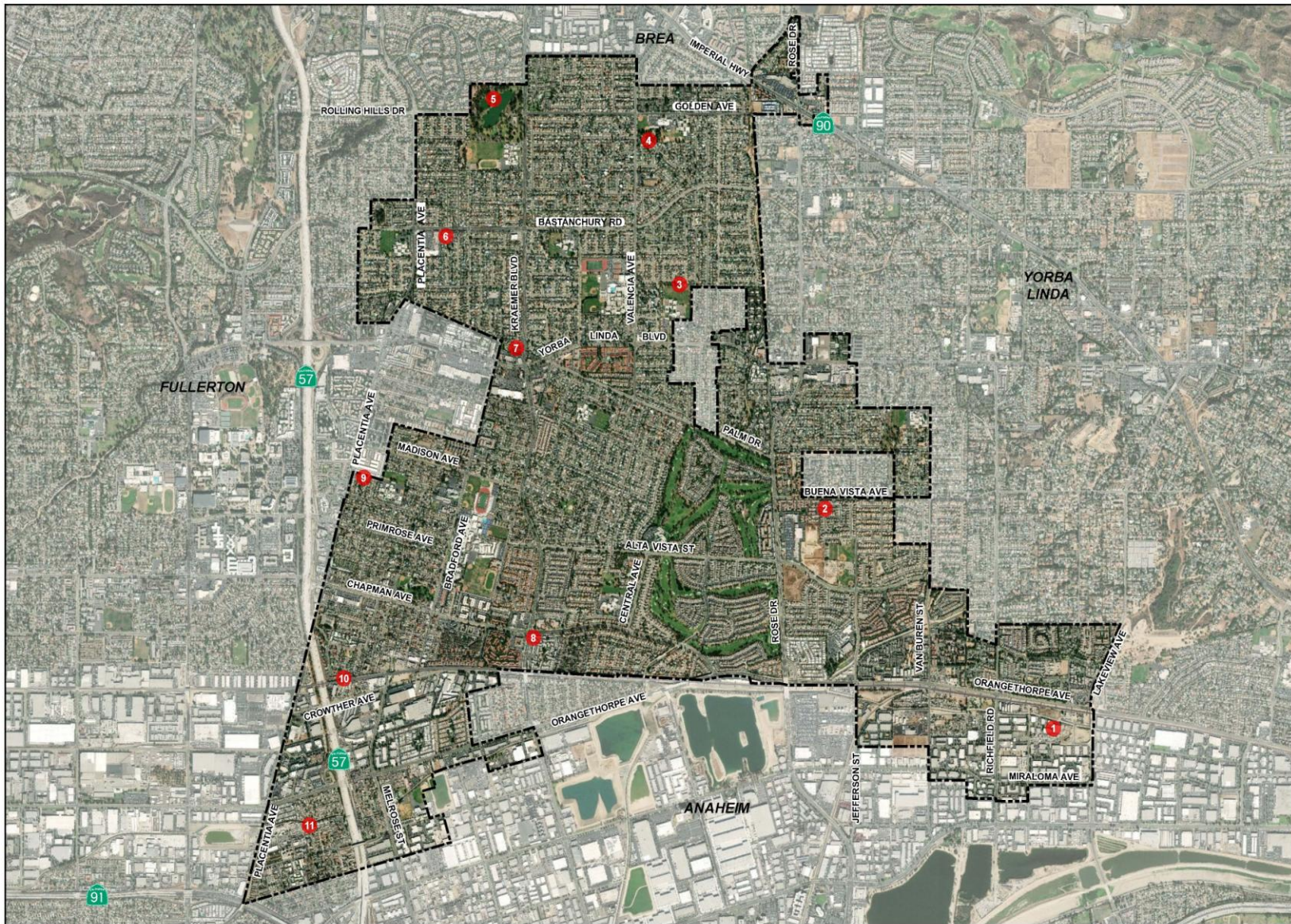


PLACENTIA
Rich Heritage, Bright Future

LEGEND

- Noise Measurement Location
- Railroad
- City Boundary

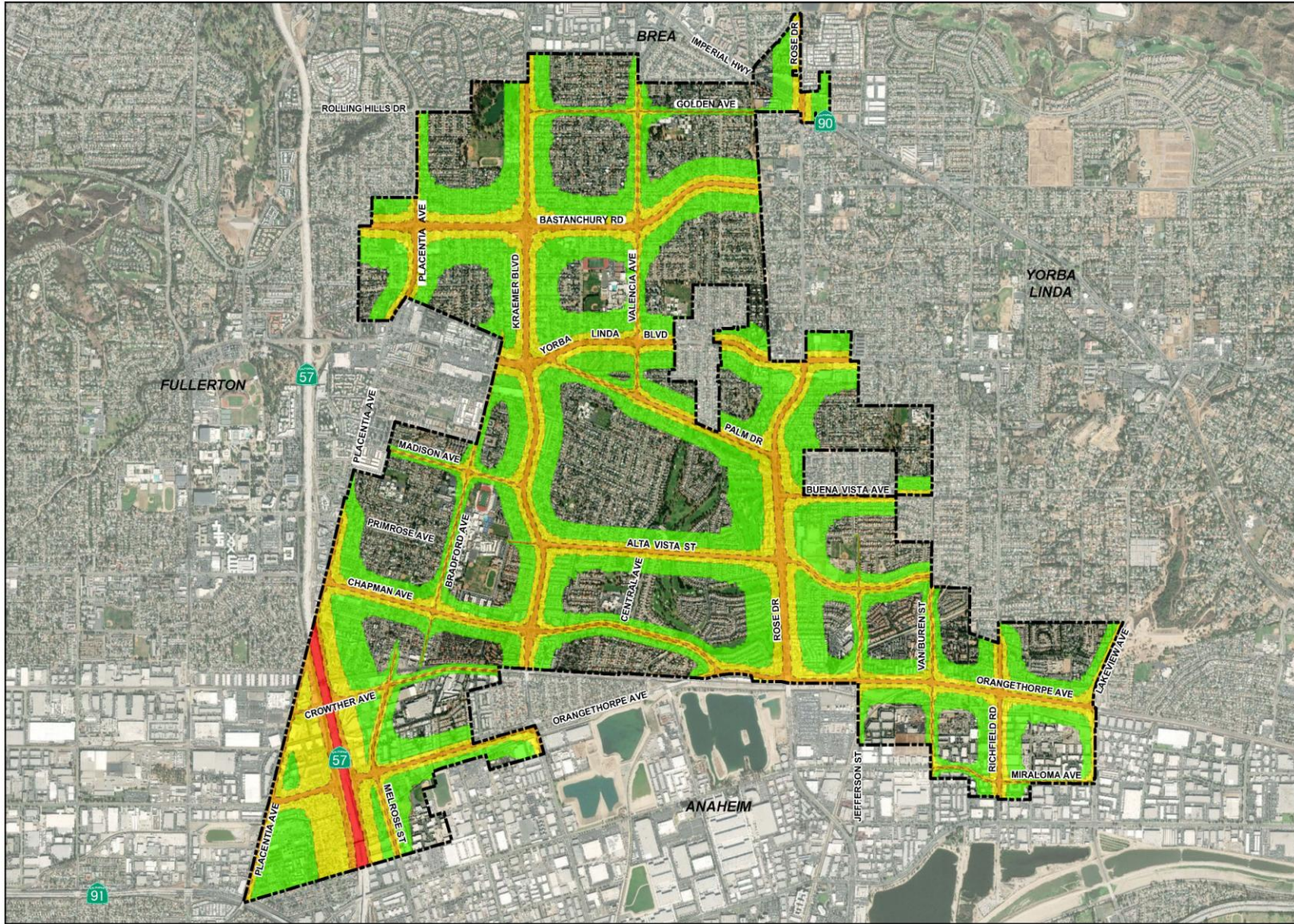
0 1100 2200
Feet



Michael Baker
INTERNATIONAL

Source: City of Placentia, August 2018, ESRI

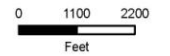
FIGURE 4.14-2



PLACENTIA
Rich Heritage, Bright Future

LEGEND

- +— Railroad
- City Boundary
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL



Michael Baker
INTERNATIONAL

Source: City of Placentia, August 2018, ESRI

FIGURE 4.14-3

4.15 POPULATION AND HOUSING

This section identifies the existing population, housing, and employment statistics for the City of Placentia (City) and provides an analysis of potential impacts that may result from implementation of the proposed General Plan under buildout conditions. More specifically, the impact analysis evaluates how buildout of the General Plan Update would induce population growth in the City, either directly or indirectly. The primary sources of data presented in this section are as follows:

- Cal State Fullerton Center for Demographic Research (Accessed 4/25/2019):
https://www.fullerton.edu/cdr/_resources/pdf/progressreport/Placentia.pdf
- Southern California Association of Governments (SCAG)
 - SCAG 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 10/1/2021 <http://www.scag.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf>
 - SCAG Local Profile Placentia (Accessed 4/25/2019):
<https://www.scag.ca.gov/Documents/Placentia.pdf>
 - SCAG Local Profile Orange County Accessed 4/25/2019):
<https://www.scag.ca.gov/Documents/OrangeCountyLP.pdf>
 - SCAG 2016 RTP SCS Demographics and Growth Forecast (Accessed 4/25/2019):
http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf
- State of California Employment Development Department Labor Market Information Division (Accessed 4/25/2019):
[https://www.labormarketinfo.edd.ca.gov/file/lfmonth/oran\\$pds.pdf](https://www.labormarketinfo.edd.ca.gov/file/lfmonth/oran$pds.pdf)
- U.S. Census 2010

4.15.1 Regulatory Setting

State

State law requires local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each city and county to prepare a Housing Element within its General Plan which is to be submitted (generally every eight years) to the State Housing and Community Development (HCD) Department for certification.

Southern California Association of Governments (SCAG)

SCAG¹ identifies the number and type of housing units that each local jurisdiction should plan to accommodate through the Regional Housing Needs Assessment (RHNA) process. According to SCAG, “the RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs.” The SCAG RTP 2012-2035 SCS Program EIR (PEIR) analyzes the population, housing and employment impacts of implementing the 2016 RTP SCS to accommodate growth and provide for transportation needs.

¹ Southern California Association of Governments includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial.

The SCAG region, the second most populous metropolitan region in the nation, had approximately 18.78 million residents in 2015². The annual average growth rate for the 2010-2015 period was only 0.7 percent, which was lower than the 0.9 percent growth rate of the 2000-2010 period. According to the SCAG RTP SCS 2016-2040, the population of Orange County grew by 4.6% or by 139,985 persons between 2010 and 2015, and is planned to grow by 9.7% or 307,413 persons between 2015 and 2040. The population of the City of Placentia is forecast to grow from 51,500 in 2012 to 58,400 in 2040, or by about 13.4% in this time frame. The number of households within the City of Placentia in 2012 was 16,600, which is projected to increase to 18,900 by 2040, or by about 13.9% in this time frame. The number of persons employed in the City of Placentia in 2012 was 19,000 persons, which is projected to increase to 23,500 in 2040, an increase of about 23.7%.

Regional Housing Needs Assessment (RHNA)

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the state-wide housing need. In cooperation with HCD, local governments and councils of governments (COGs) are charged with making a determination of the existing and projected housing need as a share of the state-wide housing need of their city or region.

The housing construction need is determined for four broad household income categories: very low (households making less than 50 percent of median family income), low (50 to 80 percent of median family income), moderate (80 to 120 percent of median family income), and above moderate (more than 120 percent of median family income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

SCAG has determined that Placentia’s Regional Housing Needs Allocation (RHNA) for the 2014-2021 planning period is 492 housing units, including 193 units within the low and very low-income categories; refer to *Table 4.15-1* below.

**Table 4.15-1
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
5TH CYCLE REGIONAL HOUSING NEEDS ASSESSMENT FINAL ALLOCATION PLAN
(1/1/2014 - 10/1/2021)**

Income Category	Housing Allocation	Percentage of Households
Very Low	112	22.6
Low	81	16.9
Moderate	90	18.3
Above Moderate	209	42.2
Total	492	100%
Source: Southern California Association of Governments 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 - 10/1/2021 http://www.scag.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf		

² http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

Local

City of Placentia General Plan Housing Element

According to the proposed City of Placentia General Plan, the current population in the City is about 52,263, while the projected build out population is anticipated to be 70,984 persons. The following table has been extracted from the Project Description and proposed General Plan to depict the future build out conditions.

**Table 4.15-2
 FUTURE BUILD-OUT CHANGES BASED ON NEW LAND USE DESIGNATIONS**

Topic	Existing Condition 2018	Proposed General Plan Buildout	Realistic Assumption of Development or Change
Population (persons)	52,263	70,984	18,721
Housing (dwelling units)	18,179	24,702	6,523
Household Size (person/household)	2.87	2.87	No Change
Non-Residential development (square feet)	7,519,169	22,511,890	Appx. 784,000*
Employment (jobs)	20,158	22,260 (est.)	2,102
Vacant Acreage (acres)	54.5*	0	N/A
Notes: *The City assumes that 18 of the remaining 64 undeveloped acres within the City's boundary will be developed with Non-residential uses at a FAR up to 1.0. This equates to an estimated 784,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. For planning purposes regarding future development, 261,360 square feet of new development is allocated to commercial uses, 261,360 square feet to office uses, and 261,360 square feet to industrial uses.			

The City of Placentia's existing Housing Element (existing—the City of Placentia's Housing Element 2013-2021 is valid and does not require updating until the next cycle does not propose to update its Housing Element 2013-2021 at this time) addresses adequate housing opportunities for present and future residents through 2021 and provides the primary policy guidance for local decision-making related to housing. *California Government Code §65583* requires a jurisdiction's Housing Element include the following components:

- A review of the previous Element's goals, policies, objectives and programs to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element;
- An assessment of housing need and an inventory of resources and constraints related to meeting these needs;
- A statement of goals, policies and quantified objectives related to the maintenance, preservation, improvement and development of housing; and,
- A policy program that provides a schedule of actions that the City is undertaking or intends to undertake implementing the policies set forth in the Housing Element.

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the state's main housing goal. Recognizing the important part that local planning programs play in pursuit of this goal, the Legislature has mandated that all cities and counties prepare a Housing Element as part of their comprehensive General Plans (*California Government Code §65302(c)*).

The proposed Housing Element update covers the planning period from October 2013 to October 2021. State planning law mandates that jurisdictions review and update their Housing Elements every eight years in order to remain relevant and useful and reflect the community’s changing housing needs.

SCAG is responsible for allocating housing needs to each jurisdiction in its region, including Placentia. A local jurisdiction’s “fair share” of regional housing need is the number of additional housing units that would need to be constructed to accommodate projected growth in the number of households, to replace expected demolitions and conversion of housing units to non-housing uses, and to achieve a future vacancy rate that allows for healthy functioning of the housing market. The allocation is distributed among four income categories, Very Low, Low, Moderate, and Above Moderate Income, and is adjusted to avoid an over-concentration of lower-income households in jurisdictions that currently have a disproportionately high share of low-income residents. The City must also plan for the growth needs of Extremely Low-Income households. The Extremely Low-Income need is assumed to be 50 percent of the Very-Low-Income allocation, as such the difference between *Table 4.15-3* and *Table 4.15-2* is the inclusion of “Extremely Low Income” Income Category.

**Table 4.15-3
 REGIONAL HOUSING NEEDS ASSESSMENT (PLACENTIA): 2014-2021**

Income Category	Housing Allocation
Extremely Low Income	56
Very Low	56
Low	81
Moderate	90
Above Moderate	209
Total	492
Notes: Difference between Table 4.15-3 and 4.15-2 is the inclusion of “Extremely Low Income” Income Category 1 Extremely Low-Income need is assumed to be 50% of Very Low-Income need 2 The RHNA projection period covers the period 1/1/2014 – 10/1/2021 Source: Regional Housing Needs Allocation, SCAG 2012	

4.15.2 Environmental Setting

Population

The City of Placentia is one of the 34 cities within Orange County. The Department of Finance estimates Orange County’s population at 3,055,792 in 2012, ranking as the third largest county in the state. Orange County was the second largest county in California in 2000 with 2,846,289 residents. Overall, the county has experienced rapid population growth over the last two decades. From 1990 to 2000, the population increased by 18.1 percent. From 2000 to 2013, the County population increased by 8.3 percent (see *Table 4.15-4*).

According to the U.S. Census Bureau and the California Department of Finance, Placentia experienced a 12.7 percent population increase between 1990 and 2000 and an 11.4 percent increase between 2000 and 2013 (see Table 4.15-4).

**Table 4.15-4
POPULATION TRENDS – 1990 – 2013: PLACENTIA VS. ORANGE COUNTY**

City/County	1990	2000	2013	Growth 1990-2000	Growth 2000-2013
Placentia	41,259	46,488	51,776	12.7%	11.4%
Orange County	2,410,556	2,846,289	3,081,804	18.1%	8.3%

Source: U.S. Census, California Dept. of Finance Table E-5 (2013)

The Center for Demographic Research at Cal State Fullerton forecasts a leveling in population growth rate with a projected population of 56,416 in 2030. As such the City has only 54.5 acres of vacant land and the total number of residences within the City is forecast to increase by about one-third at Buildout, which would result in a forecast total population of about 70,984 persons: equivalent to a growth of about 35.8% between 2016 and Buildout of the General Plan, as shown on Table 4.15-5 below.

**Table 4.15-5
SCAG POPULATION 2017: PLACENTIA VS. ORANGE COUNTY**

City/County	2016	Proposed General Plan Buildout	Growth 2013-2016 ¹	Growth 2016-Buildout
Placentia	52,263	70,984	0.9%	35.8%
Orange County	3,183,011	-N/A-	3.3%	-N/A-

Source: SCAG Local Profile: <https://www.scag.ca.gov/Documents/Placentia.pdf>
¹Growth is based 2013 projections identified in Table 4.15-4

Housing

The City has only 54.5 acres of vacant land and the total number of residences within the City is forecast to increase by about one-third (an increase of 6,523 dwelling units over the life of the proposed General Plan, resulting in a forecast total population of about 70,984 persons). Approximately 63 percent of Placentia’s housing units were owner-occupied and 34 percent of the units were renter-occupied in 2010. *Table 4.15-6* shows that vacancy rates in the City were relatively low, with 4.7 percent of the rental units and less than 1 percent of the for-sale units available for rent or sale, respectively.

**Table 4.15-6
HOUSEHOLD TENURE**

Housing Type	Placentia		Orange County	
	Units	%	Units	%
Occupied housing units	16,365	97%	992,781	95%
Owner-occupied housing units	10,681	63%	588,313	56%
Average household size of owner-occupied units	2.97		2.98	
Renter-occupied housing units	5,684	34%	404,468	39%
Average household size of renter-occupied units	3.24		3.00	
Vacant housing units	507	3%	56,126	5%

Housing Type	Placentia		Orange County	
	Units	%	Units	%
For rent	278	2%	25,254	2%
Rented, not occupied	15	0.1%	1,327	0.1%
For sale only	82	0%	8,434	1%
Sold, not occupied	28	0.2%	2,096	0.2%
For seasonal, recreational, or occasional use	29	0%	10,806	1%
All other vacancies	75	0%	8,209	1%
Homeowner vacancy rate (%)	0.8		1.4	
Rental vacancy rate (%)	4.7		5.9	
Total housing units	16,872	100%	1,048,907	100%
Source: 2010 Census, Table DP-1				

The total number of housing units in the City of Placentia versus the County of Orange based on SCAG data updated to reflect 2016 statistics are shown in the *Table 4.15-7* below. As shown in *Table 4.15-7* below, the Growth percentage between 2010 and 2016 in the City of Placentia is comparable to the growth that Orange County experienced in the same time frame. However, the projected housing unit growth between 2016 and 2025 is much greater for the City of Placentia than projected for the entirety of Orange County. Based on the data contained in the Cal State Fullerton Center for Demographic Research 2018 Orange County Progress Report, the buildout population and associated housing unit growth is not anticipated to occur for several decades. Additionally, *Table 4.15-2: Future Build-Out Changes Based on New Land Use Designations* illustrates that the average household size is anticipated to remain constant between the present conditions and buildout.

**Table 4.15-7
HOUSEHOLD STATISTICS 2016-BUILDOUT**

	Placentia	Orange County
2016 Number of Housing Units	17,147	1,075,699
Growth 2010-2016 ¹	1.8%	2.6%
2025 Number of Housing Units ²	19,063	1,104,542 ³
2016-2025 Growth ²	11.2%	2.7% ³
General Plan Buildout Number of Housing Units	24,702	Unknown
Growth 2016-Buildout	44.1%	Unknown
Source: SCAG Local Profile: https://www.scag.ca.gov/Documents/Placentia.pdf		
¹ Growth is based 2010 projections identified in Table 4.15-6		
² The 2025 housing units projection was based on utilizing the Cal State Fullerton Center for Demographic Research 2018 Orange County Progress Report 2025 population projection (54,710 persons) and dividing it by the City of Placentia's Household Size average (2.87 persons/per household) to determine the number of housing units projected to be required/built in 2025: ³ https://www.fullerton.edu/cdr/_resources/pdf/progressreport/Placentia.pdf		
³ Orange County housing unit projection and growth calculation is based on 2025 projections from the Orange County General Plan, Chapter II: Background for Planning: http://www.ocpublicworks.com/civicax/filebank/blobdload.aspx?blobid=8585 – No buildout housing calculations for the County are available.		

³ The Average Household size cited in the Project Description (Chapter 3) of this EIR differs from the SCAG Statistical Summary data (<https://www.scag.ca.gov/Documents/OrangeCountyLP.pdf>) by 0.23 persons per household. SCAG states that the average household size is 3.1, while the City of Placentia assumes the number 2.87. For the purposes of this document, the average household size is assumed to be 2.87, to reflect the City's data.

As stated under Section 4.15.1: Regulatory Setting, the Regional Housing Needs Assessment (RHNA) for the City of Placentia indicates the City’s “fair share” of regional housing need, which is the number of additional housing units that would need to be constructed to accommodate projected growth in the number of households, to replace expected demolitions and conversion of housing units to non-housing uses, and to achieve a future vacancy rate that allows for healthy functioning of the housing market. Table 4.15-8 below depicts the Housing Allocation for the City of Placentia versus Orange County, and also depicts the carryover from the previous RHNA, resulting in a total housing need of 530 units, which reflects the need for an increase in housing units of 3.1% between the present and 2021. The housing need in Orange County totals 37,966, which reflects the need for an increase in housing units of 3.5% between the present and 2021, which is comparable to the housing needs of the City of Placentia.

**Table 4.15-8
 REGIONAL HOUSING NEEDS ASSESSMENT (PLACENTIA VS ORANGE COUNTY): 2014-2021**

Income Category	Housing Allocation: Placentia			Housing Allocation: Orange County
	Housing Need 2014-2021	Carryover from Prior Period	Total Housing Need	
Very Low	112	21	133	8,734
Low	81	17	98	6,246
Moderate	90	--	90	6,971
Above Moderate	209	--	209	16,015
Total	492	38	530	37,966

Source: Southern California Association of Governments 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 - 10/1/2021 <http://www.scag.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf>

Employment

The City had a workforce of 25,851 persons, or 68 percent of the working-age population, as reported in recent Census data. The Table below shows that the characteristics of the City’s population are very similar to those countywide with an almost identical proportion of the working-age population in the labor force (68 percent City versus 67 percent County). The unemployment rate within the County was also considered identical to the City at a rate of 5% at the time the Census was conducted (2006-2010). According to the Bureau of Labor Statistics, the unemployment rate in the City of Placentia in March of 2019 was 2.9%. The unemployment rate in the Orange County was 3.2% in March 2019, which compares with an unadjusted unemployment rate of 4.3% for California during the same period.⁴

⁴ [https://www.labormarketinfo.edd.ca.gov/file/1fmonth/oran\\$pds.pdf](https://www.labormarketinfo.edd.ca.gov/file/1fmonth/oran$pds.pdf)

**Table 4.15-9
LABOR FORCE: PLACENTIA VS. ORANGE COUNTY**

Labor Force Status	Placentia		Orange County	
	Persons	%	Persons	%
Population 16 years and over	38,067	100%	2,315,782	100%
In labor force	25,851	68%	1,559,264	67%
Civilian labor force	25,851	68%	1,556,696	67%
Employed	24,135	63%	1,442,008	62%
Unemployed	1,716	5%	114,688	5%
Armed Forces	0	0%	2,568	0%
Not in labor force	12,216	32%	756,518	33%

Source: Census 2006-2010 ACS, Table DP3

Approximately 40 percent of Placentia residents were employed in management and professional occupations. A significant number (29 percent) were employed in sales and office-related occupations. A relatively low percentage of workers (13 percent) were employed in service-related occupations such as waiters, waitresses, and beauticians. Blue collar occupations such as machine operators, assemblers, farming, transportation, handlers, and laborers constituted 17 percent of the workforce.

As shown on *Table 4.15-2*, the buildout projections for the City of Placentia in terms of employment (jobs) are anticipated to increase from the existing condition (2018)—20,158 jobs—to 22,260 jobs within the City at buildout, a projected growth of 2,102 jobs or 10% between the present and buildout of the City. SCAG projects in their 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), that by 2040, the entirety of the SCAG region will employ about 9,872,000 persons.⁵ The City of Placentia represents 0.28% of the overall SCAG population; by this logic, it is assumed that total employment in Placentia will account for about 0.28% of the SCAG region’s 2040 total employment, which equates to an estimated projection of 27,221 persons in the labor force within the City by 2040. This represents an increase of about 5.3% when compared to the existing labor force status within the City. According to the SCAG Local Profile for the City of Placentia (2017), only 6% of the residents of Placentia live and work in the City; 94% of Placentia residents currently commute to other places.

4.15.3 Thresholds of Significance

As stated in the preceding section, the standard issues related to population and housing resources identified in the Standard Environmental Checklist Form provided in Appendix G of the State CEQA Guidelines are analyzed in this DEIR. Accordingly, population, employment, and housing impacts resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

1. Induce substantial 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)?
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

⁵ http://scagtrpssc.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

Based on these significance thresholds and criteria, the proposed General Plan’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.15.4 Project Impacts and Mitigation Measures

Population Growth

Implementation of the General Plan Update Could Induce Population Growth in the City by Allowing New Homes and Businesses.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Table 3-3, found in Chapter 3, Project Description, of this DEIR, outlines the City’s designated land uses at buildout of the proposed General Plan and indicates that implementation would accommodate 24,702 total dwelling units. Table 3-3 is compacted below as *Table 4.15-10*. At present, there are 18,179 dwelling units within the City of Placentia, with an assumed development of 6,523 dwelling units between the present and buildout conditions.

**Table 4.15-10
PROPOSED GENERAL PLAN LAND USE DESIGNATION DENSITY / INTENSITY STANDARDS**

Land Use Designation	Density Standard ¹ (du/ac)	Total Dwelling Units ²
Low Density Residential	6 du/ac	7,596
*Medium Density Residential	15 du/ac	5,895
High Density Residential	25 du/ac	3,875
Old Town	30-65 du/ac	810
Transit Oriented Development	65-95 du/ac	564
Specific Plans ³	322 acres	3,690
Residential Planned Community	7.1 du/ac	2,272
TOTAL		24,702

Source: City of Placentia / Lilley Planning Group, April 2014

Notes:

- ¹ Density standards represent the maximum gross density allowed. Net densities may be lower, dependent on zoning requirements and other regulatory considerations.
- ² Total dwelling units and square footage estimates based upon existing acreage multiplied by gross density/intensity standards.
- * Based on the development cap identified above, maximum non-residential development under the new General Plan (1.0 FAR) will be 750,000 square feet
- ³ Specific Plan category represents both residential and commercial development and was calculated taking potential buildout of each specific plan area and then totaling, as below:
 SP 1- SFD= 1 Unit
 SP 2- SFD= 1 Unit
 SP 3- Assisted Living—5.8acres, 45du/ac for 261 units
 SP 4- 8 affordable units
 SP 5- 19 acres of retail, hotel, dealership 1.5 FAR assumption for 413,820 sf of commercial
 SP 6- 4.1 acres, 6 du/ac for 24 units
 SP 7- 300 acres residential and commercial:
 Low Density—163.85ac at 6 du/ac = 983 units

Land Use Designation	Density Standard ¹ (du/ac)	Total Dwelling Units ²
Medium Density—11.40ac at 15 du/ac = 171 units		
High Density—37.34ac at 25 du/ac = 933 units		
Commercial—7.18ac, 0.5FAR (assumption) = 156,380sf		
SP 8- 7 acres at 10.3 du/ac = 72 units		
SP 9- 10.35 acres at 40.5 du/ac = 419 units		
SP10- 7.82 acres at 10 du/ac = 78 units		

The buildout population projection assumed in the General Plan is approximately 70,984. Assuming that the remaining 18 acres within the City designated for non-residential developed will be developed with non-residential uses at a FAR up to 1.0, this equates to an estimated 784,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. The employment projection associated with these non-residential land uses is approximately 2,102 jobs, which would increase the total number of jobs within the City from 20,158 to 22,260 at buildout.

A project could induce 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). The proposed General Plan would involve new homes and businesses, which would accommodate direct growth in the City’s population. However, the General Plan does not involve the extension of roads or other infrastructure to the minimal undeveloped areas remaining in the City, though the General Plan includes the repair and improvement of existing roads and infrastructure.

Table 4.15-11 compares the proposed General Plan’s anticipated growth in housing, population, and employment—discussed under Section 4.15.2 Environmental Setting above—to existing conditions.

**Table 4.15-11
 GENERAL PLAN COMPARED TO EXISTING CONDITIONS**

Description	Housing (Dwelling Units)	Population (Persons)	Employment (Jobs)
General Plan Buildout	24,702	70,984	22,260
Existing Conditions	17,147	52,263	20,158
<i>Percent change</i>	+44.1%	+35.8%	10%

As indicated in Table 4.15-11, the proposed General Plan would increase the housing inventory by 7,555 dwelling units and the population by approximately 18,721 persons. The percentage increase in population versus dwelling units is 35.8% versus 44.1% respectively. Additionally, the proposed General Plan would increase the City’s existing employment by approximately 10 percent.

The employment generated by the proposed General Plan, approximately 2,102 jobs new jobs, could result in direct growth in the City’s population, because the potential exists for future employees and their families to relocate to the City. Estimating the number of the new employees who would relocate to the City would be highly speculative, because many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Therefore, the precise number of new employees who may relocate to the City or surrounding areas to fill the newly created positions is unknown. However, as discussed above, the proposed General Plan would increase the City’s existing housing

inventory by 7,555 dwelling, which could be occupied by new employees and their families relocating to the City. The population associated with these new dwellings is approximately 21,863 persons (7,555 dwelling units x 2.87 persons per dwelling unit = 21,683).

As shown in *Table 4.15-6 Housing Tenure* above, there are 507 vacant housing units; the homeowner vacancy rate is 0.8% of the housing stock and the rental vacancy rate is 4.7% of the rental stock within the City. Meanwhile, within Orange County, the homeowner vacancy rate is 1.4% of the housing stock and the rental vacancy rate is 5.9% of the rental stock. As such, the vacancy rates are slightly higher in the County (surrounding area) than within the City of Placentia itself. Collectively, the existing vacancies could be occupied by new employees generated as a result of new development within the City, which could result in population increases. Therefore, the proposed General Plan would potentially induce population growth in the area, given it would involve the development of both new homes and businesses.

Potential growth inducing impacts are also assessed based on a project’s consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed above, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Orange County governments, among other counties.

Table 4.15-12 below compares the proposed General Plan’s buildout projections with SCAG’s 2040 housing, population, and employment forecasts for the City.

**Table 4.15-12
 GENERAL PLAN COMPARED TO SCAG 2040**

Description	Housing (Dwelling Units)	Population (Persons)	Employment (Jobs)
General Plan Buildout	24,702	70,984	22,260
SCAG 2040 Projections	18,900	58,400	23,500
<i>Difference between General Plan and SCAG:</i>	+30.7%	+21.5%	-5.3%
Source: SCAG 2016 RTP SCS Demographics and Growth Forecast: http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf			

SCAG projects that the City’s housing inventory will reach 18,900 in 2040, with a resultant population of 58,400 persons. At buildout, which would occur at an unknown time in the future (potentially beyond 2040), the General Plan would result in a housing inventory of about 24,702 dwelling units with a resultant population of about 70,984 persons. The City’s projections are greater than the 2040 SCAG projections generally because the General Plan is slated to project the buildout growth within the City, particularly as the City of Placentia is nearly build-out at present with only 1.3% of vacant land available for the City to grow over time. The proposed General Plan accounts for the population growth and establishes goals and policies to reduce potential growth-related impacts. Namely, Land Use Element establishes Goal LU-1, in order to provide a complementary balance of land uses throughout the community that meets the needs of anticipated growth. Additionally, Land Use Element goal LU-7 ensures that public facilities and services are available to accommodate development under the General Plan and Zoning Ordinance. In furtherance of achieving these goals, all future development within the City with potential to induce population growth, whether through the development of housing or employment generating land uses, would be subject to compliance with the proposed General Plan policies outlined below. Additionally, the forecast population growth is projected to occur

through 2035, allowing for development of necessary services and infrastructure commensurate with the proposed growth. Finally, according to SCAG, only 6% of Placentia's residents work within the City, the remaining 94% commute elsewhere to surrounding areas. Generally, this trend is not anticipated to drastically change over time, and as such, the 10% increase in jobs within the City in comparison to the 35.8% increase in population within the City that would occur at buildout of the General Plan would suggest that a significant portion of the new residents would not work in the City within which they reside (i.e. the City of Placentia).

Placentia's housing goals focus on four policy priority areas. Goals are provided to address each of these areas and programs are developed to support and implement each goal. The four priorities are:

1. Developing and Maintaining Housing Supply and Variety
2. Promoting Equal Housing Opportunity
3. Promoting Housing and Neighborhood Preservation and Conservation
4. Encouraging Housing Cooperation and Coordination

All future residential development within the City would be subject to compliance with the Housing Element Policies and Priorities outlined below, which provide a wide variety of programs and tools to implement the City's housing goals.

Overall, the population growth resulting from implementation of the General Plan Update would be approximately 35.8 percent over existing conditions, which is considered a substantial increase. However, future development would be subject to compliance with the proposed General Plan goals and policies, and would not require substantial development of unplanned or unforeseen public services and utility/service systems. Furthermore, the City of Placentia General Plan provides the appropriate amount of land designated for residential uses (equaling 24,702 dwelling units at build out), which will accommodate the anticipated population growth and the number of required dwelling units that are anticipated to be necessary as buildout of the General Plan occurs over time. Therefore, implementation of the proposed General Plan would result in less than significant impacts involving population growth.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.1	Preserve single-family neighborhoods in Placentia, which provide support for the City's commercial and industrial uses.
	LU-1.5	Promote the development of distinct, well-designed focus areas that are served by transit, contain a mix of commercial or civic activities, are supported by adjacent residential areas, and serve as focal points in the community.
	LU -1.8	Monitor and amend ordinances periodically to provide incentives for the development of workforce housing, affordable housing, and mixed-use multi-family housing.

- LU-1.9 Encourage the development of housing for extremely low-income households, senior housing, larger family housing, and housing for persons with special needs through incentives and code flexibility.
- Goal LU-3 *Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties.***
- Policies LU-3.3** Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.
- Goal LU-7 *Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.***
- Policies LU-7.1** Encourage a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.
- LU-7.2 Identify public facility and service deficiencies, for example, through the Capital Improvement Program (CIP) and introduce priority projects into the City's budget process.
- LU-7.3 Coordinate and collaborate with other agencies providing public utility service to Placentia to define area-wide and regional needs, projects and responsibilities.

Mobility Element

- Goal MOB-1 *Provide adequate transportation facilities Levels of Service (LOS) for existing and future inhabitants of the City, maximizing use of existing facilities and enhancing those facilities as growth occurs.***
- Policies MOB-1.1** Developments that are under the City's jurisdiction are to provide improvements needed to maintain LOS D or better with existing plus new development traffic.
- MOB-1.2 Assure all new development pays its fair share of costs associated with that development including regional traffic mitigation. The City adopted a revised and updated Citywide Traffic Impact Development Fee as well as a TOD Traffic Development Impact Fee in 2017.
- MOB-1.3 For development projects, an approved phasing program (if applicable) is required that identifies phases of the proposed development that also corresponds to required improvements to roadway capacities. The phasing program must demonstrate the adequacy of the infrastructure to support the proposed project as well as a financing source to fund the improvements.
- MOB-1.4 The City shall continue to collect Traffic Impact Development Fees for improvements within its boundaries and shall work with adjacent jurisdictions through the Inter-Jurisdictional Forums to determine acceptable impact fees. These fees may be assessed and increased as necessary.
- MOB-1.5 Roadway improvements and expansions shall include prioritizing public transit and shared mobility in order to address gaps in the transit system, improve and incentivize mobility for shared vehicles, and discourage single-occupancy vehicles, and expand non-motorized transportation options.

Housing Element

Goal **HE-1** ***Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.***

Program HE-1.2 Locate Housing Near Transportation, Employment and Services. To increase livability within new housing developments, the City shall encourage and coordinate the location of major housing developments, particularly affordable housing and multi-family units near transportation options, major employment centers and services. The City, through a sustainability grant provided by the Southern California Association of Governments, is preparing a transit-oriented development (TOD) zone south of the future Metrolink station. The TOD will provide for residential uses in proximity to the transit station as well as entertainment, retail and office spaces. The development regulations for the TOD area will encourage and facilitate multi-family residential development and live-work units. The City will also encourage housing near transportation, employment, and services through Program HE-1.15: Transit-Oriented Development.

HE-1.3 Pursue County, State, and Federal Housing Funds. Monitor availability of county, state, and federal housing programs and pursue available funds as appropriate. The City shall encourage and coordinate with housing developers and service organizations to obtain funds for affordable housing projects, initially through pre-application meetings and throughout project development. The City shall also make funding information available to all proposed developers in the City through informational materials distributed through the City's website and at pre-application meetings.

HE-1.5 Infrastructure Provision. To ensure that requirements for infrastructure provision are not considered an undue constraint to residential development, the City shall review infrastructure provision costs and procedures on an annual basis. Based on its findings, the City shall work with housing developers to reduce costs and streamline infrastructure-financing programs.

HE-1.7 Program HE-1.7: Vacant and Underutilized Land Inventory. To provide additional areas for housing development and maximize the potential for a variety of housing types, the City will identify vacant and underutilized sites for development of residential units. Additionally, the City will maintain and update an inventory of these sites on an annual basis. The City will provide information about these sites to housing developers through printed materials available at City Hall and electronically on the City's website.

HE-1.8 Adequate Sites for Housing Development. The City has a lower-income growth need of 231 dwelling units during the 2014-2021 timeframe, which includes a carryover of unaccommodated need from the previous Housing Element cycle. To ensure the availability of adequate sites to accommodate this projected need, the City shall develop and adopt a Transit Oriented Development zone for the area immediately south of the proposed Metrolink Station and downtown. As part of the TOD zone, the City shall rezone a minimum of 8 acres to permit by-right multi-family, rental and ownership residential development at a density of 30 units per acre (or an amount of land needed to accommodate at least 231 units at an alternate density of more than 30 units/acre). Of the rezoned land, at least half of the capacity shall be provided on sites that permit exclusively residential uses by-right. The lower-income growth need shall be accommodated on sites with densities and development standards that permit a minimum of 20 units/acre and 16 units per site.

The City has identified the opportunity sites to accommodate the remaining lower-income need in Appendix B of this Housing Element. The City shall encourage the development of housing on the opportunity sites through financial incentives (such as land write-downs; assistance with on- or off-site infrastructure costs, fee waivers, or deferrals to the extent feasible); expedited entitlement review; in-kind technical assistance; and other regulatory concessions or incentives. The City will also provide incentives for lot consolidation (see Program HE 1.18).

- HE-1.9 Monitoring of Constructed Units Based on Income-Level. To effectively track performance during the planning period, the City will track the income levels of units constructed by including an estimate sales/rental value at the time of unit occupancy. This value will be included as part of the building permit application to reflect the assumed market value of the home constructed.

- HE-1.10 Encourage Development of Housing for Extremely-Low-Income Households. The City will encourage the development of housing units for households earning 30 percent or less of the Area Median Income for Orange County. The City shall work with non-profit developers and service providers with the specific emphasis on providing family housing and non-traditional housing types such as single-room-occupancy units, transitional housing and units serving temporary needs by providing in-kind technical assistance and support in seeking funding. The City shall encourage housing for extremely-low-income households through incentives and activities such as technical assistance, expedited processing and flexibility in development standards.

- HE.1.11 Amend the Density Bonus Ordinance. The City of Placentia currently provides for a density bonus, incentives and concessions to facilitate and encourage the development of lower-income housing units through its Density Bonus Ordinance. To further the effectiveness of the City's Density Bonus Ordinance consistent with the requirements of SB1818 the City will process an amendment to the ordinance for review and approval by the City Council by February 2014. The City will inform housing developers of the Density Bonus Ordinance through informational materials distributed at City Hall, on the City's website and during pre-application meetings.

- HE-1.12 Development of Senior Housing. The City recognizes the unique character of the senior population. Seniors typically have specialized housing needs and fixed incomes that may require housing units not generally included in market rate housing. The City shall encourage the development of a wide range of housing choices for seniors through incentives (e.g. financial assistance, parking reductions, regulatory waivers, etc.). These may include independent living communities and assisted living facilities with on-site services and access to health care, nutrition, transportation and other appropriate services.

- HE-1.13 Development of Housing for Larger Families. The City recognizes that providing appropriately sized housing units for families is important to improving livability, reducing instances of overcrowding and minimizing deferred maintenance issues. The City shall encourage incorporation of larger bedroom counts in for-sale and rental housing developments to accommodate the needs of larger families through activities such as technical assistance, expedited processing, and flexibility in development standards.

- HE-1.14 Housing for Persons with Special Needs. The City understands the need for housing to accommodate persons and families with special needs. The City shall work with non-profit housing developers, service providers and the County of Orange to encourage and support the development of housing for special needs

households, including persons with developmental disabilities, through activities such as technical assistance, assistance in seeking funding, expedited processing and flexibility in development standards.

HE-1.18 Encourage and Facilitate Lot Consolidation. The City will encourage and facilitate consolidation of vacant and underutilized lots to create larger building sites for residential development through a lot consolidation density incentive that allows a 5% density increase when parcels totaling at least 0.5 acre are consolidated, and a 10% density increase when parcels totaling at least 1.0 acre are consolidated. This incentive program will be publicized to developers and other interested parties through printed materials available at City Hall and electronically on the City's website.

Goal HE-2 *Promote equal housing opportunities for all persons without discrimination regardless of race, religion, ethnicity, sex, age, disability, marital status or household composition.*

Program HE-2.1 Support Regional Fair Housing Efforts. The City will continue to disseminate information regarding fair housing in a variety of locations including City Hall, the City website and the library, and refer fair housing inquiries to the Fair Housing Council of Orange County. The organization provides community education, individual counseling, mediation, and low-cost advocacy with the expressed goal of eliminating housing discrimination and guaranteeing the rights of all people to freely choose the housing for which they qualify in the area they desire.

HE-2.2 Section 8 Rental Assistance. The City will continue to provide referral services and information to residents regarding the Section 8 Rental Housing Assistance Program administered by the Orange County Housing Authority.

HE-2.3 Reasonable Accommodation Procedures. In compliance with SB 520, the City will continue to implement the Reasonable Accommodation Ordinance, which provides relief from local regulations and permitting procedures that may have a discriminatory effect on housing for persons with disabilities.

HE-2.4 Comprehensive Housing Resource Directory. The City of Placentia will continue to coordinate with the County of Orange on the preparation and maintenance of a Comprehensive Housing Resource Directory, which will be made available on the City's website and in print form at City Hall, the library and other public buildings.

Goal HE-3 *Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and structurally sound, and with adequate services and facilities provided; and having a sense of community identity.*

Program HE-3.1 Community Based Neighborhood Rehabilitation. Encourage neighborhood rehabilitation programs that maximize community participation in the maintenance and improvement of housing in individual neighborhoods. The City will coordinate with and assist neighborhood and non-profit organizations in implementing programs such as "Neighborhood Pride Days" where the City will collect electronic waste and bulk waste from residents, promote neighborhood cleanup and beautification especially in low-income areas.

HE-3.6 Vacant Building Ordinance. To prevent blight and deterioration of Placentia's residential and non-residential neighborhoods, the Municipal Code establishes owner responsibilities for the maintenance and rehabilitation of long-term vacant buildings. The ordinance requires the registration of vacant properties resulting

from foreclosure, and provides for an administrative monitoring program for boarded-up and vacant buildings. To ensure compliance, the ordinance imposes fees and civil penalties; and provides for administrative review and appeal opportunities. The City will continue to implement this ordinance to prevent blight and deterioration in Placentia’s neighborhoods.

Goal HE-4 *Coordinate local housing efforts with appropriate federal, state, regional, and local governments and/or agencies and to cooperate in the implementation of intergovernmental housing programs to ensure maximum effectiveness in solving local and regional housing problems.*

Program HE-4.1 Partnerships with the Housing Industry. The City of Placentia has limited resources to use for the development and maintenance of affordable housing. In order to maximize its funding and staff resources, the City shall seek opportunities to partner with non-profit and for-profit housing developers.

Specifically, the City shall proactive seek partnerships to develop affordable housing on identified sites within the TOD area near the Metrolink Station to meet the City’s lower-income housing growth need. The City shall contribute to the partnership through activities such as in-kind technical assistance, support in seeking grant and funding opportunities, and financial assistance, which may include land write-downs and assistance with on- or off-site infrastructure costs where feasible.

HE-4.2 Participation in Continuum of Care Forum. The City recognizes that homelessness is both a local and regional issue that requires a comprehensive and coordinated effort among various cities and agencies throughout the region. The City of Placentia will continue to participate in the County of Orange Continuum of Care Forum to pool resources to address homeless needs.

Economic Development Element

Goal ED-4 *Promote the revitalization of target areas with improved development to create vibrant destinations for the community.*

Policies ED-4.1 Encourage retail and/or restaurant uses at key intersections in the City.

ED-4.2 Focus economic development efforts for growth and new businesses in heavily traveled areas, such as along major transportation corridors.

Goal ED-5 *Foster programs that will benefit and promote businesses within the City.*

Policies ED-5.1 Work with local business groups to market, promote and educate residents to shop local.

ED-5.2 Encourage active cooperation and partnerships between the City, non-profit groups, outside agencies and local businesses concerning economic development issues.

Actions ED-5.2-1 Continue the “Shop Placentia” campaign for residents.

ED-5.2-2 Explore the sale-leaseback of City property if feasible and when it will benefit the business community.

- ED-5.2-3 Consider focused and targeted zoning changes, specific plans or overlay zones to facilitate development and assist existing business community.
- ED-5.2.4 Consider a City-wide lot consolidation program to provide more opportunities for commercial development.
- ED-5.2-5 Create or expand partnerships with the Placentia Chamber of Commerce, Placita Santa Fe Merchants Association, Business Improvement District (BID) and a Workforce Development Partnership, and any other business support groups.
- ED-5.2-6 Partner with the outside business groups to showcase, wherever possible, business success and expansion through City participation in ribbon cuttings and other business recognition programs.
- ED-5.2-7 Design and implement a comprehensive Citywide Wayfinding Signage Program to promote key areas/businesses in the City.

Goal **ED-7** ***Create new job opportunities and improve workforce capacity.***

- Policies**
- ED-7.1 Maintain relationships and communication with the Workforce Development centers in the county, and local and regional colleges and other resources.
 - ED-7.2 Increase job opportunities by attracting new businesses to the City.
 - ED-7.3 Encourage collaboration between the business community and educational partners for satellite classrooms in commercial areas or other similar opportunities for the mutual benefit of workers and business owners.

- Actions**
- ED-7.3-1 Refer businesses to County, State and Federal employment programs such as the Welfare-to-Work Program, California Employment & Training Panel, and Federal On-the-Job Training Programs.
 - ED-7.3-2 Encourage the business community to offer internships, career development courses, and skills enhancement workshops.
 - ED-7.3-3 Work with the Placentia Chamber of Commerce to conduct an employment fair and have quarterly business community activities.

Goal **ED-8** ***Market the City to expand development and businesses to create a sense of community pride and increase revenue.***

- Policies**
- ED-8.1 Expand efforts to share information regarding the City's economic development programs and activities with community constituencies in order to develop a stronger community "buy-in" to the City's economic development program through the local media, City website, economic development newsletter as well as using community organizations.
 - ED-8.2 Retain adequate economic development and public relations staff, sufficient enough to implement the goals and policies of the elements.
- Actions**
- ED-8.2-1 Formulate a concise, two-page Economic Development Strategy, which focuses efforts on the highest priority projects and programs for a one to two-year period. Revise this strategy every one to two years

to keep it current and to make sure the economic development efforts are focused and logical.

- ED-8.2-2 Attend local and regional meetings and conferences that will promote the City and increase economic development opportunities.
- ED-8.2-3 Actively market and promote Placentia by identifying development opportunities in the City’s commercial and industrial areas and displaying them on City’s website along with key contacts. These marketing materials will highlight development opportunities, market area demographics, and Placentia’s quality of life, including its geographic location, cultural events, and excellent educational opportunities.
- ED-8.2-4 Coordinate with local realtors, school districts, hospitals and business organizations in marketing Placentia.
- ED-8.2-5 Engage and attract younger individuals to community organizations and government functions, encouraging them to become community stakeholders.
- ED-8.2-6 Improve the City’s website to make it a resource for the community, businesses and investors, and continue to improve social media outreach.
- ED-8.2-7 Promote local business-to-business interaction and transactions.

Health, Wellness and Environmental Justice Element

Goal *HW/EJ-4* ***Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.***

- Policies**
- HW/EJ-4.1 Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City.
 - HW/EJ-4.2 Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs.
 - HW/EJ-4.3 Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.

Goal *HW/EJ-8* ***Promote and ensure safe and sanitary housing, especially ensuring healthy living conditions for all residents, particularly those in disadvantaged communities.***

- Policies**
- HW/EJ-8.1 Develop a program to assist homeowners of rental units to rehabilitate their properties, especially affordable units and housing in the DACs, to meet current building standards. Consider recommendations from the U.S. Department of Housing and Urban Development’s Healthy Homes Initiative.
 - HW/EJ-8.2 Focus code enforcement efforts in disadvantaged communities, to improve unsafe and unsanitary conditions, focusing on trash and dumping, overcrowding, illegal home businesses, illegal garage conversions, graffiti, unpermitted plumbing and electrical, and lack of building and yard maintenance. At a minimum, conduct bi-monthly inspections and distribute information about protecting tenant rights, so

they are not penalized for reporting or living in a dwelling unit that does not meet health and safety standards. Written outreach efforts should be translated into Spanish.

Goal **HW/EJ-17** ***Promote equitable access to economic opportunities that provide the material and social means for human development and upward mobility.***

Policies HW/EJ-17.1 Expand and diversify the local employment base to provide quality jobs for Placentia residents.

HW/EJ-17.2 Support and expand jobs-skills training and recruitment programs and services. Collaborate with educational institutions, employers, unions and the local workforce development programs to strengthen services for Placentia youth and adults.

HW/EJ-17.3 Promote and support locally-owned and cooperative enterprises and businesses, particularly along major corridors, to maximize economic stability and community benefits for Placentia residents and business owners.

HW/EJ-17.4 Develop a coordinated small business development program or work with other small business organizations to provide support to existing and new small businesses, such as providing shared spaces that can be used by retail and start-ups in the same space.

HW/EJ-17.6 Encourage businesses and industries to hire locally when possible, participate in civic life and play a positive role in the community.

Sustainability Element

Goal **S-1** ***Placentia will operate in a fiscally responsible and sustainable manner by planning long-term and maintaining a positive annual balance between available revenue and the costs of services Placentia provides to its constituents (See Economic Development Element).***

Policies S-1.2 Manage Placentia's future growth in an orderly, planned manner to reduce service costs, maximize the utilization of existing and proposed public facilities, and to enhance the City revenues available to sustain a desirable quality of life.

Goal **S-2** ***Placentia's economic base is diversified in order to increase resilience to changing external conditions (See Economic Development Element).***

Policies S-2.1 Prepare a comprehensive economic development strategy to enhance the City's long-term prosperity.

S-2.2 Evaluate economic conditions to determine the industries, sectors, and locations that are most significant to regional and local economic growth and creation of quality jobs.

S-2.3 Increase efforts to support business retention and expansion, while also focusing on attracting new businesses such as sales tax revenue generating and customer driven retailers/restaurants.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan and Housing Element are required.

Level of Significance After Mitigation: Not Applicable

REPLACEMENT HOUSING

Implementation of the Proposed General Plan Could Displace Substantial Existing Housing or Persons, Necessitating the Construction of Replacement Housing.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The General Plan would not displace existing housing or people, since no existing residential uses are proposed to be removed.

As previously noted, the proposed General Plan would increase the City's existing employment by approximately 10 percent (2,102 jobs), creating a housing demand for the future employees. Estimating the number of the new employees who would relocate to the City would be highly speculative, because many factors influence personal housing location decisions. Therefore, the precise demand for housing created by the new employees is unknown. However, the General Plan would increase the City's existing housing inventory by 7,555 DU, which could satisfy the housing demand created by Placentia's new employment opportunities. Additionally, the vacancy rate of Placentia and the County ranges from 0.8 to 1.4 percent for the housing inventories and 4.7 to 5.9 percent for the rental inventories. Collectively, the existing vacancies could also partially satisfy any residual housing demand created by the new employment. Therefore, the General Plan Update would not necessitate the construction of additional housing elsewhere and a less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan

Refer to the goals and policies referenced above in this Section under Population. Additional Goals and Policies applicable to Replacement Housing are listed below.

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.1	Preserve single-family neighborhoods in Placentia, which provide support for the City's commercial and industrial uses.
	LU-1.6	Encourage mixed use development within the Old Town District, TOD District and other appropriate areas.
Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.17	Encourage the development of Mixed-Use and transit-oriented development to promote a wider range of residential opportunities, to help meet the regional housing needs, and to complement the principles of the Complete Streets model.
Goal	LU-3	<i>Revitalize underutilized, abandoned or dilapidated commercial, industrial and residential uses and properties.</i>

Policies	LU-3.1	Encourage opportunities for redevelopment and improvements in the Old Town area, the TOD district, industrial areas, neighborhoods in the southern sector of the City, and commercial centers along major roadway corridors.
	LU-3.4	Provide rehabilitation assistance in targeted residential neighborhoods and commercial districts to eliminate code violations and enable the upgrading of residential and commercial properties.
	LU-3.6	Encourage creative reuse, restoration and adaptive reuse of historical buildings.
	LU-3.7	Develop economically viable policies and programs to facilitate a retail adaptive use of historical buildings that will have a public function, thereby allowing it to become part of contemporary urban life.
	LU-3.8	Make available a building façade improvement program designed to encourage economic investment and revitalization to industrial and commercial buildings by making improvements to frontages visible from the public right-of-way. By improving the physical appearance, the Old Town, central business districts and industrial sectors of the City will have a much greater potential for attracting and retaining businesses.
Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.8	Improve the quality of Placentia’s multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in new multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.
Goal	LU-6	<i>Ensure and improve the visual image, economic vitality and infrastructure of the Old Town area, the TOD district, and surrounding areas, like the future Chapman corridor.</i>
Policies	LU-6.1	Vigorously implement the Old Town Revitalization Plan, adopted in 2016, TOD, and surrounding areas. Seek grants and other funding sources to implement.
	LU-6.2	Promote economic revitalization for the Old Town and TOD area through business attraction and retention activities. Programs should include consultation and participation with businesses and residents of the area.
	LU-6.4	Promote new businesses, mixed used projects, and re-use of historic structures in the Old Town and TOD districts. Monitor the TOD and Old Town zoning districts to determine if any amendments would help spur new development.

Housing Element

Goal	HE-1	<i>Develop and maintain an adequate supply of housing that varies sufficiently in cost, size, type, and tenure to meet the economic and social needs of existing and future residents within the constraints of available land.</i>
Program	HE-1.1	Manufactured Housing and Mobile Homes. The City of Placentia recognizes the importance of manufactured housing and mobile homes as a means to provide affordable housing for the City’s residents. The City shall explore land use policies, regulations, and programs to facilitate and encourage manufactured housing and

amend the Municipal Code in compliance with state law. These policies, regulations, and programs may include, but are not limited to, flexible development standards, technical assistance, and referrals to the County of Orange Mobile Home Exterior Grant Program. There are four mobile home parks within the City.

- HE-1.6 Development Processing System Review. The City shall review existing procedures for project review, processing and building plan check to determine if the procedures are a constraint to housing development. Based on these findings, the City shall develop programs and procedures to minimize processing timelines for extremely-low-, very-low-, low- and moderate-income housing developments. The City shall monitor processing timelines and modify as needed to further encourage affordable housing development.
- HE.1-15 Transit-Oriented Development. A Transit-Oriented Development is a compact mixed-use or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. Consistent with federal, state and regional policies focusing on concentrated growth around transit, the City shall solicit proposals for transit-oriented developments and consider partnerships with local jurisdictions, other transit and regional agencies, and the private sector to implement development plans. The City shall encourage Transit-Oriented Developments through incentives that may include financial assistance, density bonus, regulatory waivers, etc. (see also Programs 1.2 and 1.8).
- HE-1.16 Single-Room Occupancy (SROs). Single-room-occupancy developments provide housing opportunities for lower-income individuals, persons with disabilities, and the elderly. State law requires that jurisdictions identify zoning districts available to encourage and facilitate a variety of housing types, including SROs. The Zoning Code allows SRO developments in the R-3 and C-2 districts. The City will continue to encourage development of SROs through a variety of methods including financial assistance, density bonus, regulatory concessions, etc.

Goal HE-3 *Encourage activities that conserve and improve existing residential neighborhoods including a housing stock that is well maintained and structurally sound, and with adequate services and facilities provided; and having a sense of community identity.*

Program HE-3.3 Placentia Rehabilitation Grant Program. The City of Placentia shall continue to provide grants to rehabilitate owner-occupied, very-low-income housing units. The City shall outreach to potential applicants through the City’s website and print material.

HE-3.5 Monitoring At-Risk Units. The City shall continue to monitor units in the City with affordability covenants that will expire during the planning period. To encourage the preservation of these “at-risk” units, the City shall coordinate with the County and non-profit housing organizations to encourage the extension and/or renewal of deed restrictions or covenants.

Conservation Element

Goal CON-3 *Improve air quality by reducing the amount of vehicular emissions in Placentia.*

Policies CON-3.12 Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan and Housing Element are required.

Level of Significance After Mitigation: Not Applicable

4.15.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Cumulative Development Could Induce Population Growth in the Orange County Area.

Level of Significance Before Mitigation: Less Than Significant

Impact Analysis: Cumulative impacts in the context of population, housing, and employment are analyzed in terms of consistency with SCAG growth assumptions for Orange County. Buildout of the General Plan would contribute to regional growth with respect to population, housing, and employment. The Orange County region's housing inventory is projected to reach 1,130,600 by 2040, with a resultant population 3,464,487⁶. Utilizing the average number of persons per household for Orange County (3.1), the number of households required to accommodate growth within Orange County would be about 1,117,577 dwelling units, which is less than the projected number of dwelling units anticipated to be developed within Orange County in 2040. At buildout, the General Plan would result in a population of approximately 70,984, which would account for approximately 2.0% of Orange County's overall population. Implementation of the proposed General Plan would not significantly alter the sub regional or regional growth rates projected by SCAG, as concluded above. The City's growth levels would remain generally consistent with the forecast for Orange County in 2040. Furthermore, the City of Placentia's proposed General Plan accommodates the dwelling units required to serve the projected household size; i.e. the City of Placentia projects that the buildout population will be 70,984 not including homeless persons in the City. With 2.87 persons per household, approximately 24,733 units would be required and the City anticipates the development of 24,702 dwelling units. Implementation of the proposed General Plan would adequately meet the housing needs of the anticipated population growth within the City. Additionally, the City's jobs to housing ratio at buildout of the proposed General Plan would be improved over existing conditions. Thus, implementation of the proposed General Plan would not result in cumulatively considerable population, housing, and employment impacts.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan and Housing Element are required.

Level of Significance After Mitigation: Not Applicable

4.15.6 Unavoidable Significant Impacts

Population, employment, and housing impacts associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan and Housing Element. No significant unavoidable population, employment, and housing impacts would occur as a result of buildout of the proposed General Plan.

⁶ http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

4.16 PUBLIC SERVICES

This section identifies police and fire protection services within the City of Placentia and provides an analysis of potential impacts associated with the buildout of the proposed General Plan. This section also discusses provides an analysis of potential impacts associated with the buildout of the proposed General Plan to Schools and Other Public Services. This Subchapter does not include a discussion of Parks; the discussion of Parks can be found in Subchapter 4.16, Recreation and Parks, and is therefore omitted from this Chapter.

4.16.1 Fire Protection

This section identifies fire protection services within the City of Placentia and provides an analysis of potential impacts associated with the buildout of the proposed General Plan.

4.16.1.1 Regulatory Setting

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately-owned wildland. In addition, the Department provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. The Department's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. Those fires burn more than 172,000 acres annually.¹

Orange County Fire Authority

Orange County Fire Authority (OCFA) is a premier public safety agency providing superior services that result in no lives or property lost. OCFA protects and supports the needs of the service area, which includes the City of Placentia, to the fullest extent possible. The OCFA is a regional fire service agency that serves 23 cities in Orange County and all unincorporated areas. The OCFA protects over 1,680,000 residents from its 71 fire stations located throughout Orange County. OCFA Reserve Firefighters work 10 stations throughout Orange County.²

The City's fire services are currently provided by the Orange County Fire Authority (OCFA). The OCFA is the regional fire service provider serving 23 cities and the unincorporated areas of Orange County, and as a result of this service, Placentia has access to the various special operations programs such as helicopters, heavy equipment, and specialized teams such as Hazardous Material teams. To adequately respond to urban fires, Placentia has two fire stations (Station 34 and 35).

Besides fire suppression, the OCFA services also include fire investigation, public safety education, fire protection engineering, building inspections for code compliance, weed abatement, hazardous materials inspections, and emergency preparedness planning and training.

Forthcoming Changes to Fire Protection in the City of Placentia³

On June 19, 2018, the City Council voted unanimously (5-0) to approve issuing a notice of withdrawal to the OCFA to preserve the City's ability to review all service models available being used by comparable cities. The City is currently soliciting competitive proposals from qualified

¹ <http://calfire.ca.gov/about/about>

² <https://www.ocfa.org/AboutUs/AboutOCFA.aspx#briefhistory>

³ <https://www.placentia.org/DocumentCenter/View/7871/Fire-EMS-Fact-SheetLEGPUBLICVERSIONv2?bidId=>

service providers and has assembled a team of experts in the field of fire protection and EMS to assist the City.

The City is separating fire protection services and emergency medical services into separately focused service functions. This model is the standard followed by numerous communities throughout California and the rest of the County as being one that allows comprehensive, focused services delivery--and is not unique to what Placentia is proposing. The City's goal in this regard is to create a fire-based fire protection model and an EMS based EMS model. This will allow the experts in firefighting to focus on that service and allow experts in EMS to focus on responding to medical emergencies.

4.16.1.2 Environmental Setting

FACILITIES

Placentia has two fire stations (Station 34 and 35).

Station 34, at 1530 N Valencia Avenue, is OCFA's Battalion 2 headquarters with one battalion chief; Engine 34, which is a paramedic engine staffed with a fire captain/paramedic, a fire apparatus engineer, a firefighter/paramedic, and a firefighter; and fire truck 34, which is a technical apparatus rescue truck company staffed with a fire captain, a fire apparatus engineer, and two firefighters.

Station 35, located at 110 S. Bradford Avenue, has Engine 35, a paramedic engine staffed with a fire captain, a fire apparatus engineer, and two firefighters/paramedics. Water resources to combat fires are provided through Citywide fire hydrants. For large multi-alarm fires, helicopters have access to the Santa Ana River Lakes.

RESPONSE TIMES AND ISO RATING

Insurance Service Office (ISO) is a company that creates ratings for fire departments and their surrounding communities. The ratings calculate how well-equipped fire departments are to put out fires in that community. The ISO provides this score, often called the "ISO fire score," to homeowner's insurance companies. The insurers then use it to help set homeowners insurance rates. The more well-equipped your fire department is to put out a fire, the less likely your house is to burn down. And that makes your home less risky, and therefore less expensive, to insure. An ISO fire insurance rating, also referred to as a fire score or Public Protection Classification (PPC), is a score from 1 to 10 that indicates how well-protected your community is by the fire department. In the ISO rating scale, a lower number is better: 1 is the best possible rating, while a 10 means the fire department did not meet the ISO's minimum requirements.

According to the ISO's Fire Suppression Rating Schedule (FSRS), there are four main criteria to a fire rating score:

- 50% comes from the quality of your local fire department including staffing levels, training and proximity of the firehouse.
- 40% comes from availability of water supply, including the prevalence of fire hydrants and how much water is available for putting out fires.
- 10% comes from the quality of the area's emergency communications systems (911).
- An extra 5.5% comes from community outreach, including fire prevention and safety courses.
- Any area that is more than 5 driving miles from the nearest fire station is automatically rated a 10.

OCFA's fire coverage of the City of Placentia's ISO Rating is 3/3X, which indicates that fire protection services within the City are proficient.⁴

URBAN FIRE HAZARDS

In urban areas, where the protection of structures is the principal goal, the effectiveness of fire protection efforts is based upon several factors, including the age of structures, type of structures, efficiency of circulation routes that correlate with response times, and availability of water resources to combat fires. The principal fire hazard in Placentia is from structures. In addition, there are several oil pipelines throughout the City which are owned and operated by private industry. The oil pipelines and wells located in the City are documented by the State of California, and the Orange County Fire Authority's Hazmat Team has response plans in place to contain releases, leaks, and spills associated with these pipelines and wells.

The City does not have a significant history of fire. The last multi-alarm fire in Placentia was in April 2013, and this involved a house and adjacent restaurant in the Old Town area of the City where construction is older, and the structures are closer together.

OCFA has two fire reduction programs that are implemented on an "as-needed" basis in Placentia. These include:

- Smoke Alarm and Home Escape Plan. The goal of this program is to ensure each home has a functioning smoke alarm. At any time, residents can request a smoke alarm installation and the OCFA will install alarms free of charge. Firefighters and volunteers will also canvas neighborhoods periodically to test and install smoke alarms.
- Fire Setter Regional Intervention Education Network This program is designed specifically for juveniles or youth who are exhibiting unusual or increased interest in fire and fire behavior. This intervention program is available to children and their families in and around Orange County.
- The City's evacuation routes and assembly points are shown in and the City has elected to provide pre-designated evacuation routes and Transportation Assembly Points (TAPs) for members within or traveling through the community. A majority of citizens will be able to self-evacuate through the use of pre-designated evacuation routes; however, many individuals may require assistance in the event of a wide-scale emergency impacting the City and/or surrounding cities. Emergency personnel will attempt to utilize pre-designated evacuation routes to facilitate the orderly movement of vehicles through the city and assist members of the community with directions and additional information determined by the incident. The utilization of the pre-designated evacuation routes is contingent on the type of emergency that is impacting the City, and specifics regarding the use of evacuation routes will be determined during an emergency.
- TAPs are pre-designated locations for members of the community who may not have access to adequate transportation, require special assistance, have access and/or functional needs; and/or they are, or are with, an unaccompanied minor(s). TAPs are provided to ensure that equal access to evacuation transportation is provided to all members of the community. Without diversified methods of evacuation, the most vulnerable populations will not have adequate access to services and safety afforded to members of the community with private, functioning methods of transportation; therefore, the TAPs have been strategically located throughout the City to allow for all members of the community to have access to these resources.

⁴ <https://www.ocfa.org/Uploads/ISORatingMap.pdf>

- TAPs are growing in importance with their relation to land use planning and the development associated with high-density housing. As new development in the Transit-Oriented Development (TOD) and Old Town areas allow for high density populations and encourage diversified methods of transportation (e.g. ride-sharing, mass transit), TAPs will continue to grow in importance and will need to be revisited as populations increase.

WILDFIRE AND HIGH FIRE HAZARD ZONES

Many factors contribute to the severity of fires including weather; specifically, winds locally referred to as the Santa Ana winds (strong, extremely dry, downslope winds). The Santa Ana winds pose a significant fire hazard to the City each year, and typically occur from September to the first significant rain in December. The combination of dry air, low humidity, and heavy winds contributes to what is ultimately referred to as “fire weather” due to the limited amount of moisture in the air and increased dry, dead vegetation. As the City of Placentia approaches “build-out” fires resulting from the combination of the Santa Ana winds and dry, dead vegetation will continue to decrease as the undeveloped parcels are reduced.

There are no special fire zones in Placentia, given that there is very little undeveloped open space. OCFA has a Community Risk Reduction Department that conducts regular, required fire inspections of all businesses in Placentia pursuant to state law. This Department also conducts plan reviews on proposed construction, to make sure the structures are designed to reduce risk of fire before the projects are even built.

For further discussion of wildfire hazards within the City, please refer to Subchapter 4-20, Wildfire.

FUNDING

The most significant local economic factor impacting OCFA is Orange County’s housing market, including fluctuations in new construction activities and housing prices. Property taxes derived from these activities comprised 61.2% of the OCFA’s total governmental funds revenues in Fiscal Year 2017/18.⁵ The OCFA is also partially funded through individual City’s Development Impact Fees (DIF). The City of Placentia collects the following DIFs for Public Safety, a portion of which is dedicated to fire protection services:⁶

- Single Family Detached Housing: \$1,049 per dwelling unit
- Single Family Attached Housing: \$851 per dwelling unit
- Multi-Family Housing: \$966 per dwelling unit
- Mobile Homes: \$768 per dwelling unit
- Retail/Commercial: \$0.71 per building square footage
- Office: \$1.02 per building square footage
- Industrial: \$0.51 per building square footage

4.16.1.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

Result in a in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental

⁵ <https://www.ocfa.org/Uploads/Transparency/OCFA%202017-2018%20CAFR.pdf>

⁶ <http://placentia.org/DocumentCenter/View/6259/Developer-Fees?bidId=>

facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.16.1.4 Project Impacts and Mitigation Measures

FIRE PROTECTION SERVICES AND FACILITIES

Buildout of the City in Accordance with the Proposed General Plan Could Result in the Need for Additional Fire Facilities or Personnel

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Future fire protection levels would be considered adequate if existing emergency response times and staffing levels could be maintained and if OCFA's fire service standards and fire flow requirements are met. As such, should levels of service and/or standards not be met, implementation of the General Plan would cause a significant impact. As a result, additional facilities, personnel, and equipment may be required to maintain adequate levels of fire protection within the City.

The City of Placentia has not renewed its contract with OCFA, and will be providing local fire and medical services to their residents through the formation of a City Fire Department. The existing fire protection and paramedic service levels currently enjoyed by City residents will be maintained and, in many cases, enhanced by the implementation of alternate service delivery models which also reduce costs. The City views public safety in a holistic approach that includes not only fire protection but also local Police Department which includes proactive community policing, investigation, gang reduction and intervention efforts and other ways of preventing crime before it starts.⁷ Regardless of the provider of the fire protection services—OCFA or the City of Placentia—as the City grows, additional demand would be placed on existing fire services. The City has little remaining acreage available to be developed, though the City is anticipated to experience substantial population growth at buildout and therefore it is anticipated that the City will experience an increased demand for fire protection services. However, new developments associated with the buildout of the proposed General Plan would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the OCFA or other fire service provider should the City develop one in the future to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would not reduce the staffing, response times, or existing service levels within the City. Furthermore, the City imposes DIFs on new developments within the City, which would contribute to the OCFA's funding for expanded services within the City should they be required. Additionally, OCFA collects funding from collection of property taxes, which would increase in amount collected as vacant parcels are developed within the City and as

⁷ <https://www.placentia.org/DocumentCenter/View/7872/FAQPublicFireEMSv5?bidId=>

redevelopment within City occurs. Therefore, implementation of the proposed General Plan would result in a less than significant impact to fire protection services.

Additionally, the proposed General Plan Safety Element includes goals and policies that address fire protection services and identify the need to provide adequate resources to respond to health and fire emergencies within the City, including adequate staffing of fire response personnel and trained medical technicians. Adherence to the goals and policies would reduce fire protection service impacts to a less than significant level.

Goals and Policies in the Proposed General Plan

Land Use Element

Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.15	Work with Orange County Fire Authority (OCFA) to ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.
Goal	LU-7	<i>Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.</i>
Policies	LU-7.1	Encourage a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.

Safety Element

❖ **Urban Fire Hazards**

Goal	SAF-2	<i>Protect the lives and property of residents, businesses owners, and visitors from the hazards of urban fires.</i>
Policies	SAF-2.1	Continue to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector.
	SAF-2.2	Continue to refine procedures and processes to minimize the risk of fire hazards, requiring new development, where appropriate, to: <ul style="list-style-type: none">• Utilize fire-resistant building materials;• Incorporate Fire retardant landscaping;• Incorporate fire sprinklers as appropriate; and• Provide Fire Protection Plans.
	SAF-2.3	Encourage owners of homes with wood roofs and flammable siding to replace them with Class-A, non-wood roof systems.
	SAF-2.4	Monitor fire response times to ensure they are keeping to desired levels of service.
	SAF-2.5	Ensure adequate fire-fighting resources are available to meet the demands of new development, especially with increases in the construction of mid- to high-rise structures, by ensuring that:

- Fire flow engine requirements are consistent with Insurance Service Office (ISO) recommendations; and
- The height of truck ladders and other equipment and apparatus are sufficient to protect multiple types of structures.

SAF-2.6 Continue public education efforts to inform residents, business owners and visitors of fire hazards and measures to minimize the damage caused by fires to life and property.

SAF-2.7 Conduct a survey to identify structures that pose a fire hazard, and initiate programs that will assist owners and renters to bring properties up to current Fire and Building Code requirements and to prevent overcrowding.

SAF-2.8 Ensure that city is up to date with the most recent fire code and that it is being enforced.

❖ **Hazardous Materials and Waste**

Goal **SAF-4** ***Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.***

Policies SAF-4.1 Follow the response procedures outlined within the Orange County Fire Authority's Hazardous Materials Area Plan in the event of a hazardous materials emergency.

Health, Wellness and Environmental Justice Element

Goal **HW/EJ-5** ***Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.***

Policies HW/EJ-5.14 Create specialized programs for residents living with chronic diseases such as, diabetes and heart disease to improve physical activity, healthy eating and access to health care education and facilities.

HW/EJ-5.15 Implement a city-wide *Community Paramedicine Program*, which is an effective and efficient way of providing health care delivery, especially to those most vulnerable or underserved, such as seniors and disadvantaged communities. The program provides specially trained paramedics, working in partnership with healthcare providers such as St. Jude Healthcare, Placentia-Linda Hospital and others, leveraging City assets and support.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.16.1.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Cumulative Development Could Result in Cumulatively Considerable Impacts to Fire Protection Personnel, Services, and Facilities.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Development associated with implementation of the proposed General Plan would result in additional demands on existing fire services and equipment. New development and redevelopment of existing parcels associated with the proposed General Plan would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the OCFA or other fire service provider should the City develop one in the future to determine the specific fire requirements applicable to a specific development and to ensure compliance with these requirements. The General Plan includes goals and policies that would enforce requirements that the City continue to refine procedures and processes to minimize the risk of fire hazards, requiring new development, where appropriate, to utilize fire-resistant building materials; incorporate fire-retardant landscaping; incorporate fire sprinklers as appropriate; and, provide fire protection plans. Additionally, the General Plan would ensure adequate fire-fighting resources are available to meet the demands of new development, especially with increases in the construction of mid-to high-rise structures, by ensuring that: fire flow engine requirements are consistent with ISO recommendations; and the height of truck ladders and other equipment and apparatus are sufficient to protect multiple types of structures. The City would need to consider impacts to fire services and facilities as part of the long-term planning process, and has done that with the proposed General Plan, which serves as a long-term planning document and anticipates future growth. Funding for expanded fire protection services is assessed as development within the City occurs. Funding for these services is assessed through DIFs on new developments within the City and through OCFA collection of property taxes. Collection of these funds would ensure that new development would not reduce the staffing, response times, or existing service levels within the City. Therefore, implementation of the proposed General Plan would result in less than less than significant impacts to fire protection and emergency services. As such, implementation of the proposed General Plan would not result in cumulatively considerable fire protection impacts.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced above in preceding section.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.16.1.6 Unavoidable Significant Impacts

The foregoing evaluation demonstrates that though implementation of the General Plan may cause a change or increase in demand for Fire Services within the OCFA service area, this increase would not cause an unavoidable significant impact to Fire Protection and Emergency Response through adherence to and/or compliance with goals and policies in the proposed General Plan and recommended mitigation measures for future specific projects. No significant unavoidable fire protection impacts would occur as a result of buildout of the proposed General Plan.

4.16.2 Police Protection

This section identifies police protection services within the City of Placentia and provides an analysis of potential impacts associated with the buildout of the proposed General Plan. Information in this section is based on information in the proposed General Plan Safety Element, and information provided by the Placentia Police Department.

4.16.2.1 Regulatory Setting

California Penal Code

The *California Penal Code* establishes the basis for the application for criminal law in California.

City of Placentia Municipal Code

Title 10 of the Placentia Municipal Code establishes regulations related to peace, morals, and safety, while *Title 8* of the Placentia Municipal Code establishes regulations related to health and sanitation.

4.16.2.2 Environmental Setting

POLICE AND LAW ENFORCEMENT

The City of Placentia Police Department station is located within the City of Placentia Civic Center at 401 E. Chapman Avenue. The Police Department houses a mixture of sworn members, civilian/non-sworn members, and dedicated volunteers that work together to maintain a safe community. Among its many operations, sworn members of the department oversee traditional law enforcement activities pertaining to the California Health and Safety Code. In the event of an emergency or disaster, the Police Department maintains law and order and plays a role in directing citizens to safety.

The Police Department supports the Community-Oriented Policing (COP) philosophy, which promotes organizational strategies that support the systematic use of partnerships and problem-solving techniques to proactively address the immediate conditions that give rise to public safety issues such as crime, social disorder, and fear of crime. COP is the method of policing that invokes trust-building, integrity-building, and positive, reoccurring interactions between members of the community and the police. Through COP, the Police Department vigorously supports community engagement as a mechanism to apply community-centric, problem-solving methods as a key method to reduce all types of crime and promote community safety.

NEIGHBORHOOD WATCH

The Police Department's Crime Prevention Bureau coordinates the Neighborhood Watch program. In addition to the effectiveness of this program for crime reporting by individual neighbors, the program promotes neighbors getting out and getting to know each other, which ultimately enhances community security, awareness, and positive interactions with the Police Department. In the event of an emergency, individuals play an important role in assisting the Police Department with notifying their neighbors and assisting them to safety. It is an important goal of the City to continue efforts to strengthen this program to adequately provide for the needs of the community, particularly the vulnerable and underserved populations.

EMERGENCY AND INCIDENT MASS NOTIFICATION

The Police Department continues to explore ways to communicate with the community during emergencies. In 2018, the City of Placentia partnered with Everbridge, a global provider of critical notifications, to expand the wireless notification systems for the citizens and businesses of the community. Through the partnership, the Police Department looked at the ways to best communicate with people within the City's community and determined that traditional methods of communication are no longer viable as the effectiveness of loud speakers and door-to-door notifications is reduced due to well-built, secured structures that promote external noise reduction. Moving forward, the City will implement Everbridge's methodology of communicating critical

information with the community via telephone, text message and email, thus changing the way that emergency contact is made within the City.

OTHER DEPARTMENT PROGRAMS

The Placentia Police Department offers a wide variety of field services to keep their citizens safe and enhance their community. Some of those programs include:

- Canine Unit
 - The Placentia Police Department's Canine ("K-9") program began in 1988 with the acquisition of the first police service dog, Nanto. Over the years, the department has deployed a total of nine outstanding police dogs. The Department's first three dogs, Nanto, Marko, and Jack were German Shepherds. The next three dogs, Castor, Storm, and Falkon were Belgian Malinois. The Department currently has three dogs on duty. Habo, a German Shepherd and Ace, a Belgian Malinois are assigned to Patrol and Kyra, a Belgian Malinois and the Department's first female K9, is assigned to a drug task force.⁸
- Explorers
 - The Police Explorers is a division of the Learning for Life Program. The primary purpose of the Police Explorer Program is to provide young adults who have an interest in a law enforcement career some hands-on experience as they serve their community. The program's goal is to help young persons decide if a career in law enforcement is right for them.⁹
- Patrol
 - Members of the Placentia Police Department Patrol Unit work to ensure a safe, friendly community for both residents and visitors.¹⁰
- SWAT
 - The City of Placentia participates as a member of the North County Special Weapons and Tactics Team (SWAT). This organization consists of specially selected, trained, and equipped police officers, detectives, dispatchers, and paramedics who are employed by:
 - California State University
 - Fullerton Police Department
 - The City of Brea
 - The City of Fullerton
 - The City of La Habra
 - The City of La Palma
 - The City of PlacentiaEach party contributes their officers as a smaller team component of the North County SWAT organization, which handles critical incidents occurring in those cities. The North County SWAT team will also aid other communities upon a request for assistance from their local law enforcement agency. There are two medical doctors on staff who contribute their time to respond to training and critical incidents. The doctors and paramedics can render medical attention immediately at the scene if needed.¹¹

⁸ <https://placentia.org/824/Canine-Unit>

⁹ <https://placentia.org/825/Explorers>

¹⁰ <https://placentia.org/828/Patrol>

¹¹ <https://www.placentia.org/831/SWAT>

- Traffic
 - The Traffic Bureau's primary roles are reducing traffic collisions on Placentia's roadways and promoting a safe and efficient flow of traffic throughout the City. Every day over 200,000 vehicles travel the 200-plus miles of streets in the City, which requires a carefully implemented traffic plan and both selective and problem-oriented enforcement efforts to guarantee maximum public safety. The Police carry out this mission while being committed to providing the highest quality public service available.¹²

- School Resource Officers
 - The City of Placentia Police Department has two School Resource Officers (SROs), with several duties at their schools, but their primary objectives include:
 - Preventing drug and alcohol abuse
 - Preventing juvenile delinquency through close contact with students and school personnel
 - Protecting the school, staff, and studentsThe SROs investigate delinquent acts within the school system and crimes within the community that are school related. The SROs are also responsible for improving the image of the uniformed law enforcement officer in the eyes of the students and community.¹³

4.16.2.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

Result in a 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 police protection services.

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.16.2.4 Project Impacts and Mitigation Measures

Buildout of the City in Accordance with the Proposed General Plan Could Result in the Need for Additional Police Facilities or Personnel

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Future police protection levels would be considered adequate if existing emergency response times and staffing levels could be maintained. As such, should existing

¹² <https://www.placentia.org/833/Traffic>

¹³ <https://www.placentia.org/830/School-Resource-Officers>

levels of service and/or standards not be met, implementation of the General Plan would cause a significant impact. As a result, additional facilities, personnel, and equipment may be required to maintain adequate levels of police protection within the City.

The City of Placentia Police Department provides police protection throughout the City. Buildout of the proposed General Plan would result in increased development and population throughout the City, and as a result, an increased demand for police protection services. As communities grow and transform in the future, law enforcement must proactively adapt to ensure adequate police services are available throughout the community.

As the City of Placentia grows, additional demand would be placed on existing police protection services. The City has little remaining acreage available to be developed, though the City is anticipated to experience substantial population growth at buildout and therefore it is anticipated that the City will experience an increased demand in police protection services. The City imposes DIFs on new developments within the City, which would contribute to the Police Department's funding for expanded services within the City should they be required. The City of Placentia collects the following DIFs for Public Safety, a portion of which is dedicated to police protection services:

- Single Family Detached Housing: \$1,049 per dwelling unit
- Single Family Attached Housing: \$851 per dwelling unit
- Multi-Family Housing: \$966 per dwelling unit
- Mobile Homes: \$768 per dwelling unit
- Retail/Commercial: \$0.71 per building square footage
- Office: \$1.02 per building square footage
- Industrial: \$0.51 per building square footage

As individual projects are proposed within the City, the City of Placentia Police Department service levels and staffing requirements would be evaluated to determine if additional staffing and/or facilities would be required. As the proposed General Plan buildout would occur over an approximately 25-year period, the City of Placentia Police Department would effectively plan for increases in population and police protection service demand. Safety Element Goal SAF-6 pertains to police and law enforcement to ensure that the City maintains law and order in the City for the safety of the community through programs that promote positive partnerships between neighbors and the Police Department. The proposed General Plan goals and policies, and continued collection of DIF Fees would reduce impacts resulting from the proposed General Plan to a less than significant level. No service shortfall requiring additional personnel or equipment is anticipated as a result of the implementation of the proposed General Plan.

Goals and Policies in the Proposed General Plan:

Land Use Element

Goal	LU-4	<i>Ensure that new development minimizes the impacts on the natural environmental including the natural landscape, vegetation, air and water resources.</i>
Policies	LU-4.4	For citywide projects in the public right-of-way, minimize impervious surfaces wherever possible, while maintaining public safety.

Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.9	Review and revise, as necessary, the City's development standards and project review/approval process to improve the quality of new development and to protect the public health and safety.
Goal	LU-7	<i>Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.</i>
Policies	LU-7.1	Encourage a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.
Goal	LU-9	<i>Continue to provide a high quality of public infrastructure and services.</i>
Policies	LU-9.3	City shall adopt a "Complete Streets" policy, which embodies the community's intent to plan, design, operate and maintain street so they are safe for all users of all ages and abilities. These policies shall guide the planning, design and construction of streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists and freight vehicles.

Mobility Element

Goal	MOB-2	<i>Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.</i>
Policies	MOB-2.1	Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City.
	MOB-2.17	Continue to assure safety at the railroad/roadway crossing locations.
	MOB-2.18	Coordinate with railroad lowering efforts to improve safety at railroad crossings within the City.
	MOB-2.21	Analyze the need for, and incorporate into street design, passenger drop-off/pick-up zones for shared vehicles (i.e., Uber, Lyft, etc.) to improve the safety and efficiency for drivers and passengers using these transportation modes.
Goal	MOB-3	<i>Encourage transit and active transportation modes, including public transportation, bicycles (discussed below), ridesharing, and walking, to support land use plans and related transportation needs.</i>
Policies	MOB-3.8	Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.
Goal	MOB-4	<i>Encourage bicycle travel as a primary mode of transportation.</i>
Policies	MOB-4.4	Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.

- MOB-4.5 Support the safe and efficient movement of cyclists through and across intersections, including compliance with bicycle detection requirements in the CA MUTCD.
- MOB-4.11 Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
- MOB-4.12 Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- MOB-4.13 Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.
- Goal** **MOB-5** ***Support and prepare for the imminent emergence of autonomous vehicles in a way that strengthens the City's transportation and land use goals to create a more walkable, bikeable, transit-oriented, safe and efficient circulation system.***
- Policies** MOB-5.7 Ensure the benefits of automated mobility are equitably distributed and accessible for all segments of the community, consider the safety needs of vulnerable populations and loading needs of seniors, families with children, and individuals with mobility impairments.
- Goal** **MOB-6** ***Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic and parking congestion and other traffic impacts.***
- Policies** MOB-6.6 The City shall collaborate with federal and state policymakers to ensure that the City's local controls and police powers related to automated vehicle regulation are not preempted.

Safety Element

❖ **Police and Law Enforcement**

- Goal** **SAF-6** ***Maintain law and order in the City for the safety of the community through programs that promote positive partnerships between neighbors and the Police Department.***
- Policies** SAF-6.1 Maintain adequate and equitable levels of police service throughout the community.
- SAF-6.2 Continue to strengthen the Neighborhood Watch program as a way to reduce crime enhance emergency preparedness and response in Placentia's neighborhoods.
- SAF-6.3 Continue to support the Community-Oriented Policing philosophy to promote community safety through trust-building and positive reoccurring interactions between members of the community and police
- SAF-6.4 Develop an enhanced Volunteer Police unit which provides increased visibility and community involvement in areas with high population densities and pedestrian traffic.

- SAF-6.5 Increase involvement with local community groups within the Old Town and La Jolla areas to promote safety and appropriate and effective policing.
- SAF-6.6 Monitor for and investigate any human trafficking activities within the City and aggressively enforce, bring in outside agencies as appropriate of if needed.

Health, Wellness and Environmental Justice Element

- Goal** **HW/EJ-5** ***Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.***
- Policies** HW/EJ-5.16 Provide increased police presence in parks in DACs to deter drinking and drug use in the parks and public open spaces.
- Goal** **HW/EJ-6** ***Ensure that all children have safe access to schools and parks.***
- Policies** HW/EJ-6.5 Work collaboratively with the school district, school board, PTA, and DACs to identify and address school access and safety issues. Form a school safety committee that includes members of these groups and the City Departments such as Community Services, Public Works, and Police Departments.
- Goal** **HW/EJ-8** ***Promote and ensure safe and sanitary housing, especially ensuring healthy living conditions for all residents, particularly those in disadvantaged communities.***
- Policies** HW/EJ-8.8 Focus police efforts to deter gangs in disadvantaged communities, both by increased enforcement and educational programs.
- Goal** **HW/EJ-15** ***Provide public education, collaborations, and meaningful civic engagement in local decision-making processes that promote positive health outcomes and the health and well being of residents.***
- Policies** HW/EJ-15.6 Conduct City Council visits to disadvantaged neighborhoods to encourage discussion on items that affect the residents and businesses. Have Council accompanied by representatives from the Police, Code Enforcement, Development and Community Services, and other departments. Host an annual community walk with the Mayor and other Council members.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.16.2.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Cumulative Development Could Result in Cumulatively Considerable Impacts to Police Protection Personnel, Services, and Facilities.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Cumulative impacts are analyzed in terms of impacts within the City of Placentia as police protection within the City is provided by the Police Department. Implementation of the

proposed General Plan along with cumulative development projects within the region would not have a significant impact on police protection services. The General Plan includes goals and policies that would enforce requirements that the City continue maintain adequate and equitable levels of police service throughout the community and continue to reduce crime through the City's various programs, which would ensure that the City would plan for increases in population and police protection service demand. Effectively, funding for expanded police protection services is assessed as development within the City occurs. It is anticipated that collection of DIF fees and growth of property and solar taxes would be sufficient to provide more staffing, equipment, and facilities as needed on a project-by-project basis during buildout. The goals and policies listed above, as well as payment of DIF fees and future growth in taxes, would reduce impacts resulting from the proposed General Plan to a less than significant level. Therefore, implementation of the proposed General Plan would result in less than less than significant impacts to police protection services. As such, implementation of the proposed General Plan would not result in cumulatively considerable police protection impacts.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced above in preceding section.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.16.2.6 Unavoidable Significant Impacts

The foregoing evaluation demonstrates that though implementation of the General Plan may cause a change or increase in demand for Police Protection Services within the Placentia Police Department service area, this increase would not cause an unavoidable significant impact to Police Protection Services through adherence to and/or compliance with goals and policies in the proposed General Plan and recommended mitigation measures for future specific projects. No significant unavoidable police protection impacts would occur as a result of buildout of the proposed General Plan.

4.16.3 School / Education Services

This section identifies school facilities within the City of Placentia and evaluates the potential impacts to school services and facilities that could result from implementation of the proposed General Plan.

4.16.3.1 Regulatory Setting

AB 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

Title 5

Title 5 Education Code of the *California Code of Regulations* governs all aspects of education within the State.

4.16.3.2 Environmental Setting

The City of Placentia is served by the Placentia-Yorba Linda Unified School District (PYLUSD), which serves grade K-8 aged students and grade 9-12 aged students, respectively. There are 30 schools within the City of Placentia; of these schools, there are 19 elementary schools, 5 middle schools, and 3 high schools, as well as several other alternative schools. Current enrollment of the schools within the City of Placentia are discussed below:

**Table 4.16.3-1
 CURRENT ENROLLMENTS OF PLACENTIA SCHOOLS**

School	Address	Enrollment (2017/2018)
Bernardo Yorba Middle School	5350 Fairmont Blvd.	668
Brookhaven Elementary School	1851 North Brookhaven Ave.	553
Charles Wagner Elementary School	717 East Yorba Linda Blvd.	463
Col. J. K. Tuffree Middle School	2151 North Kraemer Blvd.	709
El Camino Real Continuation High School	1351 East Orangethorpe Ave.	148
El Dorado High School	1651 North Valencia Ave.	1,955
Esperanza High School	1830 North Kellogg Dr.	1,664
Fairmont Elementary School	5241 Fairmont Blvd.	871
George Key School	710 East Golden Ave.	120
Glenknoll Elementary School	6361 Glenknoll Dr.	492
Glenview Elementary School	1775 Glenview Ave.	508
Golden Elementary School	740 East Golden Ave.	823
John O. Tynes Elementary School	735 Stanford	864
Kraemer Middle School	645 North Angelina Dr.	1,055
Linda Vista Elementary School	5600 South Ohio St.	455
Mabel M. Paine Elementary School	4444 Plumosa Dr.	445
Melrose Elementary School	974 South Melrose St.	620
Morse Avenue Elementary School	431 East Morse Ave.	475
Parkview School	2189 North Kraemer Blvd.	212
Rio Vista Elementary School	310 North Rio Vista St.	901

School	Address	Enrollment (2017/2018)
Rose Drive Elementary School	4700 Rose Dr.	433
Ruby Drive Elementary School	601 Ruby Dr.	379
Sierra Vista Elementary School	1811 North Placentia Ave.	499
Topaz Elementary School	3232 Topaz Ln.	527
Travis Ranch School	5200 Via de la Escuela	1,382
Valadez Middle School Academy School	161 East La Jolla St.	620
Valencia High School	500 North Bradford Ave.	2,729
Van Buren Elementary School	1245 North Van Buren St.	700
Woodsboro Elementary School	7575 East Woodsboro Ave.	549
Yorba Linda Middle School	4777 Casa Loma Ave.	951
Sources: Information provided in this table was extracted from http://www.ed-data.org/district/Orange/Placentia--Yorba-Linda-Unified which provides accurate data for California Schools; the data listed reflects the 2017-2018 school year enrollment numbers.		

The Placentia-Yorba Linda Unified School District also offers alternative education facilities. El Camino Real High School is a continuation high school for grades 9-12. George Key School serves a population of special education students. La Entrada High School is an independent study high school for grades 9-12. Parkview is a home school for grades K-12. The Venture Academy is an adult transition program. The PYLUSD Home Hospital is a program for students who are temporarily disabled and unable to attend school.

Additionally, the City has a few private schools, such as Saint Joseph Catholic School.

ENROLLMENT

The Placentia-Yorba Linda Unified School District capacities versus enrollment for Elementary, Middle, and High Schools are outlined below in Table 4.16.3-2. The enrollment of the overall school population has not changed significantly since the 2015/2016 school year, the enrollment of the 2017/2018 school year was 25,741.

**Table 4.16.3-2
CURRENT CAPACITIES OF PYLUSD AT EACH SCHOOL LEVEL**

School Level	Capacity (2015/2016)	Enrollment (2015/2016)	Excess / (Shortage) Capacity
Elementary Schools	15,488	13,140	2,348
Middle Schools	4,666	3,978	688
High Schools	8,598	8,624	(26)
Total	28,752	25,742	3,010
Source: https://1.cdn.edl.io/wsAqc6Rtg9KeQv4OAGxJhfYh560zvAfEsoL0yUtowX8d0zqV.pdf			

PUBLIC SCHOOL FUNDING¹⁴

There are two major types of state funding: general purpose and categorical. The majority of money that schools receive from the state is general purpose funding, which basically has “no strings attached.” Districts determine how to best use this money. Each district has a base amount of ‘general purpose’ money it spends per student. That amount is called a “revenue limit”. Original revenue limits were based on 1972 spending levels and have been updated ever since with cost of living adjustments (COLA). The district’s total revenue limit is primarily based on how many students it has, or its average daily attendance (ADA).

Categorical aid is earmarked for targeted programs such as federal Title I Program, special education and child nutrition. Categorical programs are largely funded by state and federal sources, which come in the form of grants or conditional funding.

Prop. 13 and Prop. 98 are two major laws—both approved by California voters— have had a far-reaching effect on school finance. The first is Prop. 13 was passed in 1978 in an attempt to limit property taxes. Since Prop. 13, California schools have increasingly relied on the state for the majority of their funding. Prop. 98 was approved in 1988 to guarantee a minimum level of funding for public schools. Most of the funding for K-12 school facilities comes from state and local bonds. A school bond enables a school district to borrow money to finance the construction of a new school or make major improvements over many years. Bond money can alleviate the burden placed on a district’s general fund, freeing up money to pay for those needs.

The City of Placentia imposes a DIF on development projects. The school district fees imposed by the City for development is as follows:

- Residential New/Additional (500 sq ft and above): \$3.48 per square feet
- Retail Services: \$0.455 per square feet
- Research and Development: \$0.56 per square feet
- Industrial/Warehouse/Manufacturing: \$0.539 per square feet
- Hospital: \$0.551 per square feet
- Hotel/Motel: \$0.227 per square feet
- Senior Living: \$0.56 per square feet
- Office: \$0.56 per square feet

HIGHER EDUCATION FACILITIES NEAR PLACENTIA

Several institutions of higher education have campuses near the City of Placentia.

- Cal State Fullerton, located at 2575 Yorba Linda Blvd, Fullerton, CA 92831
- Fullerton College, located at 321 E Chapman Ave, Fullerton, CA 92832
- Pacific Christian College, located at 2500 Nutwood Ave, Fullerton, CA 92831

4.16.3.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

Result in a in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental

¹⁴ <https://pylcsea.com/2008/03/01/schol-funding-101-from-csea-website/>

facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services.

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.16.3.4 Project Impacts and Mitigation Measures

Buildout of the City in Accordance with the Proposed General Plan Could Result in Adverse Physical Impacts to Facilities within the Placentia Yorba Linda Unified School District

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: PLYUSD are responsible for the provision of public-school facilities (kindergarten through high school) in the City of Placentia. Currently, there are 34 school sites within the School District; however, only 30 are located within the City of Placentia. Implementation of the General Plan has the potential to result in the addition of 6,523 dwelling units citywide. The Placentia-Yorba Linda Unified School District student generation factors for single-family residential development: 0.1887 for elementary school, 0.1151 for middle school, and .1714 for high school. The Placentia-Yorba Linda Unified School District student generation factors for multi-family residential development: 0.2216 for elementary school, 0.1023 for middle school, and .1384 for high school.¹⁵ Based on the student generation rates listed above, the General Plan forecast build out would result in between 3,016 and 3,100 students depending on the types of units developed within the City. The projected students would be distributed to all schools that provide school services and facilities to the City of Placentia. While population growth resulting from implementation of the General Plan could increase the number of students within the Placentia Yorba Linda Unified School District through 2040, the majority of schools within the district are currently operating below maximum capacity. Refer to Table 4.16.3-2.

Growth within the school district is partially accommodated through collection of development impact fees, as well as other funding sources that grow commensurate with development. However, the State of California is responsible for the majority of funding of public schools. To assist in providing facilities to serve students generated by new development, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. These fees would be required for all new development as outlined in mitigation measures PS-1 and are based on the size and use characteristics of any future project. It is anticipated that development associated with the proposed General Plan would be subject to these fees.

Ultimately, the proposed General Plan would allow for an increase in development within the City, which is likely to lead to increased demand for school services to address the concurrent increase in school-aged children. However, due to the existing capacities within each of the districts, it is expected that the increase in school-aged children could be accommodated within existing school

¹⁵ <https://1.cdn.edl.io/wsAqc6Rtg9KeQv4OAGxJhfYh560zvAfEsoL0yUtowX8d0zgV.pdf>

facilities. Further, the General Plan Update does not consider the need (nor provide for) the construction of new education facilities, including schools. If new facilities would need to be constructed at a future date to accommodate increased demand on schools, further environmental review separate from this EIR would be required as project-specific plans are developed to determine which school districts and school-specific development proposals would result in significant impacts. All new school or other educational development would be subject to the City's environmental review process which includes project-specific environmental review under CEQA. As such, based on the data compiled herein, and with compliance with mitigation measure PS-1, and adherence to the goals and policies outlined in the General Plan, school facility impacts would be considered less than significant.

Goals and Policies in the Proposed General Plan:

Open Space and Recreation

Goal **OS&R-1** ***Provide recreation/park facilities and programs for all those who live and work in Placentia.***

Policies OS&R-1.9 For any future park created adjacent to a school, design it as a joint use facility.

Goal **OS&R-2** ***Continue to work closely with various appointed citizen groups, businesses, private developers and service organizations to help assure that the city's recreation program meets the community's needs in the breadth and quantity of programs offered.***

Policies OS&R-2.1 Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs. Attend collaborative training and conferences to continue the dialogue and information sharing for this cooperative work.

OS&R-2.2 Develop long-term agreements with the School District and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, and reduce overall operations and maintenance costs. Continue to support cooperative arrangements with the Placentia-Yorba Linda Unified School District to ensure the broadest range of recreational activities and services are made available to Placentia residents.

Goal **OS&R-3** ***Preserve open space resources to maintain the high quality of life in Placentia.***

Policies OS&R-3.5 Encourage individual school sites to maintain open space areas through joint use agreements.

Health, Wellness and Environmental Justice Element

Goal **HW/EJ-2** ***Promote land use patterns, both private and public, that promote increased physical activity and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.***

Policies HW/EJ-2.3 Form partnerships with school districts and other educational institutions, non-profit organizations, healthcare organizations, and regional governmental agencies to foster and participate in efforts promoting healthy lifestyles, physical activity and positive health outcomes.

Goal	HW/EJ-3	<i>Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.</i>
Policies	HW/EJ-3.4	Prioritize improvements to sidewalks and the pedestrian environment in the DACs and areas around schools and parks.
Goal	HW/EJ-5	<i>Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.</i>
Policies	HW/EJ-5.18	Adopt a city-wide bicycle plan that will eventually connect residents to retail areas, park, recreational facilities, schools, and government buildings. This plan would also connect to bike trails in adjacent cities.
Goal	HW/EJ-6	<i>Ensure that all children have safe access to schools and parks.</i>
Policies	HW/EJ-6.1	Prioritize transportation investments to increase safety around parks, open spaces, community centers, schools, pre-schools, and childcare centers.
	HW/EJ-6.2	Create a Safe Routes to School plan for all Placentia schools. Prioritize improvements with the highest safety concerns. Focus initial efforts on the route over the 57 Freeway.
	HW/EJ-6.3	Implement traffic calming strategies in areas immediately around schools and parks.
	HW/EJ-6.4	Encourage the creation of “Walking School Bus,” “Biking School Bus,” “Bicycle Trains,” contests and other programs that encourage children to walk or bicycle to school and make it safer to do so.
	HW/EJ-6.5	Work collaboratively with the school district, school board, PTA, and DACs to identify and address school access and safety issues. Form a school safety committee that includes members of these groups and the City Departments such as Community Services, Public Works, and Police Departments.
	HW/EJ-6.6	Enhance with lights or other safety components, the crosswalks used by pedestrians, especially where those crosswalks are used by residents going to school, the park, or a local retailer.
Goal	HW/EJ-7	<i>Ensure that parks, trails, open spaces, and community facilities that support active, healthy recreation and activities are distributed throughout Placentia and are available to residents of disadvantaged communities.</i>
Policies	HW/EJ-7.2	Seek opportunities to convert public easements, such as utility corridors and parkway vistas, into parks and trails. Continue to work with the school district to create joint-use facilities.
	HW/EJ-7.11	Expand park and recreation opportunities in all neighborhoods, especially within DACs, and ensure that they are offered within comfortable walking distance of homes, schools and businesses in order to encourage more physically and socially active lifestyles.
Goal	HW/EJ-9	<i>Expanded access to healthy food and nutritional choices for all residents, through grocery stores, community gardens, urban agriculture and local</i>

markets that provide a range of fresh fruits and vegetables to expand nutritional choices.

- Policies** HW/EJ-9.1 Encourage existing retailers to improve the quality and selection of healthy foods and nutritional information through incentives, technical assistance, and other services. Adopt a Healthy Food Store Incentive program, to encourage stores to stock fresh and healthy food at affordable prices.
- HW/EJ-9.8 Work with school districts to ensure that healthy food options are available and more accessible than unhealthy food options in all schools.
- HW/EJ-9.9 Explore the feasibility for creating “edible school yards” that provide gardens and gardening programs on school property.
- Goal** ***HW/EJ 12 Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.***
- Policies** HW/EJ-12-2 In reviewing development proposals, site sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
- HW/EJ-12-3 Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- HW/EJ-12-7 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.
- Goal** ***HW/EJ-14 Improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities.***
- Policies** HW/EJ-14.1 Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, railroads, diesel trucks, oil refineries, and busy roadways.

Mitigation Measures:

- PS-1 Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Placentia that legally required school impact mitigation fees have been paid per the mitigation established by the Placentia Yorba Linda School District.***

Level of Significance After Mitigation: Less Than Significant Impact

4.16.3.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Other Cumulative Development Could Result in Cumulatively Considerable Impacts to School Facilities.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Implementation of the proposed General Plan and related cumulative projects would result in the development of new residential, commercial, and industrial uses, which has the potential to generate new students to the City. Individual development projects would be required to pay the PYLUSD Developer Fees based on the type and size of development proposed. Pursuant to SB 50, payment of fees to the appropriate school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students. Therefore, development of the proposed project and related cumulative projects would not result in significant cumulative impacts in regards to school services and facilities.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced above in preceding section.

Mitigation Measures: Refer to Mitigation Measure 4.16-1. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact

4.16.3.6 Unavoidable Significant Impacts

With payment of school development fees (pursuant to SB 50) and compliance with recommended Mitigation Measure 4.16-1, as well as adherence to the applicable General Plan goals and policies, implementation of the proposed General Plan would result in less than significant impacts in regards to school services and facilities. No significant and unavoidable impacts related to school services and facilities would occur as a result of buildout of the proposed General Plan.

4.16.4 Library Services

This section identifies library facilities within the City of Placentia and evaluates the potential impacts to library services and facilities that could result from implementation of the proposed General Plan.

4.16.4.1 Environmental Setting

The City of Placentia Library is the hub of the community. During fiscal year (FY) 2016/2017, almost 325,975 people visited the Library and 280,710 items were loaned in 2016-2017. The following lists the library usage in FY 2016/2017 and the collection and equipment held by the Library during this timeframe:¹⁶

Library Usage in FY 2016/2017:

- Total number of service hours: 4,280
- Total number of visits/attendance: 325,975

¹⁶ http://placentialibrary.org/sites/default/files/basic-files/FAQs_083018.pdf

- Total number of items checked out: 354,813
- Total number of attendees at library programs: 27,376

Collections and Equipment (as of FY2016/2017 unless otherwise noted):

- The library’s material collection has 77,896 books, and 278,597 e-books;
- 6,025 DVDs/Videos (physical units) and 15,348 DVDs/Videos (downloadable titles);
- 3,775 audio recordings (physical units) and 51,359 audio recordings (downloadable titles);
- 77 magazine and newspaper subscriptions;
- 50 items from the Library of Things collection;
- The library has 23 computers for adults and 13 computers for children available for Internet use.
- There are 44,437 registered library card holders (as of 2/28/18).

The roles filled by the Library have changed dramatically, mainly due to rapid innovation due to technological developments. As such, the Library is anticipated to be renovated in the next few years (as of 5/16/19). The focus of the renovation will be improving the Library’s building space to accommodate 21st century technology and community needs. The Library is a place in the community that is free and accessible to all, every day of the week. Existing space will be reconfigured to reflect the community’s needs and inputs based on library best practices and emerging service trends.

Funding for the library is procured mainly from a mixture of the following sources:¹⁷

- Special Districts Augmentation
- Taxes, including property taxes
- Penalties and Delinquencies
- Orange County Auditor
- Local Revenues (including DIFs)

The Library District Fee (DIF) schedule is as follows:

**Table 4.16.4-1
LIBRARY DISTRICT FEE SCHEDULE¹⁸**

Land Use	Costs per Capita ¹	Density ²	Fee ¹	Administration Cost ²	Total Fee ¹	Fee per Square Foot
Single Family Residential	\$406	3.30	\$1,340	\$43	\$1,383	\$0.92
Multi-Family Residential	\$406	2.66	\$1,080	\$38	\$1,118	\$1.12
Commercial	\$41	2.10	\$86	\$18	\$104	\$0.10
Office	\$41	3.05	\$125	\$19	\$144	\$0.14
Industrial	\$41	1.40	\$57	\$17	\$74	\$0.07

¹ Per dwelling unit for residential or per 1,000 square feet for nonresidential

² Library Administrative costs are calculated as two percent of the impact fee. City administrative costs are \$15.92 per fee. Administrative costs include costs for fee studies, collection, accounting, and annual reporting required by the California Government Code.

³ Districtwide the historical average single-family home square footage is estimated at 1,500 and the historical average multi family home square footage is estimated at 1,000. These estimates are to reflect the existing inventory of homes, which have contributed historically to the library facilities.

¹⁷ <https://www.placentialibrary.org/sites/default/files/basic-files/Revenue%202015-2017.pdf>

¹⁸ <http://placentia.org/DocumentCenter/View/6259/Developer-Fees?bidId=>

4.16.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

Result in a in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other (library) services.

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.16.4.3 Project Impacts and Mitigation Measures

Buildout of the City in Accordance with the Proposed General Plan Could Result in Adverse Physical Impacts to Library Facilities within the City

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The American Planning Association suggests that a population of 35,000-100,000 persons should provide 2.5 to 2.75 volumes per capita.¹⁹ The Placentia Library provides 77,896 books and 278,597 e-books totaling 356,493 volumes, which does not include the substantial volumes of other media provided by the library. The City of Placentia has a population of 52,263 persons and has a buildout population of 70,984 persons, which would require a maximum of 143,724 and 195,206 volumes respectively. At present, the Placentia Library provides more than the required number of volumes to current and future residents of the City.

Furthermore, the American Planning Association suggests that 0.5 to 0.6 square feet per capita is the appropriate amount of required space for libraries that serve a population of 35,000-100,000 persons. The public library is currently about 27,875 square feet, which is adequate for the current population, though it is not sufficient to serve the buildout population. Given that the Placentia Library is being renovated, and given that funding for the Library is provided commensurate with development, it is anticipated that there will be adequate library services provided by the City as development associated with the General Plan occurs. Further, the General Plan Update does not consider the need (nor provide for) the construction of new library facilities. If new facilities would need to be constructed at a future date to accommodate increased demand on library services, further environmental review separate from this EIR would be required as project-specific plans are developed to determine whether a significant impact would occur. New or expanded library development would likely be subject to the City's environmental review process which includes project-specific environmental review under CEQA. As such, based on the data compiled herein, library service impacts would be considered less than significant.

¹⁹ <https://www.planning.org/pas/reports/report241.htm>

Goals and Policies in the Proposed General Plan: There are no applicable goals and policies identified in the General Plan that apply to Library Services.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable

4.16.4.4 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Other Cumulative Development Could Result in Cumulatively Considerable Impacts to Library Facilities.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Implementation of the proposed General Plan and related cumulative projects would result in an increase in population within the City due to expanded development within the City that would result in population growth. Individual development projects would be required to pay the Library District Fees based on the type and size of development proposed. Therefore, individual project applicants would be required to pay the statutory fees, so that library services can be expanded to accommodate population growth. Therefore, development of the proposed project and related cumulative projects would not result in significant cumulative impacts in regards to library services and facilities.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced above in preceding section.

Mitigation Measures: Refer to the goals and policies referenced above in preceding section.

Level of Significance After Mitigation: Not Applicable

4.16.4.5 Unavoidable Significant Impacts

With payment of Library District Fees, as well as adherence to the applicable General Plan goals and policies, implementation of the proposed General Plan would result in less than significant impacts in regards to library services and facilities. No significant and unavoidable impacts related to library services and facilities would occur as a result of buildout of the proposed General Plan.

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4.17 RECREATION

This section identifies existing parks and recreational facilities within the City of Placentia and provides an analysis of potential impacts to parks and recreation facilities that could result from the implementation of the proposed General Plan. The analysis is based on information obtained from the City's Community Services Department and Public Works Department, and the Recreation and Open Space Element of the proposed General Plan.

4.17.1 Regulatory Setting

Quimby Act

The Quimby Act (State of California Planning and Zoning Law and the Subdivision Map Act, Code Section 66477) allows cities and counties to pass ordinances requiring that residential developers set aside park and recreation land, donate conservation easements, pay fees for park and recreation facility improvements or a combination thereof as a condition of approval of a Tract Map or Parcel Map. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The Quimby Act provides acreage/population standards and formulas for determining park land contribution and requires that local ordinances include definite standards for determining the proportion of the development to be dedicated and/or the amount of the fee to be paid.

Municipal Code

The City's codified general standard requires that two and one-half (2.5) acres of property for each one thousand (1,000) persons residing within the city be devoted to local park and recreational purposes (Ord. 88-O-117 § 1, 1988).

The City adopted the Citywide Development Impact Fee Nexus Study Final Report in August of 2017, which includes a Citywide Parks and Recreation Development Impact Fee. Chapter 22.54 of the Placentia Municipal Code codifies the requirements for imposing park dedication fees, and Chapter 5.02 codifies the calculation of the impact fees to fund improvements to City Parks. In general, residential developments with five or more units are required to contribute park dedication fees/lands determined pursuant to the adopted formula. The fees shall be used for park and recreation facilities which the city council deems necessary to serve the residents of the area and the city as a whole. The land and/or fees shall be used for the purpose of developing new or rehabilitating existing neighborhood or community park or recreational facilities to serve the residential development, and the amount of fees paid shall bear a reasonable relationship to the use of the park and recreational facilities by the future inhabitants of the subdivision.

Open Space and Recreation Plan

The Open Space and Recreation Plan for the City of Placentia identifies how the City will provide an adequate level of open space and recreational resources for the City's residents and preserve existing open space resources. The City of Placentia Open Space and Recreation Plan contains measures to ensure that adequate recreational opportunities are provided for Placentia residents. The City has adopted a park development standard of 4 acres per 1,000 residents, for a total goal of 202 acres. All residents have access to a park or recreation center within a one-mile radius. Table 4.17-1 City of Placentia Park Development Guidelines (Table 5-4 of the Open Space and Recreation Plan), provides an overview of guidelines for various park facility types within the City.

**Table 4.17-1
 CITY OF PLACENTIA PARK DEVELOPMENT GUIDELINES**

Park Type	Average Size	Typical Service Area	Typical Facilities
Parkettes	1 acre or less	1/4 Mile	Tot lot, benches
Neighborhood Parks	1 to 5 acres	1/2 Mile	Tot lots, picnic facilities, benches
Community Parks	5 to 10 acres	3 miles	Athletic fields, picnic areas, community centers
Sub-Regional Parks	25 to 50 acres	3 Miles or greater	Picnic areas, camping, fishing, nature trails
Source: City of Placentia Community Services Department, 2014			

City Departments

The Community Services Department's primary roles are to manage and coordinate the delivery of recreation services and cultural arts programs to the community. Community Services Department Recreational Services Division and Cultural Arts Commission have direct oversight of Parks and Recreation programs.

The Public Works Department improves and maintains the citywide infrastructure in a manner that will enhance the quality of life for its residents. The Building & Facility Maintenance Division oversees the maintenance and repairs of all City-owned buildings and facilities, and the Parks and Landscape Maintenance Division maintains all parks and public landscaping throughout the City.

4.17.2 Environmental Setting

Open Space Resources

As of December 2018, Placentia has 224.2 acres of parks distributed throughout the City, which include neighborhood, community and sub-regional parks along with open space provided through school facility acreage. Table 4.17-1, City of Placentia Park Development Guidelines provide an overview of guidelines for various park facility types within the City. Table 4.17-2 Open Space Inventory provides a summary of the existing acreage of open space by type.

The Environmental Justice (EJ) Element of proposed GP says “Placentia’s park per capita ranking is 25th out of 34 Orange county cities, and has just 2 acres of parks per 1,000 residents.” *attributes to Orange County’s Healthier Together*. However, this finding does not include the approximate 123 acres of school property that is included by the City into its park acreage estimates.

**Table 4.17-2
 OPEN SPACE INVENTORY**

Type of Open Space	Acreage
Parkettes	1.3 acres
Neighborhood Parks	22.9 acres
Community Parks	18.6 acres
Special Use	18.1 acres
Sub-regional Parks	40.0 ⁽¹⁾ acres
School acreage	123.3 ⁽²⁾ acres
Total Acreage	224.2 acres
Target Parkland Acreage	202.13 ⁽³⁾ acres
Surplus	22.07 acres
Notes: (1) County of Orange Tri-City Park is located entirely within Placentia Corporate boundaries. (2) One half of the City's school acreage is credited to the City's open space inventory. (3) City park standard of 4 acres per 1,000 residents. City Population of 50,533 (2010 Census). Total target no. of acres is 202.13.	

According to Orange County's Healthier Together Report, Placentia has 2 acres of parks per 1,000, making it 25th out of 34 Orange County cities. However, this figure does not take into account the school acreage used for recreation, which increases this figure. The following text provides a brief explanation and summary of open space resources within the City and Table 4.17-3 Parks and Recreation Inventory identifies amenities located at specific open space resources located within the City of Placentia. Maintained parkland includes two (2) parkettes, seven (7) neighborhood parks, three (3) community parks and three (3) special use parks. In addition, one half (1/2) of City's school acreage is included in the open space inventory. Orange County operates the 40-acre Tri-City Park which is located entirely within the City of Placentia. Figure 4.17-1, Parks, Recreation and Open Space Inventory, illustrates the location of these resources.

Parkettes are small areas of passive land usually ranging in size from a few square feet to an acre. They are landscaped areas that sometimes have special design features such as fountains or flower areas as the dominant feature in their design. Placentia has two parkettes, Jaycee and La Placita, contributing approximately 1.3 acres to the City's open space inventory.

Neighborhood parks generally serve immediately adjacent residential areas bounded by arterial streets and are typically near an elementary school to obtain maximum benefits from both facilities. Generally, neighborhood parks provide space for primarily outdoor recreation activities and are geared towards young people between the ages of five and fourteen. Neighborhood parks generally contain a play area for younger children; a multi-purpose grass area; picnic area; and off-street parking when possible. Neighborhood parks are typically one to five acres and have a service radius of approximately one-half mile. Neighborhood parks located adjacent to schools are typically 5 to 15 acres. Placentia has seven Neighborhood Parks, contributing approximately 22.9 acres to the City's open space inventory.

**Table 4.17-3
 PARKS AND RECREATION INVENTORY**

Park Sites		Acres	Barbecues	Baseball/softball Fields	Basketball Courts	Walking Paths	Overnight Camping	Tot Lots	Lake with Fishing	Handball Courts	Multi-Purpose Facilities	Picnic Structures	Picnic Tables	Restrooms	Soccer Fields	Tennis Courts	Benches	Reservations	Swimming Pool	Outdoor Exercise Equipment
Parkettes	Jaycee Parkette	0.4						▪									▪			
	La Placita Parkette	0.9						▪									▪			
Subtotal		1.3																		
Neighborhood Parks	Goldenrod Park	2.5	▪		▪			▪					▪				▪			
	Koch Park	4.3	▪			▪		▪		▪	▪	▪	▪				▪	▪		
	Wagner Park	1.8	▪					▪					▪							
	Santa Fe Park	1.1	▪					▪					▪				▪			▪
	Parque del Arroyo Verde	4.4	▪			▪		▪					▪	▪			▪	▪		
	Parque de Los Vaqueros	5.4	▪			▪		▪				▪	▪	▪			▪	▪		
	Richard R. Samp Park	3.4	▪			▪		▪				▪	▪				▪			
Subtotal		22.9																		
Community Parks	Parque de Los Ninos	3.7	▪	▪	▪	▪		▪		▪		▪	▪	▪				▪	▪	▪
	Kraemer Park	11.0	▪	▪	▪	▪		▪		▪	▪	▪	▪	▪			▪	▪		▪
	McFadden Park	3.9	▪	▪	▪	▪		▪		▪	▪	▪	▪	▪	▪			▪	▪	▪
Subtotal		18.6																		

Park Sites		Acres	Barbecues	Baseball/softball Fields	Basketball Courts	Walking Paths	Overnight Camping	Tot Lots	Lake with Fishing	Handball Courts	Multi-Purpose Facilities	Picnic Structures	Picnic Tables	Restrooms	Soccer Fields	Tennis Courts	Benches	Reservations	Swimming Pool	Outdoor Exercise Equipment
Special use Facilities	Tuffree Park	3.4	▪	▪	▪	▪		▪		▪	▪	▪	▪	▪		▪	▪	▪		
	Bradford Park/House	1.7				▪											▪	▪		
	Placentia Champions Sports Complex	13	▪	▪	▪	▪		▪			▪	▪	▪	▪	▪		▪	▪		
Institutional Use (Schools)	See Table 4.17-4	123.3 ⁽¹⁾																		
Subtotal		141.4																		
Subregional	Tri-City Park	40	▪			▪	▪	▪	▪			▪	▪	▪			▪	▪		
Subtotal		40																		
Total Park Acreage		224.2																		
Source: City of Placentia Community Services Department. Date: October 2014																				
⁽¹⁾ One half of the City's school acreage is credited to the City's open space inventory.																				

Community parks serve several neighborhoods within a community. The community park provides indoor and outdoor facilities to meet a much wider range of recreation interests than a neighborhood park. A community park generally contains features such as community centers, picnic grounds, children's play areas, swimming pools, outdoor activity courts, and off-street parking. This type of park is generally five to 10 acres, with a service radius of approximately three miles. Placentia has three community park facilities: Parque de Los Niños, Kraemer Memorial Park and McFadden Park. Community parks encompass approximately 18.6 acres of the City's total park acreage. These community parks offer a variety of facilities including ballfields, playgrounds and multi-purpose rooms.

Special use facilities generally provide a specific recreational service within the community. Examples of special use facilities are golf courses, zoos, casting ponds, local campsites, archery and rifle ranges and athletic complexes, which may include baseball, softball, soccer and football fields, or tennis, handball and racquetball courts. Placentia has three special use facilities: Tuffree Park, Bradford Park and Placentia Champions Sports Complex. Special use facilities contribute approximately 18.1 acres to the City's open space inventory.

Sub-regional parks are generally 25 to 50 acres in size, serving several cities. Sub-regional parks may contain family and group picnicking, camping, nature trails, play areas, outdoor amphitheaters and lakes with water-oriented activities. The service radius for a subregional park can extend to three or more miles.

The 40-acre Tri-City Park is a subregional park facility located within City boundaries that is owned and managed by Orange County Parks. Tri-City Park has an 8-acre lake, commonly used for fishing, as well as picnic shelters, areas with barbeques, hiking and walking trails, biking paths, restrooms, multiple parking lots, and a playground area. Various City sponsored events are held at the park throughout the year including community wide and regional events such as the Heritage Festival and Parade and summer Concerts in the Park series. Various community groups and non-profit groups also utilize the park for special events, camps and programs. However, the County is responsible for acquisition and development, including master planning for future development, and administering the day-to-day maintenance and operations of the park.

Alta Vista County Club is a 58,851-square foot private golf club located in the southeastern portion of the City. The private facility includes an 18-hole course, driving range, putting greens and clubhouse. The clubhouse is comprised of administrative offices, lounge, card room, pro-shop and a restaurant. Alta Vista Country Club is also available for public events such as weddings, banquets, receptions, fundraisers and fundraising golf tournaments. Private facilities such as the Country Club facilities are not included in the Open Space inventory in the context of the Quimby Act or towards the City's goals for parks and recreation.

The use of **school facilities** as an additional open space resource is an important component of the City's overall open space and recreational program. Seventeen school facilities are located within the City of Placentia. Figure 4.17-2, *School Facilities*, illustrates the location of educational facilities within the City. The use of school facilities for open space and recreational opportunities provides a creative means to enhance and expand the City's overall open space and recreational resources. Times when these facilities can be used by the public vary depending on school sessions. The amount of school acreage attributed to the City's park acreage is shown in Table 4.17-4, *School Facilities Acreage*.

**Table 4.17-4
 SCHOOL FACILITIES ACREAGE**

Placentia – Yorba Linda Unified School District	Existing Acreage	
	Total	Park Use*
Elementary Schools		
Ruby Drive Elementary	10.2	5.10
Morse Elementary	9.5	4.20
Sierra Vista Elementary	10.6	5.30
Brookhaven Elementary	10.0	5.00
Golden Elementary	9.5	4.75
Wagner Elementary	12.6	6.30
Van Buren Elementary	10.8	5.40
Melrose Elementary	9.4	4.70
Tynes Elementary	15.0	7.50
George Key School	10.1	5.05
Middle Schools		
Kraemer Middle School	22.7	11.35
Tuffree Middle School	20.2	10.10
Valadez Middle School	11.2	5.6
High Schools		
El Dorado High	39.1	19.55
Valencia High	41.7	20.85
El Camino High	5.1	2.55
Other Schools		
District Education Center	10.1	0.00
Total	257.80	123.3
Source: Placentia – Yorba Linda School District, 2014		
* Fifty percent of school land is credited to park use.		

Recreational Facilities

Recreational facilities within Placentia contribute to the City’s recreational resources. These facilities typically include community buildings, recreation centers, senior centers, gymnasiums and sports facilities. Placentia recreation facilities provide a wide variety of programs and events for City sponsored activities. Community facilities also enhance the community by providing building space for governmental agencies, non-profit organizations, resident use, non-resident use and commercial organizations. Placentia’s recreational facilities can accommodate a diverse range of activities including: after-school and summer youth programs, teen programs, day camps, office space, banquet rooms, building and classroom rentals, exercise and sporting activities, dances and dance classes, continuing education and lifelong learning classes, events, voting locations, performances, senior programs, food distribution sites, and tutoring.

City of Placentia recreational facilities and community buildings include:

- | | |
|--------------------------|------------------------|
| Aguirre Building | 505 Jefferson Street |
| Backs Community Building | 201 N. Bradford Avenue |

Bradford House	136 E. Palm Circle
Gomez Community Center	1701 Atwood Avenue
Koch Park Recreational Center	2210 N. Valencia Avenue

A description of each facility is attached in the Parks and Facilities Development Study completed in February, 2007, of the General Plan, available in the appendices. Each description includes history of the complex, acreage of the site and recommended site upgrades.

Recreational Programs

The City's Community Services Department provides educational, recreational and leisure opportunities for the residents of Placentia by coordinating the planning and implementation of after-school and summer activities for youth and teens, recreational contract classes and sports programs, senior programs, human services programs, learn to swim and recreational swim aquatic programming, and community wide special events. The Cultural Arts Commission coordinates the implementation of cultural and fine arts activities, events, festivals, and projects throughout the community. These programs include the Photography Contest, Concerts in the Park, Cultural Arts Projects for Every Student (CAPES) Scholarship Program, and the Concerts in the Park series.

A number of committees and commissions support the City's recreational activities including the Recreation and Parks Commission, Cultural Arts Commission, Heritage Festival Committee, Chamber of Commerce, Placita Santa Fe Merchants Association, Sports Advisory Committee, Senior Advisory Committee, and Veterans Advisory Committee.

The City's Recreation Services Division provides quality recreation services to the community through programs and special events including:

- Adult Sports Leagues
- After-School and Summer PARK's (Positive Activities and Recreation for Kids) Programs during the school year and summer
- Aquatic Learn-to-Swim Programs at El Dorado and Valencia High Schools.
- Aquatic Recreation Swim Programs at Whitten and Gomez Pools
- Contractual Recreational Classes
- Concerts in the Park Series
- Adult Excursions
- Youth Excursions
- Movies in the Park Series
- Summer Community Walks
- Heritage Festival and Parade
- Senior Programs
- Easter Egg-Citement
- Pee-Wee Sports Clinics (All sorts of Sports, Basketball, Soccer and T-Ball) for Children 5-7 Years if Age
- Jr. Sports Clinics (All Sorts of Sports, Basketball, Soccer, T-Ball) for Children 3½-4 Years of Age
- Volunteer Program
- Youth and Teen Basketball Leagues
- Santa Activities and Programs
- Jr. and Pee-Wee Summer Sports Camps

- Placita Santa Fe TamaleFest
- Community Christmas Baskets Giveaway
- Holiday Tree Lighting Festival
- Placentia Teen Center at Kraemer Park

Recreation Programming and Facility Needs

The City of Placentia evaluates its existing recreational program and needs through periodic assessment of its residents. The City utilizes participant/customer surveys, staff and instructor input, participation numbers in programs and events, and citizen input at community meetings to assess opinions and behavior with respect to recreational activities, programs and facilities in Placentia.

In addition to the renovation of existing facilities and recreational field improvements at City and School District facilities, the City has identified recreation needs including:

- Skate Park;
- Dog Park;
- Gymnasium;
- Senior/Community Center;
- Performing Arts Center; and
- Aquatics Complex.

Many of these needs were identified through the Development of the City of Placentia Parks and Facilities Development Study completed in February, 2007 (included as an appendix to the General Plan).

Public Works

The City Public Works Department includes the Park and Public Landscape Maintenance Division which oversees the maintenance of 16 City Parks, playground maintenance and repairs, tree trimming, as well as the Landscape Maintenance District and City-owned landscaping such as medians and parkways. This maintenance work is accomplished primarily through existing landscape maintenance and tree trimming contracts.

The Parks and Public Landscape Maintenance division is also responsible for

- Installing and repairing irrigation systems
- Performing graffiti removal in parks, city-owned buildings and public-right-of-way
- Performing chemical spraying
- Tree trimming services
- Park restroom janitorial services
- Landscape renovation projects

Tree Maintenance Program – As of April 4, 2017, the City maintains residential parkway trees on a City-wide four-year tree trimming cycle. The cycle includes Citywide trimming of residential parkway trees as well as park medians and parkway trees. Staff is in the process of preparing a tree ordinance that, if approved, would govern how the City's Urban Forest is managed and maintained. Trees are trimmed to prevent unnecessary damage during storms, protect pedestrians and motorists from low hanging branches, promote the health of parkway trees, and ensure that trees are aesthetically pleasing. Trimming work is done in accordance with

professional arboriculture standards and is scheduled for the dormant season to avoid unnecessary damage or trauma to the trees.

Landscape Maintenance District – The Landscape Maintenance District is a funding mechanism administered by the City of Placentia used solely for specific landscaping and park maintenance services within designated areas of the City. Funding comes from an annual assessment on each property in the designated vicinity.

4.17.3 Threshold of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) are used as thresholds of significance in this Section. Accordingly, parks and recreational facilities impacts resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for parks.
- Increase the use of existing neighborhood and regional facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.17.4 Project Impacts and Mitigation Measures

Implementation of the Proposed General Plan Could Result in Impacts to the Adequate Availability of Parkland and Recreational Facilities Within the City.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: As discussed in the Environmental Setting, Table 4.17-2 Open Space Inventory summarizes the existing open space acreage by type and identifies 100.9 acres of parks within the City. The City generally counts half of the acreage of public-school properties within the City toward park and open space requirements resulting in an additional 123.3 acres. No portion of The District Education Center is allocated to the Open Space Inventory.

In conformance with the Quimby Act, the Open Space and Recreation Element includes standards determining land requirements for future park sites. The current City park standard of 4 acres per 1,000 residents based on 2010 Census population of 50,533 requires 202 acres has been exceeded with a total of 227.3 park acres, including public school acreage. The California

Department of Finance estimates the January 1, 2018 population of the City of Placentia at 52,755². The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Appendix Demographics Growth Forecast for the City of Placentia estimated a 2012 population of 51,500 residents and projected a 2040 population of 58,400 residents.

Based on the Open Space inventory, the City has sufficient existing parkland to serve 56,050 residents at the 4 acres/1,000 residents standard. The City has sufficient existing parkland to serve the SCAG 2012 population estimate (206 acres). However, an additional 9.4 acres of parkland would be required to serve the SCAG projected 2040 population (233.6 acres of total parkland).

Anticipated population growth in Placentia will eventually require additional land resources to provide future open space and recreational resources. The City is almost entirely developed. Additional parkland and recreation facilities could be located on existing vacant land, on underutilized land (i.e., parcels that have remaining development capacity pursuant to the Zoning Code) or developed land could be redeveloped to serve recreation or open space needs. Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3 % of the City’s total acreage. The City of Placentia has identified existing vacant land, as shown in Land Use Element (Figure 4.17-3) and as categorized in Table 4.17-5, Summary of Vacant Land by Land Use Designation. While all land use designations contain some vacant land, the largest percentage of vacant acreage is located within Specific Plan areas. Old Town and Transit Oriented Development designations have the least vacant acreage. As shown in Figure 4.17-3, the majority of the vacant acreage within the City is located in the southeastern portion of the City. Additional analysis of vacant parcels will need to be conducted to determine if their size, location, land use and environmental constraints make them suitable for parkland.

**Table 4.17-5
 SUMMARY OF VACANT LAND BY LAND USE DESIGNATION**

Land Use Designation	Vacant Acres	No of Vacant Parcels
Low Density Residential	3.6	24
Medium Density Residential	6.1	8
High Density Residential	5.2	3
Commercial	2.3	3
Old Town	0.2	3
Transit Oriented Development (TOD)	0.4	1
Office	1.40	2
Commercial-Manufacturing	8.4	5
Industrial	5.7	4
Specific Plan	21.2	65
TOTAL	54.5	118
Source: City of Placentia, 2018 Note: 1.3 % of total City area is vacant.		

As noted in the Environmental Setting, the City has identified recreation needs including:

- Renovation of Existing Facilities;
- Recreational Field Improvements;
- Skate Park;

² State of California, Department of Finance, E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2017 and 2018. Sacramento, California, May 2018.

- Dog Park;
- Gymnasium;
- Senior/Community Center;
- Performing Arts Center; and
- Aquatics Complex.

The City of Placentia Open Space and Recreation Plan contains measures to ensure that adequate recreational opportunities are provided for Placentia residents. As vacant or underutilized land within the City is developed or redeveloped, developers or business owners will be subject to all provisions of the Quimby Act to set aside land or pay in-lieu fees to provide park and recreation facilities (California Government Code Section 66477.) As discussed in the Regulatory Setting, the City adopted the Citywide Development Impact Fee Nexus Study Final Report in August of 2017, which includes a Citywide Parks and Recreation Development Impact Fee to be used for park and recreational facility improvements.

The proposed General Plan includes goals regarding parks and recreational facilities in the Open Space and Recreation, Land Use and Health and Wellness. Specifically, the Open Space and Recreation Element includes *OSR-1: Provide recreation/park facilities and programs for all those who live and work in Placentia and OSR-3: Preserve open space resources to maintain the high quality of life in Placentia.*

The goals and associated policies identified below encourage the City to provide parks, recreation facilities and programs and open space to meet the needs of its constituents. The City would adhere to these goals and policies and Quimby Act provisions, collect Citywide Parks and Recreation Development Impact fees, and use public school fields and facilities. However, the existing parkland acreage would be deficient by 9.4 acres for the projected City population in 2040. Because the goals and policies discussed below establish a firm link between future population growth and acquisition of additional park land, the City will be able to acquire the additional 9.4 acres of parkland over the next approximately 20 years. Therefore, the park and recreation impact are concluded to be a less than significant adverse environmental impact.

Goals and Policies in the Proposed General Plan

Open Space, Park and Recreation Facilities and Programs

Goal	<i>OS&R-1</i>	<i>Provide recreation/park facilities and programs for all those who live and work in Placentia.</i>
Policies	OS&R-1.1	Continue to require new developments to provide recreational opportunities for their residents or to submit appropriate fees in the form of Quimby fees and Development Impact Fees in order to continue meeting the City’s park standard, 4 acres of parkland per 1,000 residents.
	OS&R-1.2	Create and maintain an annual maintenance plan that will ensure all of the city recreation facilities are adequate, safe, and useable condition. Focus on improvements to existing facilities through renovation and upgrades to ensure the recreation needs of all residents are met.
	OS&R-1.3	Plan recreation programs and events that utilize our open space and recreational facilities to the maximum extent with the available resources.
	OS&R-1.4	Continue to conduct participant surveys for every program and event.

	OS&R-1.5	Continually reassess the community's recreational and open space standards and opportunities in relation to satisfying the needs of the population. Provide a survey to meet this policy within the City Newsletter, which is mailed directly to all residents.
	OS&R-1.6	As new parks and park renovation projects occur, provide improved accessibility for all disabled, elderly, disadvantaged communities, and otherwise less mobile persons within the community.
	OS&R-1.7	Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.
	OS&R-1.8	Evaluate and, where feasible, utilize the opportunities offered by abandoned road and railroad rights-of-way and similar environmentally impacted or unused linear open space to construct low maintenance greenbelts and multi-use trails.
	OS&R-1.9	For any future park created adjacent to a school, design it as a joint use facility.
	OS&R-1.10	Provide a range of informal opportunities and organized recreational, human service, cultural, athletic, educational, and life enrichment programs and services that will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities. This can be addressed during the community participant survey.
	OS&R-1.11	As development occurs, consider bikeways as one means for implementing the goals of Complete Streets.
	OS&R-1.12	As development occurs, consider opportunities for connecting to the Orange County Bike Loop.
Goal	OS&R-2	<i>Continue to work closely with various appointed citizen groups, businesses, private developers and service organizations to help assure that the city's recreation program meets the community's needs in the breadth and quantity of programs offered.</i>
Policies	OS&R-2.1	Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs. Attend collaborative training and conferences to continue the dialogue and information sharing for this cooperative work.
	OS&R-2.2	Develop long-term agreements with the School District and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, and reduce overall operations and maintenance costs. Continue to support cooperative arrangements with the Placentia-Yorba Linda Unified School District to ensure the broadest range of recreational activities and services are made available to Placentia residents.
	OS&R-2.3	Develop partnerships with non-profits and community groups that provide appropriate recreation programs and park facilities for those with specialized needs including at risk youth, special needs population, seniors, teens and other human services areas/populations.
	OS&R-2.4	Encourage private/public partnerships to develop additional open space and recreational facilities.

Goal	OS&R-3	<i>Preserve open space resources to maintain the high quality of life in Placentia.</i>
Policies	OS&R-3.5	Encourage individual school sites to maintain open space areas through joint use agreements.
	OS&R-3.6	Require that all new development, before issuance of building permits, meet the goals and policies of the General Plan regarding protecting and preserving open space resources.
	OS&R-3.7	Conserve Placentia’s flood control facilities as appropriate to protect the public health, safety, and welfare and create recreational opportunities such as bike trails where feasible.

Land Use Element

Goal	LU-1	<i>Provide a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.</i>
Policies	LU-1.7	Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.
Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.16	Establish and maintain recreational open space opportunities in proximity to residential areas.
	LU-2.21	Ensure development provides adequate infrastructure improvements are provided to support new multi-family development, including on-site recreational amenities.

Health, Welfare and Environmental Justice Element

Goal	HW/EJ-2	<i>Promote land use patterns, both private and public, that promote increased physical activity and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.</i>
Policies	HW/EJ-2.2	Promote public spaces that provide pleasant places in which neighbors can meet, congregate, and be physically active together.
	HW/EJ-2.4	Implement the adopted Complete Parks Guidelines to guide future Master Plan park planning. The goal of the policy is to advance the role of parks, recreation and community services in the eyes of the local policy makers to establish parks as centers for community health, smart growth, equitable development and environmental justice.
	HW/EJ-2.5	Revitalize existing green spaces to provide more recreational spaces and encourage greater outdoor physical activity.
	HW/EJ-2.6	Provide free access to exercise equipment in public areas not currently used for recreation to increase physical activity options.
Goal	HW/EJ-3	<i>Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.</i>

Policies	HW/EJ-3.1	Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.
Goal	HW/EJ-5	<i>Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.</i>
Policies	HW/EJ-5.12	With any city-initiated shuttle system, ensure connection between DACs and public facilities, especially city buildings, health care facilities and programs, parks and playgrounds.
	HW/EJ-5.16	Provide increased police presence in parks in DACs to deter drinking and drug use in the parks and public open spaces.
	HW/EJ-5.18	Adopt a city-wide bicycle plan that will eventually connect residents to retail areas, park, recreational facilities, schools, and government buildings. This plan would also connect to bike trails in adjacent cities.
Goal	HW/EJ-6	<i>Ensure that all children have safe access to schools and parks.</i>
Policies	HW/EJ-6.1	Prioritize transportation investments to increase safety around parks, open spaces, community centers, schools, pre-schools, and childcare centers.
	HW/EJ-6.3	Implement traffic calming strategies in areas immediately around schools and parks.
Goal	HW/EJ-7	<i>Ensure that parks, trails, open spaces, and community facilities that support active, healthy recreation and activities are distributed throughout Placentia and are available to residents of disadvantaged communities.</i>
Policies	HW/EJ-7.1	Create incentives to convert vacant lots or underutilized public right-of-way into small parks, community gardens, or open spaces throughout the City, focusing in the DACs where there is a general lack of open space.
	HW/EJ-7.2	Seek opportunities to convert public easements, such as utility corridors and parkway vistas, into parks and trails. Continue to work with the school district to create joint-use facilities.
	HW/EJ-7.3	Support and provide on-going, year-round sports and recreation activities, especially for youth and seniors, including keeping pools open year-round.
	HW/EJ-7.4	Provide a wider diversity of active and passive recreational facilities in all parks that respond to the needs of multicultural and DAC communities.
	HW/EJ-7.5	Promote the development of additional public and private exercise facilities within the access of DACs.
	HW/EJ-7.6	Improve and expand the use of existing parks, venues and programs through marketing, promotion, reduced rates for DACs, extended park supervision/hours, and other high visibility strategies.
	HW/EJ-7.7	Expand and tailor recreational programs, facilities and services to meet evolving community needs. Programs and services should remain accessible and relevant to today's residents, responding to unique cultural, historic and social needs, as well as changing demographics and income levels.

- HW/EJ-7.8 Continue to maintain and improve recreational facilities with adequate lighting, signage, hours of operation and programs representative of the multicultural needs and income levels of the community. Providing facility upgrades may increase capacity to attract people from neighborhoods that are currently underserved.
 - HW/EJ-7.9 Promote access to non-City operated parks and recreational facilities.
 - HW/EJ-7.10 Protect visitors of parks and recreational facilities from exposure to structural and safety hazards, crime and other natural or human-induced incidents and promote park and facility design that discourages vandalism, deters crime, provides natural surveillance and creates a safe and comfortable environment.
 - HW/EJ-7.11 Expand park and recreation opportunities in all neighborhoods, especially within DACs, and ensure that they are offered within comfortable walking distance of homes, schools and businesses in order to encourage more physically and socially active lifestyles.
 - HW/EJ-7.12 Complete the development of the comprehensive long-range Parks Master Plan to address changing recreation interests, trends, needs and priorities, with focus on the needs of the DACs. Update the Parks Master Plan and its maintenance plan regularly.
 - HW/EJ-7.13 Develop and adopt design guidelines that deter criminal activity in neighborhoods, streets and public areas. Include guidelines for the design of play areas, parks, sports facilities, streets and sidewalks, plazas and urban pocket parks, and housing and commercial sites, among others.
 - HW/EJ-7.14 Support and encourage City-wide initiatives and external programs to increase opportunities for contact with nature.
 - HW/EJ-7.15 Consider citywide bike share programs.
- Goal** *HW/EJ 12* ***Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.***
- Policies** HW/EJ-12-1 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).
- Goal** *HW/EJ-14* ***Improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities.***
- Policies** HW/EJ-14.1 Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, railroads, diesel trucks, oil refineries, and busy roadways.

4.17.5 Cumulative Impacts

Development associated with implementation of the proposed general plan and cumulative development would not result in cumulatively considerable impacts to parks and recreational facilities.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Development associated with the proposed General Plan would create additional demand on existing parks and recreational facilities within the City. Individual development projects would be reviewed to determine their potential impact on parks and recreational facilities within the City. Implementation of the proposed General Plan goals and policies would ensure the provision for new developments to mitigate impacts to parkland and recreational facilities. The City has a parkland standard of 4 acres per 1,000 residents. Based on DOF population estimates for 2018, the City exceeds this standard. The anticipated population of the City in 2040 per SCAG would require that the City acquire an additional 9.4 acres of parkland. The proposed General Plan includes clear requirements that future development would pay park facilities fees and/or dedicate parkland that would reduce the potential for the population to grow at a pace that would exceed the ability of the City to provide park facilities in accordance with the City standard. The proposed General Plan also includes goals and policies to take advantage of opportunities for new parkland and open space which would further assist in reducing potential impacts to parks. Because the anticipated 2040 population would require a relatively small parkland acquisition to meet the City standards, and because the proposed General Plan would require future development to dedicate parkland or pay park facilities fees, future growth associated with the proposed General Plan and cumulative development would result in a less than cumulatively considerable impact.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the General Plan Update are available.

Level of Significance After Mitigation: Less Than Significant Impact

4.17.6 Unavoidable Significant Impacts

Development associated with implementation of the proposed general plan and cumulative development would not result in significant unavoidable impacts to parks and recreational facilities.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Development associated with the proposed General Plan would create additional demand on existing parks and recreational facilities within the City. Individual development projects would be reviewed to determine their potential impact on parks and recreational facilities within the City. Implementation of the proposed General Plan goals and policies would ensure the provision for new developments to mitigate impacts to parkland and recreational facilities. The City has a parkland standard of 4 acres per 1,000 residents. Based on DOF population estimates for 2018, the City exceeds this standard. The anticipated population of the City in 2040 per SCAG would require that the City acquire an additional 9.4 acres of parkland. The proposed General Plan includes clear requirements that future development would pay park facilities fees and/or dedicate parkland that would reduce the potential for the

population to grow at a pace that would exceed the ability of the City to provide park facilities in accordance with the City standard. The proposed General Plan also includes goals and policies to take advantage of opportunities for new parkland and open space which would further assist in reducing potential impacts to parks. Because the anticipated 2040 population would require a relatively small parkland acquisition to meet the City standards, and because the proposed General Plan would require future development to dedicate parkland or pay park facilities fees, future growth associated with the proposed General Plan and cumulative development would NOT result in significant unavoidable impacts to parks and recreational facilities.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the General Plan Update are available.

Level of Significance After Mitigation: Less Than Significant Impact



PLACENTIA
Rich Heritage, Bright Future

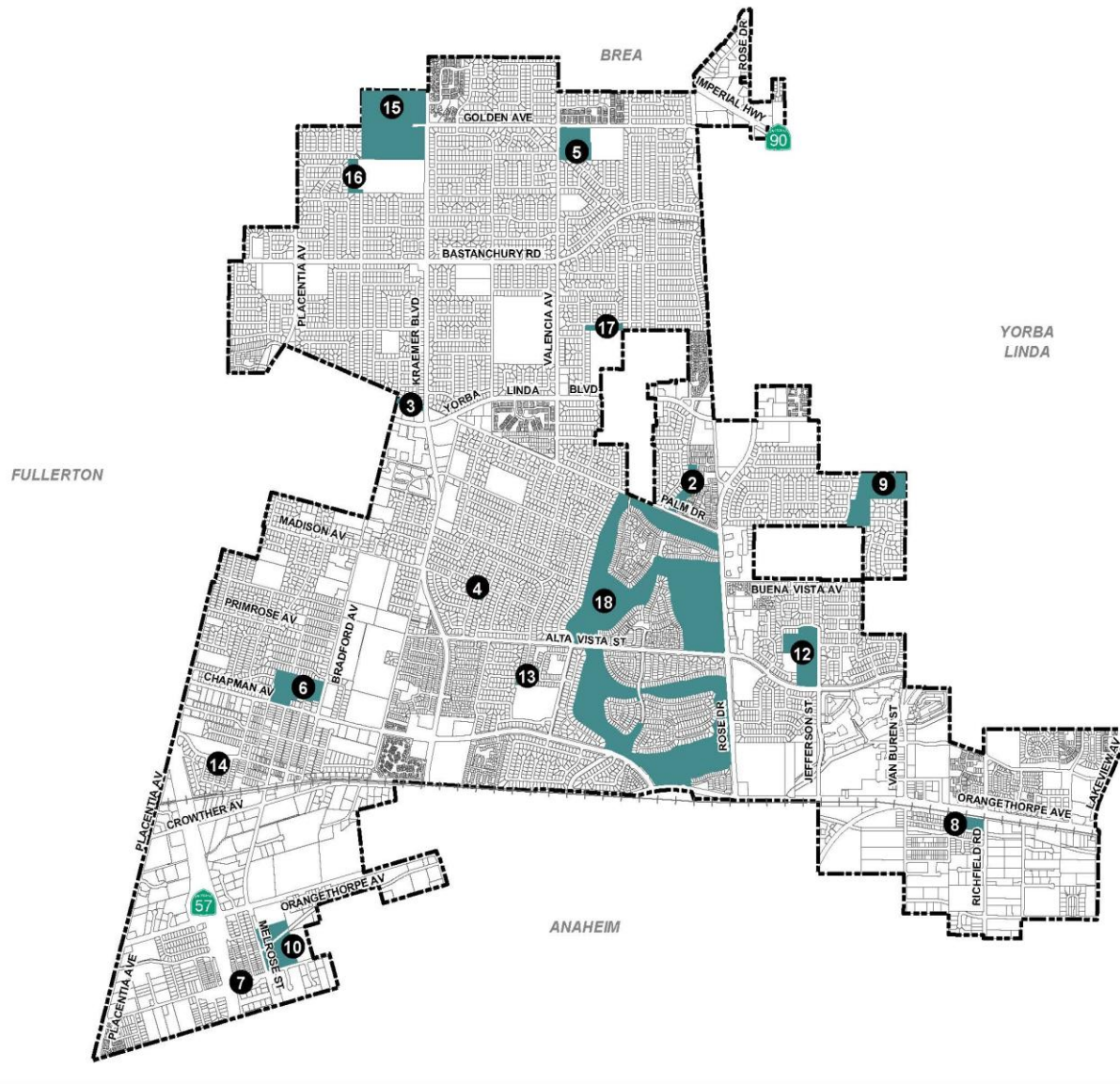
LEGEND

Parks, Recreation and Open Space

1. Whitten Community Center
2. Parque del Arroyo Verde
3. Bradford Park
4. Goldenrod Park
5. Koch Park
6. Kraemer Park
7. La Placita Parkette
8. Parque de Los Ninos
9. Parque de Los Vaqueros
10. McFadden Ballfields
11. McFadden Park (same location as #10)
12. Placentia Champions Sports Complex
13. Richard R. Samp Park
14. Santa Fe Park
15. Tri-City Park
16. Tuffree Park
17. Wagner Park
18. Alta Vista Country Club

Railroad
 City Boundary

0 1100 2200
Feet



Michael Baker
INTERNATIONAL

Source: City of Placentia, 2018

FIGURE 4.17-1



PLACENTIA
Rich Heritage. Bright Future

LEGEND

-  School Facilities
- 1. Brookhaven Elementary
- 2. Golden Elementary
- 3. John Tynes Elementary
- 4. Meirose Elementary
- 5. Morse Avenue Elementary
- 6. Ruby Drive Elementary
- 7. Sierra Vista Elementary
- 8. Topaz Elementary
- 9. Van Buren Elementary
- 10. Wagner Elementary
- 11. Col. J.K. Tuffree Middle School
- 12. Kraemer Junior High
- 13. Valadez Middle School
- 14. El Camino Real High School
- 15. El Dorado High
- 16. Valencia High School
-  Parcels
-  City Boundary

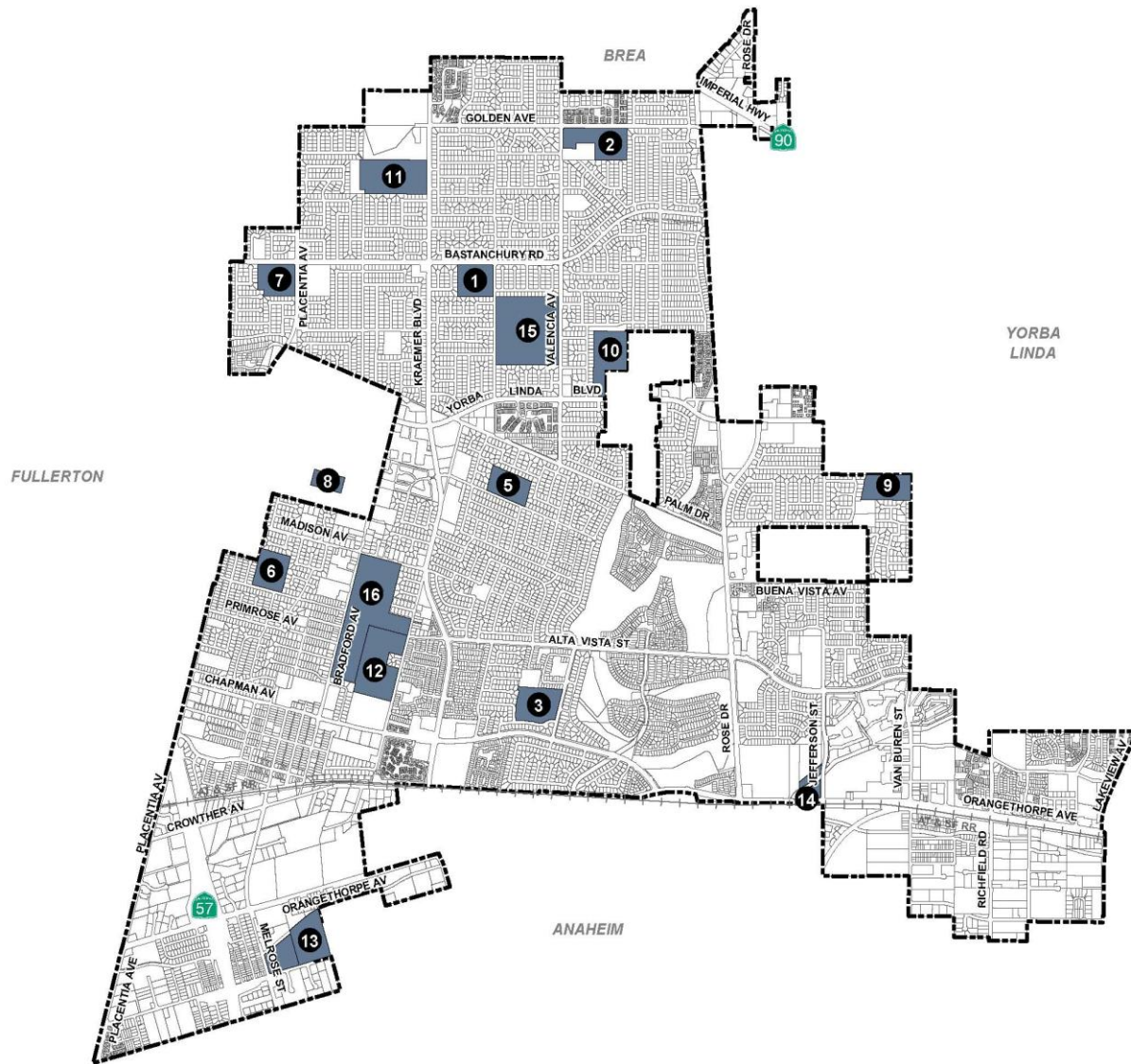
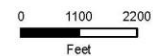


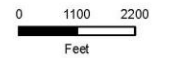
FIGURE 4.17-2



PLACENTIA
Rich Heritage, Bright Future

LEGEND

- Vacant Parcel (54.70 acres)
- Other Land Use (3,049.87 acres)
- Railroad
- City Boundary



Michael Baker
INTERNATIONAL

Source: City of Placentia, 2018

FIGURE 4.17-3

Tom Dodson & Associates
Environmental Consultants

Vacant Parcels

4.18 TRANSPORTATION / TRAFFIC

This section evaluates the potential for the implementation of the new General Plan to cause adverse impacts on the area circulation system. The City encompasses approximately 4,238 acres of incorporated acreage that is almost 98% developed. The residual undeveloped acreage in the City encompasses an estimated 54.5 acres, about 1.3% of the total acreage in the City. Table 3-2 in Chapter 3 summarizes the undeveloped acreage and the majority of this acreage is allocated to residential and Specific Plan uses. The evaluation of future development and the related traffic generation is the focus of this subchapter and impacts can be fully quantified.

The Mobility Element of the General Plan represents the City's overall transportation plan. The transportation plan includes both the physical transportation system itself such as streets, highways, rail lines, bicycle routes and sidewalks, as well as the various modes of transportation such as cars, buses, trucks, trains, bicycles, ridesharing and walking using these facilities. These various modes of transportation provide for the movement of people, goods, and products throughout the City. The circulation and transportation system provide a vital role in shaping the overall form and structure of the City as it connects various parts of the City internally and externally to the surrounding region.

In addition to the traditional vehicular transportation planning needs of the General Plan, the Mobility Element also addresses alternate transit modes, pedestrians, and bicycles to the level that recognizes the City's commitment toward sustainability as outlined in SB 375 (Senate Bill 375 The Sustainable Communities and Climate Protection Act of 2008 which supports the State's climate action goals to reduce greenhouse gas emissions through coordinated transportation and land use planning with the goal of more sustainable communities).

The following specific comments were submitted to the City regarding Transportation impacts in response to the Notice of Preparation for the General Plan EIR.

California Department of Transportation, Caltrans District 12

1. Caltrans District 12: Identified SR 57 as being located within the City of Placentia's Sphere-of-Influence. The Caltrans' Guide for the Preparation of Traffic Impact Studies was referenced to the City.
2. Caltrans requested the use of the latest version of the Highway Capacity Manual methodologies when analyzing traffic impacts on State Transportation Facilities (STF) along/within SR 57. List of such facilities was included in the comment
3. The use of either Synchro or Highway Capacity Software is preferred. Requests that input sheets, assumptions and volumes on State Facilities should be submitted to Caltrans for review and comment.
4. Caltrans provided a list of projects that will be taking place during 2019. Requested notification if any General Plan actions may impact these projects.

City of Brea

1. The City of Brea requested that the General Plan EIR provide a completed analysis of potential traffic impacts from the proposed project on Brea streets and intersections and identify appropriate mitigation measures.

The preceding comments are addressed in this Subchapter of the Draft EIR.

Much of the information presented in the following Subchapter is abstracted from Appendix 5 in Volume 2, Technical Appendices to this Draft EIR with appropriate edits for continuity and clarity.

The report is titled “*General Plan Mobility Element Update Technical Traffic Study*” dated July 2018 prepared by KOA.

4.18.1 Regulatory Setting

State and local laws, regulations, plans, or guidelines that are applicable to the proposed project are summarized below.

State

Assembly Bill 1358: The California Complete Streets Act

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. AB 1358 tasks the Governor’s Office of Planning and Research (OPR) to release guidelines for compliance, which are so far undeveloped.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (SB 375) was signed into law on September 30, 2008. The SB 375 regulation provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing greenhouse gas (GHG) emissions set by the California Global Warming Solutions Act of 2006 (AB 32). SB 375 requires each metropolitan planning organization to add a broader vision for growth, called a “sustainable communities strategy” (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the regional emissions target.

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions, as required by AB 32. Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes will include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining whether a project will have a significant impact on the environment in many parts of California (if not statewide). As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse

gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code § 21099[b][1]). On January 20, 2016, the Governor’s Office of Planning and Research released revisions to its proposed CEQA guidelines for the implementation of SB743. Final review and rulemaking for the new guidelines are targeted for early 2017. Once the guidelines are prepared and certified, “automobile delay, as described solely by level of service of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment” (Public Resources Code § 21099[b][2]). Certification and implementation of the guidelines is expected to occur in 2019. Because these revised CEQA Guidelines have not yet taken effect, automobile delay based on level of service is still being utilized throughout the State to determine the traffic impacts of a proposed project. In addition, once certified by the Natural Resources Agency, the revised Guidelines will not take effect until July 1, 2020.

California Department of Transportation

Caltrans, the California Department of Transportation, is charged with planning and maintaining state routes, highways, and freeways. Caltrans is the owner/operator for I-5 in the study area. Caltrans has developed transportation impact analysis guidelines for use when assessing state facilities, “Guide for the Preparation of Traffic Impact Studies.” Caltrans also oversees the State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

AB 1358 (Assembly Bill 1358 Complete Streets Act of 2008) by planning for a balanced multi-modal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

Regional

Southern California Association of Governments

The Southern California Association of Governments’ 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provides a regional transportation plan for six counties in Southern California: Orange, San Bernardino, Riverside, Los Angeles, Ventura, and Imperial. The primary goal of the regional transportation plan is to increase mobility for the region. With recent legislation, this plan also encompasses sustainability as a key principle in future development. Current and recent transportation plan goals generally focus on balanced transportation and land use planning that:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.

- Protect the environment and health of residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
- Encourage land use and growth patterns that facilitate transit and active transportation.

Local: City of Placentia

The following General Plan goals and policies have been developed to address mobility issues.

Land Use Element

Goal	LU-2	<i>Ensure that new development is compatible with surrounding land uses, the circulation network, and existing development constraints.</i>
Policies	LU-2.2	Develop residential and commercial design guidelines to both protect existing development and allow for future development that is attractive, compatible, and sensitive to surrounding uses.
	LU-2.7	Allow small lot single-family and medium-density development as infill projects and provide adequate development standards or design guidelines to ensure compatibility with surrounding residential uses.
	LU-2.8	Preserve Placentia’s low-density residential neighborhoods through enforcement of land use and property development standards while creating a harmonious blending of buildings and landscape when new development occurs.
Goal	LU-5	<i>Improve urban design in Placentia to ensure that development is both architecturally attractive and functionally compatible and to create identifiable neighborhoods, and community areas.</i>
Policies	LU-5.2	Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.
Goal	LU-8	<i>Continue to diversify transportation choices in Placentia for residents and businesses.</i>
Policies	LU-8.1	Continue to facilitate the development of passenger serving rail through the City ensuring the construction of the proposed Metrolink stop to serve the Old Town area.
	LU-8.2	Identify locations for potential transportation facilities, such as parking facilities and transit stations, that serve both commuters and residents and include in future private and public redevelopment of these locations.
	LU-8.3	Identify transportation needs of senior citizens in the community and provide targeted services.
	LU-8.4	Provide all classes of bike lanes, bike paths, and bike routes throughout the city as new development or redevelopment occurs.
	LU-8.5	Consider new and innovative modes of transportation for inner city travel and for local regional travel, such as motorized bikes, scooters, ride-share, etc.

Goal **LU-9** ***Continue to provide a high quality of public infrastructure and services.***

Policies LU-9.3 City shall adopt a “Complete Streets” policy, which embodies the community’s intent to plan, design, operate and maintain street so they are safe for all users of all ages and abilities. These policies shall guide the planning, design and construction of streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists and freight vehicles.

Mobility Element

Goal **MOB-1** ***Provide adequate transportation facilities Levels of Service (LOS) for existing and future inhabitants of the City, maximizing use of existing facilities and enhancing those facilities as growth occurs.***

Policies MOB-1.1 Developments that are under the City’s jurisdiction are to provide improvements needed to maintain LOS D or better with existing plus new development traffic.

MOB-1.2 Assure all new development pays its fair share of costs associated with that development including regional traffic mitigation. The City adopted a revised and updated Citywide Traffic Impact Development Fee as well as a TOD Traffic Development Impact Fee in 2017.

MOB-1.3 For development projects, an approved phasing program (if applicable) is required that identifies phases of the proposed development that also corresponds to required improvements to roadway capacities. The phasing program must demonstrate the adequacy of the infrastructure to support the proposed project as well as a financing source to fund the improvements.

MOB-1.4 The City shall continue to collect Traffic Impact Development Fees for improvements within its boundaries and shall work with adjacent jurisdictions through the Inter-Jurisdictional Forums to determine acceptable impact fees. These fees may be assessed and increased as necessary.

Goal **MOB-2** ***Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.***

Policies MOB-2.1 Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City.

MOB-2.2 Ensure adequate capacity to accommodate the traffic generated by land uses within the City, while balancing the needs of the pedestrian, cyclists and other multi-modal users.

MOB-2.3 Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems. Continue participating in multi-agency/jurisdiction traffic signal synchronization projects.

MOB-2.4 Respond to transportation problem areas with efforts to implement both interim and long-term solutions.

MOB-2.5 Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., locate retail in closer proximity to residents).

- MOB-2.6 Require new development to conform to the standards and criteria of the City of Placentia and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system as well as ensuring new developments manage their parking onsite with no impact to surrounding public streets.
- MOB-2.7 Maintain consistency between the City's Mobility Element and the Orange County Master Plan of Arterial Highways (MPAH).
- MOB-2.8 Route through traffic around residential neighborhoods and recreational areas as well as prepare and implement a Citywide Neighborhood Traffic Management Program.
- MOB-2.9 Encourage subdivision design and traffic calming techniques that reduce vehicle speed and discourage through traffic on local streets.
- MOB-2.10 Reduce potential traffic conflicts by controlling access and minimizing driveway and local street intersections with arterial highways.
- MOB-2.11 Design streets and turning movements to provide vehicle-operating speeds consistent with traffic needs and adjacent land use.
- MOB-2.12 Develop additional capacity on arterial streets using the existing right-of-way, as needed or required.
- MOB-2.13 Encourage the development of aesthetic streetscapes to promote a positive City image, provide visual relief and traffic calming benefits.
- MOB-2.14 Require adequate off-street parking for all land uses and eliminate parking on all arterial streets. Ensure that off-street parking facilities are designed to be future-compatible and adaptively reusable for retail, distribution and other uses, reflecting advances in shared automobile technology and shifts toward e-commerce and new urban goods movement and delivery models.
- MOB-2.15 Minimize the use of signs and billboards along arterial highways and ensure adequate visibility of necessary traffic and informational signs. Implement a Citywide, uniform Wayfinding Signage Program.
- MOB-2.16 Require adequate noise mitigation measures for new developments along arterial highways including the use of rubberized asphalt.
- MOB-2.17 Continue to assure safety at the railroad/roadway crossing locations.
- MOB-2.18 Coordinate with railroad lowering efforts to improve safety at railroad crossings within the City.
- MOB-2.19 Require the use of Transportation Control Measures (TCM's) to improve air quality and reduce traffic congestion.
- MOB-2.20 Continue to provide Local Signal Synchronization Plan (LSSP) as a TDM/TSM strategy and to remain in compliance with OCTA Measure M guidelines.
- Goal MOB-3 *Encourage transit and active transportation modes, including public transportation, bicycles (discussed below), ridesharing, and walking, to support land use plans and related transportation needs.***

Policies	MOB-3.1	Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.
	MOB-3.2	Support the development of a high-quality public transit system that minimizes dependency on the automobile.
	MOB-3.3	Ensure that effective Transportation Demand Management (TDM) measures and programs such as ridesharing and increased vehicle occupancy are being implemented.
	MOB-3.4	Implement adequate sidewalks and crosswalks to meet the required uses and needs, which serves to encourage alternative modes of transportation.
	MOB-3.5	Respond to increases in demand for additional bus service through interaction with OCTA and other available resources, and seek out grant funding to provide supplemental transit services such as additional fixed bus/trolley routes or subsidized on-demand transit services such as Lyft or Uber.
	MOB-3.6	Install handicap access ramps to improve disabled access.
	MOB-3.7	Encourage pedestrian activities through streetscape and transit enhancement programs.
	MOB-3.8	Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.
	MOB-3.9	Working cooperatively with OCTA, construct the planned Placentia Metrolink Station and parking structure as well as implement maintenance and operation plans for the station to serve both residents and commuters.
	MOB-3.10	Continue to support the accessibility and accommodation of all transit users.
	MOB-3.11	Continue to develop and improve access to and from transit routes by walking and bicycling and by people with disabilities.
Goal	MOB-4	<i>Encourage bicycle travel as a primary mode of transportation.</i>
Policies	MOB-4.1	Develop and adopt a comprehensive bicycle master plan to position for regional, state, and federal funding opportunities.
	MOB-4.2	Once a comprehensive bicycle master plan is adopted, update it as necessary, generally a five year cycle.
	MOB-4.3	Review the existing Class I, II and III bikeways and modify as needed to comply with the <i>California Manual on Uniform Traffic Control Devices</i> (CA MUTCD).
	MOB-4.4	Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.
	MOB-4.5	Support the safe and efficient movement of cyclists through and across intersections, including compliance with bicycle detection requirements in the CA MUTCD.
	MOB-4.6	Incorporate bicycle planning into the traditional transportation planning process.

- MOB-4.7 Support bikeways that minimize cyclist/motorist conflicts, such as constructing the planned replacement of the Golden Avenue Bridge to link directly to Segment D of the OC Loop Project to further link multiple bikeways into a 66 mile branded facility throughout northern and central Orange County as well as implementation of the Go Placentia Loop linking the Placentia Metrolink Station to major destinations near and around Placentia.
 - MOB-4.8 Support regional and subregional efforts to ensure cyclists are considered when developing new or retrofitting existing transportation facilities and systems.
 - MOB-4.9 Support and implement policies and regulations to comply with recognized bicycle infrastructure design standards of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (AASHTO).
 - MOB-4.10 Support efforts to maintain, expand and create new connections between the Placentia bikeways, the bikeways in neighboring jurisdictions and regional bikeways.
 - MOB-4.11 Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
 - MOB-4.12 Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
 - MOB-4.13 Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.
 - MOB-4.14 Require that new streets or developments contain adequate right-of-way for bicycle lanes, where appropriate.
 - MOB-4.15 Where space and appropriate roadway conditions currently exist, continue to install bike routes.
- Goal** **MOB-6** ***Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic and parking congestion and other traffic impacts.***
- Policies** MOB-6.3 The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.

Conservation Element

- Goal** **CON-2** ***Reduce air pollution through proper land use and transportation planning.***
- Policies** CON-2.2 Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- CON-2.4 Develop neighborhood parks near concentrations of residents to encourage walking to parks. Use the Quimby in-lieu to fund new and expanded park space.

- CON-2.5 Implement through design requirements, the Complete Street tenets. Encourage the design of commercial areas to foster pedestrian circulation.
- CON-2.7 Implement the required components of the Congestion Management Plan, and continue to work with Orange County Transportation Authority on annual updates to the CMP.
- CON-2.11 Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, rideshare, bikeshare programs (and scooter share programs) and creating and expanding a network of multiuse trails and bicycle paths. Focus on connecting Placentia and Fullerton along bikeways, using the Placentia Metrolink station as a catalyst.
- Goal** **CON-3** ***Improve air quality by reducing the amount of vehicular emissions in Placentia.***
- Policies** CON-3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to reduce and eliminate vehicle trips.
- CON-3.3 Promote and establish modified work schedules for private development and employers which reduce peak period auto travel. This applies to the City government services but supports private industry efforts as well.
- CON-3.4 Cooperate in and encourage efforts to promote the Metrolink Station by residents and visitors to Placentia. Expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.
- CON-3.6 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
- CON-3.7 Encourage employer rideshare and transit incentives programs by local businesses.
- CON-3.8 Manage parking supply to discourage auto use, while ensuring that economic development goals are not sacrificed.
- CON-3.9 Encourage businesses to alter truck delivery routes and local delivery schedules to lesser traveled roads during peak hours, or switch to off-peak delivery hours.
- CON-3.10 Implement Citywide traffic flow improvements outlined in the Mobility Element.
- CON-3.12 Support efforts to balance jobs and housing to provide housing options and job opportunities to reduce commuting.
- CON-3.13 Encourage a mix of land uses located together to reduce vehicle trips and miles traveled.
- CON-3.18 Implement a bicycle sharing program at the new transit station.

Health, Wellness and Environmental Justice

- Goal** **HW/EJ-2** ***Promote land use patterns, both private and public, that promote increased physical activity and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.***

Policies	HW/EJ-2.1	Consider amending the Zoning Code to allow neighborhood-serving retail uses within neighborhoods at key nodes to provide opportunities for retail services within one-quarter mile of all residences. Permit these neighborhoods serving uses with no minimum parking requirements.
	HW/EJ-2.2	Promote public spaces that provide pleasant places in which neighbors can meet, congregate, and be physically active together.
Goal	HW/EJ-3	<i>Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.</i>
Policies	HW/EJ-3.1	Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.
	HW/EJ-3.2	Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety. Crosswalks should be installed on Melrose Avenue for those participating in the Whitten Center programs.
	HW/EJ-3.3	Improve pedestrian lighting on sidewalks throughout the City, but especially in high-volume pedestrian areas and DACs.
	HW/EJ-3.4	Prioritize improvements to sidewalks and the pedestrian environment in the DACs and areas around schools and parks.
	HW/EJ-3.5	Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter-to a half-mile) of established residential areas and DACs.
Goal	HW/EJ-4	<i>Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.</i>
Policies	HW/EJ-4.1	Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City.
	HW/EJ-4.2	Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs.
	HW/EJ-4.3	Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.
	HW/EJ-4.4	Fully implement and promote the Old Town Revitalization Plan and the Transit Oriented Development district to ensure, as those areas develop under these plans, that a full range of retail and services are provided within walking or easy transit distances.
	HW/EJ-4.5	Update Zoning Code to eliminate any barriers to facilitating the goal of creating complete neighborhoods with access to retail and recreation resources within walking distance of homes.

Goal	HW/EJ-5	<i>Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.</i>
Policies	HW/EJ-5.1	Reduce the potential for car collisions through design improvements, traffic calming, enforcement and education efforts in public services announcements, city distributed newsletters. Maintain data on and prioritize improvements for locations with high incidences of bicycle/pedestrian/vehicle collisions.
	HW/EJ-5.2	Develop and support education and enforcement campaigns on traffic, bicycle, and public transit options. Encourage bicycle and pedestrian safety through education and incentive programs. Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.
	HW/EJ-5.3	Execute policies and programs that encourage transit use and increase transit service throughout the City.
	HW/EJ-5.4	In new policies and programs stress the priority of bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity.
	HW/EJ-5.5	Promote ride-sharing with a citywide ride-share management plan.
	HW/EJ-5.6	Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of para-transit service for seniors and people of all abilities, and enhance service within the City and to regional public facilities, especially medical facilities.
	HW/EJ-5.7	Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel by adopting and implementing a Complete Streets ordinance.
	HW/EJ-5.9	Continue to implement streetscape improvements to enhance access, lighting, safety and experience for pedestrians, bicyclists, transit users, and motorists. Focus improvements in areas with the highest need, such as the Old Town, DACs, mixed-use corridors, and key intersections.
	HW/EJ-5.10	Promote and provide secure bicycle parking and storage in existing and new development.
	HW/EJ-5.12	With any city-initiated shuttle system, ensure connection between DACs and public facilities, especially city buildings, health care facilities and programs, parks and playgrounds.
	HW/EJ-5.18	Adopt a city-wide bicycle plan that will eventually connect residents to retail areas, park, recreational facilities, schools, and government buildings. This plan would also connect to bike trails in adjacent cities.
	HW/EJ-5.19	Promote ride-sharing with a citywide ride-share management plan.
Goal	HW/EJ-10	<i>Promote to land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantage communities.</i>

- Policies**
- HW/EJ-10.1 Promote land use patterns that reduce driving and promote walking, cycling, and transit use.
 - HW/EJ-10.2 Discourage locating truck routes on primarily residential streets and in DACs.
 - HW/EJ-10.3 Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.
 - HW/EJ-10.4 Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
 - HW/EJ-10.6 Continue purchase or lease of fuel-efficient and low- emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require EV charging stations and priority parking in all new private development.
 - HW/EJ-10.8 Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.

Sustainability Element

Goal S-8 *Reliance on single-occupancy private vehicles is reduced through the availability of alternative modes of transport (See Mobility Element)*

- Policies**
- S-8.1 Encourage businesses, organizations, and residents to participate in the implementation of regional transportation demand management, including car-pooling programs.
 - S-8.2 Continue to support implementation of alternative forms of transportation within the City through coordination with transit providers such as OCTA and Metrolink.
 - S-8.3 Continue to seek out opportunities to provide connected bicycle routes throughout the City and greater region.

Goal S-9 *Higher-density, compact, residential development and mixed-uses will be located near the Metrolink station to create an integrated transit-oriented development (See Land Use Element and Mobility Element)*

- Policies**
- S-9.1 Include a mix of uses that will support transit use throughout the day and meet identified needs of transit riders and the immediate area.
 - S-9.2 Provide pedestrian oriented development and create a sense of place around the Metrolink station that is compatible with the nature, scale and aesthetics of the surrounding community.
 - S-9.3 Consider local interests in the location, design, function and operation of the transit-oriented development to the extent reasonable and appropriate.
 - S-9.4 Provide pedestrian amenities such as lighting, landscaping, and benches and other related street furniture within the area to encourage pedestrian activity and improve safety.

Goal	S-10	<i>Environmental quality within the Placentia community will be protected through the enforcement of community-based environmental regulations that reinforce and are integrated with relevant regional, state and national environmental standards.</i>
Policies	S-10.4	Support clean air by promoting a balance of residential and non-residential uses to provide options to reduce vehicle trips and vehicles miles traveled.
	S-10.5	Support efforts to improve housing options and employment opportunities within the City in order to reduce commuting.

This completes the list of goals and policies included in the new Placentia General Plan that can contribute to implementing the proposed Mobility Element in the City of Placentia.

4.18.2 Environmental Setting

The City of Placentia is served by various major transportation facilities including two State Highways, major north-south and east-west arterials, and minor north-south and east-west roadways. Placentia also has a major transit provider, the Orange County Transportation Authority (OCTA), and one freight rail line (BNSF), on which the Southern California Regional Rail Authority (SCRRA, or Metrolink) operates a commuter rail line. Placentia has an ongoing program to enhance pedestrian facilities with improvements to sidewalks, curb ramps, signage, lighting, and streetscape amenities. The following is a description of the existing circulation system primarily for the City, but it also describes the City’s connections to the surrounding Orange County communities. Much of the following information is abstracted from Appendix 5 (Update Technical Traffic Study prepared by KOA).

4.18.2.1 Existing Circulation System

The Orange County Master Plan of Arterial Highways (MPAH) establishes a countywide surface roadway network intended to provide a guideline for the development of an inter-community arterial highway system to effectively serve existing and future land uses in the County. The MPAH provides a tool for coordination of the transportation and land use planning and implementation processes engaged in by the various cities, the County, and adjacent jurisdictions. Consistency with the MPAH ensures that each city and the County implement the same base transportation network using similar standards and assumptions. The Orange County 2014 MPAH network is shown on Figure 4.18-1.

The two principal goals of the MPAH are to provide a countywide circulation (arterial highway) system to accommodate regional travel demand, and to provide an arterial highway system that supports City and County land use policies. Consistency with the MPAH is required for local agencies to be eligible for Orange County Measure M2 funding. Local agency mobility elements are required to include all roadways that are included on the MPAH, and to be consistent with the functional classifications described in the MPAH and shown on the MPAH map.

There are eight major functional classifications of streets included in the MPAH, including Smart Streets, Principal Arterials, Major Arterials, Primary Arterials, Secondary Arterials, Divided Collector, Collectors, and Local Streets. These various classifications have been developed to provide regional traffic movement and local access. The Principal, Major and Primary Arterial classifications, and Smart Streets primarily serve through traffic. Secondary, Divided Collector and Collector arterial highways function as collectors funneling traffic from local streets to Primary, Major, and Principal Arterials. Each functional classification that exists within the City of Placentia is described below,

along with the specific roadways falling within each classification. The majority of the Major, Primary and Secondary arterials within the City are built out to their full paved cross sections. Table 4.18-1 provides a general description of the existing configurations of the major streets in the City. Refer to Figure 3-3 of Appendix 5 for a depiction of the roadway cross sections.

**Table 4.18-1
 GENERAL DESCRIPTION OF ROADWAYS, EXISTING CONDITIONS**

Roadway	Functional Classification	Existing Lanes ¹	LOS E Capacity
Imperial Highway	Major Arterial	6D	56,300
Golden Avenue	Collector	2U	12,500
Bastanchury Road	Primary Arterial	4D	37,500
Yorba Linda Boulevard	Modified Major Arterial	4-6D	56,300
Palm Drive	Primary Arterial	2-4D	37,500
Madison Avenue	Secondary	2U	12,500
Buena Vista Avenue	Primary Arterial	2-4D	37,500
Alta Vista Street	Primary Arterial	4D	37,500
Chapman Avenue	Modified Primary Arterial	4D	37,500
Crowther Avenue	Secondary Arterial	2-4U	25,000
Orangethorpe Avenue	Primary Arterial	4-6D	37,500
Miraloma Avenue	Secondary Arterial	4U	25,000
Placentia Avenue	Secondary Arterial	4U	25,000
Melrose Street	Secondary Arterial	2-4U	25,000
Bradford Avenue	Secondary	2U	12,500
Kraemer Boulevard	Primary Arterial	4-6D	37,500
Valencia Avenue	Secondary Arterial	4U	25,000
Rose Drive	Primary Arterial	4D	37,500
Jefferson Street	Secondary Arterial	4U	25,000
Van Buren Street	Secondary	2U	12,500
Richfield Road	Secondary Arterial	3-4U	25,000
Lakeview Avenue	Primary Arterial	4D	37,500

Source: KOA Corporation, 2012 Note 1: U = Undivided; D = Divided

Table 4.18-2 lists a description of the 2035 General Plan configurations of the major streets in the City, based on the Orange County MPAH.

The City of Placentia has designated truck routes that allow for the movement of truck traffic where they would cause the least amount of neighborhood intrusion, and where noise and other impacts on residential areas and other sensitive land uses would be minimized. Figure 4.18-2 (Existing Truck Routes) shows the City's truck routes along the Orange Freeway (SR-57), Placentia Avenue, Melrose Street, Kraemer Boulevard, Rose Drive, Lakeview Avenue, Imperial Highway, Yorba Linda Boulevard, Chapman Avenue, Crowther Avenue, and Orangethorpe Avenue.

**Table 4.18-2
GENERAL DESCRIPTION OF ROADWAYS, MPAH CONDITIONS**

Roadway	Functional Classification	MPAH Lanes ¹	LOS E Capacity
Imperial Highway	Major Arterial	6D	56,300
Golden Avenue	Secondary Arterial	4U	25,000
Bastanchury Road	Major Arterial	6D	56,300
Yorba Linda Boulevard	Major Arterial	6D	56,300
Palm Drive	Secondary Arterial	4U	25,000
Madison Avenue	Secondary Arterial	4U	25,500
Buena Vista Avenue	Secondary Arterial/Collector	2-4U	10,000-25,000
Alta Vista Street	Secondary Arterial	4U	25,000
Chapman Avenue	Primary Arterial	4D	37,500
Crowther Avenue	Secondary Arterial	4U	25,000
Orangethorpe Avenue	Major Arterial	6D	56,300
Miraloma Avenue	Secondary Arterial	4U	25,000
Placentia Avenue	Primary Arterial	4D	37,500
Melrose Street	Secondary Arterial	4U	25,000
Bradford Avenue	Secondary Arterial	4U	25,000
Kraemer Boulevard	Major/Primary Arterial	4-6D	37,500-56,300
Valencia Avenue	Secondary Arterial	4U	25,000
Rose Drive	Major Arterial	6D	56,300
Jefferson Street	Secondary Arterial	4U	25,000
Richfield Road	Secondary Arterial	4U	25,000
Lakeview Avenue	Primary Arterial	4D	37,500

Source: KOA Corporation, 2012 Note 1: U = Undivided; D = Divided

4.18.2.2 Current Traffic Conditions

Level of Service Criteria

Orange County Congestion Management Program (CMP) criteria and the City's traffic study guidelines were used to establish assessment criteria for long-range impacts of the projected growth in the City's planning area. Two types of analyses are used to assess traffic: Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies, both of which were used to measure existing and future traffic. The ICU method measures capacity levels (reserve capacity or overcapacity), while the HCM method quantifies delay. The City's current General Plan defines LOS D as an acceptable level of service, while Orange County defines LOS E as acceptable for CMP intersections. The City of Placentia has four CMP intersections: Rose Drive/Tustin Avenue and Orangethorpe Avenue; Rose Drive and Imperial Highway; State Route (SR) 57 northbound ramps and Orangethorpe Avenue; and SR 57 southbound ramps and Orangethorpe Avenue.

Roadway Segment Level of Service Definition

Roadway segment level of service or operating conditions is generally defined in terms of a scale ranging from LOS A (free flow) to LOS F (highly congested). Forecasting the expected daily traffic volume for each roadway segment and comparing this volume to the appropriate Level of Service capacity for that roadway classification determines level of service. The daily traffic volume is forecast

based on the County traffic model forecast. Level of service criteria for roadway segments was obtained from the document Guidance for Administration of the Orange County Master Plan of Arterial Highways (OCTA, October 22, 2012), as defined in Table 4.18-3 below.

**Table 4.18-3
 ROADWAY SEGMENT LEVEL OF SERVICE DEFINITIONS**

Level of Service	Interpretation
A	LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	LOS C describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.
Source: Guidance for Administration of the Orange County Master Plan of Arterial Highways (OCTA, October 1, 2014)	

The MPAH defines the goal for highway design capacity as providing a Level of Service C or better on arterial highway links. The LOS indicators are based on the volume of traffic for designated sections of roadway during a typical day and the practical vehicular capacity of that roadway segment. These indicators are used to illustrate general traffic conditions along the City’s roadways. They are not necessarily an indicator of specific operational issues or needs on a specific roadway segment.

For planning purposes, the MPAH assigns roadway capacities and levels of service based on number of lanes and roadway classification. The Mobility Element uses these established maximum roadway capacities along with the roadway daily traffic volumes to determine level of service for the roadway segments. Roadway segment level of service thresholds based on maximum roadway capacity, number of lanes and roadway classification are shown in Table 4.18-4.

**Table 4.18-4
ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS**

Facility Type	Lane Configuration	Levels of Service					
		A	B	C	D	E	F
Principal Arterial	8 Lanes Divided	45,000	52,500	60,000	67,500	75,000	—
Major ¹	6 Lanes Divided	33,900	39,400	45,000	50,600	56,300	—
Primary ²	4 Lanes Divided	22,500	26,300	30,000	33,800	37,500	—
Divided Collector	2 Lanes Divided	9,000	12,000	15,000	20,000	22,000	—
Secondary	4 Lanes Undivided	15,000	17,500	20,000	22,500	25,000	—
Collector	2 Lanes Undivided	7,500	8,800	10,000	11,300	12,500	—

Note 1: Includes "Modified Major"

Note 2: Includes "Modified Primary"

Source: Guidance for Administration of the Orange County Master Plan of Arterial Highways (OCTA, October 1, 2014)

As indicated, roadway segment level of service is based on a range of traffic volumes by functional roadway classification. It indicates the appropriate roadway classification and number of through travel lanes for roadways based upon expected daily usage. Refer to Figure 4.18-3 which illustrates the Current General Plan (2018) Functional Roadway Classifications. Daily roadway capacity and level of service is most appropriately used as a screening check to determine the need for more detailed peak hour analysis and to assist in determining the appropriate mitigation measures. In the City of Placentia, all roadway segments currently operate at an acceptable level of service.

Intersection Level of Service Definition

Intersection operating conditions are typically described in terms of intersection level of service. Level of Service for intersections is a report-card scale used to indicate the quality of traffic flow. Levels of service range from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Brief definitions of intersection level of service are described in Table 4.18-5. Table 4.18-5 presents the relationship between level of service and intersection capacity utilization (ICU), and level of service and stop delay for signalized intersections, and level of service and stop delay for unsignalized intersections. Table 4.18-6 provides intersection LOS thresholds based on the HCM method of delay.

**Table 4.18-5
INTERSECTION LEVEL OF SERVICE DEFINITIONS**

Level of Service	Definition
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.

Level of Service	Definition
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Highway Capacity Manual* (2000); Orange County Transportation Authority, *Orange County Congestion Management Plan* (October 2009)

**Table 4.18-6
 INTERSECTION LEVEL OF SERVICE THRESHOLDS**

Level of Service	Intersection Capacity Utilization	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle) ¹
A	0.000–0.600	0 – 10	0 – 10
B	0.601–0.700	10.1 – 20	10.1 – 15
C	0.701–0.800	20.1 – 35	15.1 – 25
D	0.801–0.900	35.1 – 55	25.1 – 35
E	0.901–1.000	55.1 – 80	35.1 – 50
F	> 1.000	More than 80	More than 50

Note 1: Applies to both Boulevard stop and all-way stop intersections

Source: Transportation Research Board, *Highway Capacity Manual* (2010)

Intersection level of service is used to both quantitatively and qualitatively describe operating conditions at both signalized and unsignalized roadway intersections. In Placentia, LOS A, B, C or D is considered acceptable. LOS E and LOS F are considered unacceptable and usually indicate the need for improvements or mitigation.

Traffic conditions on the majority of the City’s streets are generally good, with most streets and intersections having good to excellent levels of service (level-of-service A or B). This is particularly true in the newer parts of the City to the east and north, where the roadway network has been planned in concert with land use development. Many of the major streets in this part of the City have been planned with future needs and capacity in mind. This results in good levels of service at current traffic levels and the ability to accommodate future traffic levels with a minimum of additional investment. Some streets and intersections in the older parts of the City were however originally designed to accommodate lower levels of traffic than are currently being experienced, and thus tend to have somewhat greater levels of congestion and lower levels of service (level-of-service C or D).

An overview of daily traffic volumes currently being carried by the City’s roadway network is presented in Figure 4.18-4. Daily traffic count data sheets for the existing roadway segments are included in Appendix A in Appendix 5. Table 4.18-7 summarizes the existing (2017) LOS conditions.

Table 4.18-7
ROADWAY LEVEL OF SERVICE, EXISTING (YEAR 2017) CONDITIONS

ID	Roadway Segment	Lanes	LOS E Capacity	Existing Condition		
				ADT	V/C	LOS
Golden Avenue						
1	Valencia Avenue to East City Limit	2D	18,750	3,400	0.181	A
2	Kramer Boulevard to Valencia Avenue	2D	18,750	5,400	0.288	A
Bastanchury Road						
3	West City Limits to Kraemer Boulevard	4D	37,500	25,100	0.669	B
4	Kraemer Boulevard to Valencia Avenue	4D	37,500	20,400	0.544	A
5	Valencia Avenue to East City Limit	4D	37,500	16,800	0.448	A
Yorba Linda Boulevard						
6	Bradford Avenue to Kramer Boulevard	6D	56,300	34,300	0.609	B
7	Kramer Boulevard to Valencia Avenue	4D	37,500	26,300	0.701	B
8	Valencia Avenue to Rose Drive	4D	37,500	23,400	0.624	B
9	Rose Drive to Eastern City Limit	4D	37,500	25,700	0.685	B
Palm Drive						
10	Yorba Linda Boulevard to Valencia Avenue	2D	18,750	8,400	0.448	A
11	Valencia Avenue to Rose Drive	4D	37,500	11,000	0.293	A
Madison Avenue						
12	West City Limits to Bradford Avenue	2D	18,750	6,200	0.331	A
13	Bradford Avenue to Kraemer Boulevard	2D	18,750	8,600	0.459	A
Buena Vista Avenue						
14	Rose Drive to East City Limit	4D	37,500	13,100	0.349	A
Alta Vista Street						
15	Angelina Drive to Kramer Boulevard	2D	18,750	4,100	0.219	A
16	Kramer Boulevard to Rose Drive	4D	37,500	15,000	0.400	A
17	Rose Drive to Van Buren Street	4D	37,500	10,000	0.267	A
Chapman Avenue						
18	Placentia Avenue to Bradford Avenue	4D	37,500	21,700	0.579	A
19	Bradford Avenue to Kraemer Boulevard	4D	37,500	19,300	0.515	A
20	Kraemer Boulevard to Orangethorpe Avenue	4D	37,500	8,000	0.213	A
Crowther Avenue						
21	Placentia Avenue to Melrose Street	2D	18,750	5,200	0.277	A
22	Melrose Street to East City Limit	2D	18,750	4,000	0.213	A
Orangethorpe Avenue						
23	Placentia Avenue to Melrose Street	6D	56,300	23,900	0.425	A
24	Melrose Street to Kraemer Boulevard	4D	37,500	17,600	0.469	A
25	City Limit w/o Chapman Ave. to Chapman Ave.	6D	56,300	7,300	0.130	A
26	Chapman Avenue to Rose Drive	6D	56,300	13,300	0.236	A
27	Rose Drive to East City Limit	4D	37,500	13,800	0.368	A
Miraloma Avenue						
28	Van Buren Street to Richfield Road	4U	25,000	5,000	0.200	A

ID	Roadway Segment	Lanes	LOS E Capacity	Existing Condition		
				ADT	V/C	LOS
29	Richfield Road to Lakeview Avenue	4U	25,000	5,000	0.200	A
Placentia Avenue						
30	South City Limit to Orangethorpe Avenue	4D	37,500	11,500	0.307	A
31	Orangethorpe Avenue to Crowther Avenue	4D	37,500	17,400	0.464	A
32	Crowther Avenue to Chapman Avenue	4D	37,500	17,700	0.472	A
33	Chapman Avenue to n/o Primrose Avenue	4D	37,500	22,300	0.595	A
34	Macadamia Lane to Bastanchury Road	4D	37,500	20,300	0.541	A
35	Bastanchury Road to Rolling Hills Drive	4D	37,500	11,500	0.307	A
Melrose Street						
36	South City Limit to Orangethorpe Avenue	4D	37,500	15,500	0.413	A
37	Orangethorpe Avenue to Crowther Avenue	4D	37,500	9,000	0.240	A
38	Crowther Avenue to Santa Fe Avenue	3D	28,125	7,500	0.267	A
Bradford Avenue						
39	Santa Fe Avenue to Chapman Avenue	2U	12,500	4,300	0.344	A
40	Chapman Avenue to Madison Avenue	2U	12,500	9,400	0.752	C
41	Madison Avenue to North City Limit	4U	25,000	11,500	0.460	A
Kraemer Boulevard						
42	South City Limits to Orangethorpe Avenue	4D	37,500	23,500	0.627	B
43	Crowther Avenue to Chapman Avenue	6D	56,300	21,700	0.385	A
44	Chapman Avenue to Madison Avenue	4D	37,500	21,500	0.573	A
45	Madison Avenue to Yorba Linda Boulevard	4D	37,500	24,600	0.656	B
46	Yorba Linda Boulevard to Bastanchury Road	4D	37,500	21,800	0.581	A
47	Bastanchury Road to North City Limit	4D	37,500	20,800	0.555	A
Valencia Avenue						
48	Palm Drive to Yorba Linda Boulevard	4D	37,500	5,700	0.152	A
49	Yorba Linda Boulevard to Bastanchury Road	4D	37,500	9,800	0.261	A
50	Bastanchury Road to Northern City Limit	4D	37,500	8,300	0.221	A
Rose Drive						
51	Orangethorpe Avenue to Alta Vista Street	4D	37,500	26,700	0.712	C
52	Alta Vista Street to Palm Drive	4D	37,500	31,500	0.840	D
53	Palm Drive to Yorba Linda Boulevard	4D	37,500	22,700	0.605	B
54	City Limit s/o Golden Avenue to North City Limit	4D	37,500	24,000	0.640	B
Jefferson Street						
55	South City Limits to Orangethorpe Avenue	2D	18,750	5,300	0.283	A
56	Orangethorpe Avenue to Alta Vista Street	4D	37,500	4,800	0.128	A
57	Alta Vista Street to Garten Drive	2U	12,500	1,900	0.152	A
Van Buren Street						
58	South City Limits to Orangethorpe Avenue	2D	18,750	5,700	0.304	A
59	Orangethorpe Avenue to North City Limit	2U	12,500	7,300	0.584	A
Richfield Road						
60	South City Limits to Orangethorpe Avenue	4D	37,500	13,700	0.365	A

ID	Roadway Segment	Lanes	LOS E Capacity	Existing Condition		
				ADT	V/C	LOS
61	Orangethorpe Avenue to North City Limit	4D	37,500	12,700	0.339	A
	Lakeview Avenue					
62	South City Limit to North City Limit	4D	37,500	7,300	0.195	A

Notes: Abbreviations: 2U: 2 Lane Undivided. 2D: 2 Lane Divided. 3D: 3 Lane Divided. 4U: 4 Lane Undivided. 4D: 4 Lane Divided. 5D: 5 Lane Divided. 6D: 6 Lane Div. ADT: Average Daily Traffic Volume. V/C: Volume to Capacity Ratio. LOS: level-of-service

The majority of the City’s intersections are operating at an acceptable Level of Service D or better condition for both the AM and PM peak hours. Refer to Appendix 5 where Figure 4-2 shows existing intersection lane geometries for the 42 study intersections. Figure 4-3 presents the existing AM and PM peak hour turning movement traffic volumes. Existing AM and PM peak hour intersection count data sheets are included in Appendix B in Appendix 5.

Intersection level-of-service analysis for the study area intersections above are summarized in Table 4.18-7. As shown in Table 4.18-7, the majority of the City’s intersections are operating at an acceptable level-of-service D or better condition for both the AM and PM peak hours. However, in 2017 there were two signalized study intersections operating at unacceptable LOS E or LOS F conditions during the PM peak hour:

- Morse Avenue at Kraemer Boulevard during the AM peak hour
- Madison Avenue at Kraemer Boulevard during the AM peak hour

Intersection operations analysis worksheets for existing traffic conditions are included in Appendix F in Appendix 5.

4.18.2.3 Current Bus Transit Service

The Orange County Transportation Authority (OCTA) provides fixed route bus, commuter bus and paratransit services within the City. OCTA operates eight fixed bus routes providing service to Placentia, La Habra, Brea, Yorba Linda, Orange, Anaheim, Fullerton, Santa Ana, and other cities. Bus stops are located approximately 0.25 mile apart along major routes in the City. Most routes operate 7 days a week. Figure 4.18-5 provides a map of the existing transit routes in the City of Placentia.

The following provides brief descriptions of each transit route serving the City:

- OCTA Route 20 travels along Imperial Highway from the City of La Habra to the City of Yorba Linda. This route operates Monday through Friday with weekday headways of 100 minutes peak AM and PM periods.
- OCTA Route 24 travels from the City of Buena Park to the City of Orange via Malvern Avenue, Chapman Avenue, and Tustin Avenue. This route operates Monday through Friday with weekday headways of 60 minutes AM and PM peak periods
- OCTA Route 26 travels from the City of Fullerton to the City of Yorba Lind via Commonwealth Avenue and Yorba Linda Avenue. This route operates Monday through Friday and weekends. The route has weekday headways of 30/60 minutes AM and PM peak periods.
- OCTA Route 30 travels from the City of Cerritos to the City of Anaheim via Orangethorpe Avenue. This route has weekday headways of 45 minutes AM and PM peak periods.

- OCTA Route 71 travels from the City of Yorba Linda to the City of Newport Beach via Tustin Avenue, Redhill Avenue, and Newport Boulevard. This route operates on both weekdays and weekends and has a weekday headway of 45 minutes AM and PM peak periods.

Table 4.18-8 lists the routes and hours of operation of transit routes operating in the city.

**Table 4.18-8
 EXISTING TRANSIT SERVICE**

<i>Route</i>	<i>Hours of Operation</i>
OCTA	
24	5:00 AM–10:00 PM, Monday–Friday
26	5:00 AM–11:00 PM, Monday–Friday; 8:00 AM–8:00 PM, Saturday–Sunday
30	4:00 AM–11:00 PM, Monday–Friday; 6:30 AM–9:00 PM Saturday–Sunday
71	5:30 AM–11:00 PM, Monday–Friday; 6:00 AM–10:00 PM Saturday–Sunday
129	5:30 AM–9:00 PM, Monday–Friday; 6:00 AM–9:00 PM Saturday–Sunday
153	5:00 AM–10:00 PM, Monday–Friday; 7:00AM–10:00PM Saturday–Sunday
213/A	4:00 AM–7:30 PM, Monday–Friday

Source: OCTA Transit Schedules, <http://www.octa.net/busbook/> (accessed December 22, 2017)

a. Boardings/lightings within City of Placentia only

It is anticipated that OCTA will be adding a new stop on Crowther Avenue to serve the new Placentia Metrolink Station and may consider rerouting an existing bus route to serve this new bus stop.

As part of OCTA’s Senior Mobility Program (SMP), the City of Placentia provides a curb-to-curb Dial-A-Ride transportation Service for Seniors 65 and older and persons with disabilities who are residents of the City of Placentia. It operates Monday through Friday (except holidays) from 7:30 AM until 4:30 PM to destinations within Placentia as well as Saint Jude Medical Center. Para-Transit service for disabled persons is provided by the OCTA ACCESS program. Vanpool service is available by local privately-owned companies to major destinations such as commercial and employment centers.

4.18.2.4 Non-motorized Transportation System

Non-motorized transportation options are becoming increasingly important in meeting the future mobility needs of residents, workers, and visitors in Placentia. As conventional transportation modes become more congested and with the increasing need to reduce greenhouse gases and improve air quality, the potential for future growth is becoming more dependent on the development of safe and convenient non-motorized transportation options, including comprehensive bikeway and pedestrian networks.

As the principle non-motorized transportation modes, bicycling and pedestrian options in conjunction with improved transit availability and flexibility are cost effective ways of reducing congestion, improving air quality, and achieving mobility goals. Meeting the needs of residents and visitors for non-motorized transportation options by providing additional bikeway facilities and programs will contribute to reaching the City’s mobility goals.

The City of Placentia currently has over 13.2 miles of existing bikeways, including one mile of Class I bike paths, 8 miles of Class II bike lanes, and 4 miles of Class III bike routes. An additional 4 miles of Class I, 11.4 miles of Class II, and 2.6 miles of Class III bikeways are planned.

The existing Placentia bikeway network is shown on Figure 4.18-6. The three existing bikeway facility types provided for in the City are described below – Class I bike paths (off-road paved), Class II bike lanes (on-road striped and signed), and Class III bike routes (on-road signed). The three types of bikeways are described in detail on page 39 of Appendix 5.

Pedestrian facilities are critical when planning for pedestrian connectivity and enhancing the walkability of neighborhoods and commercial districts. The City of Placentia is generally laid out on a grid street pattern, which affords pedestrian connectivity to much of the City. The City provides sidewalks on the majority of these streets, and many are equipped with enhanced pedestrian facilities such as curb ramps, pedestrian crosswalks, and tactile Americans with Disabilities Act (ADA) pads to provide connectivity and accessibility to major attractions such as shopping centers, schools, and parks.

Sidewalks provide an accessible and convenient path for pedestrians when well planned and designed. Adequate sidewalk widths free of irregular pavement, large cracks, and other damage should be considered for each street classification, with minimal obstructions and barriers which may inhibit pedestrian circulation. Pedestrian crossings that have been enhanced, such as marked crosswalks and those with ladder-striping, and high-visibility crosswalks such as those with flashing beacons help improve the safety of pedestrians crossing at intersections near schools and throughout the City. Curb ramps and tactile ADA pads at intersections improve the accessibility and safety of senior citizens, children, pedestrians with strollers, and the disabled. Providing enhanced pedestrian facilities encourages walking as a mode of travel, reducing traffic congestion and associated greenhouse gas emissions while increasing public health. The City is in the process of upgrading facilities to ADA regulations requiring compliance for accessibility.

The City provides pedestrian safety enhancements such as crosswalks with pedestrian signal heads and push buttons, curb ramps, and tactile ADA pads at all major signalized intersections throughout the City. High-visibility crosswalks (such as ladder-striped), curb ramps, countdown pedestrian signal heads, and “SLOW SCHOOL XING” pavement markings are provided at intersections adjacent to or near schools to provide additional safety measures for children.

The existing Placentia sidewalks and curb ramps are shown on Figure 4.18-7.

4.18.2.5 Rail Transportation

The Burlington Northern Santa Fe Railway (BNSF) operates a major double-track freight rail line known as the Orange County Gateway along the Orangethorpe Corridor. This rail line connects the Port of Los Angeles/Port of Long Beach with the Inland Empire and Midwest United States. Currently more than 70 freight trains and 12 passenger trains per day use this rail line. By Year 2030 it is forecast that over 150 trains per day will use this line.

OCTA railroad grade separation (OC Bridges) projects have been finished to physically separate rail and highway traffic at five at-grade rail/highway grade crossings in the City. The grade separation projects eliminated significant delays to north-south vehicle traffic due to increasing freight and passenger rail traffic on the double-track BNSF rail line adjacent to and south of Orangethorpe Avenue. The grade separation locations are as follows, listed from west to east:

Placentia Avenue north of Crowther Avenue
Kraemer Boulevard at Crowther Avenue
Orangethorpe Avenue west of Chapman Avenue
Rose Drive/Tustin Avenue at Orangethorpe Avenue
Lakeview Avenue at Orangethorpe Avenue

Plans are also being made for construction of a Metrolink station in Placentia to be located at Melrose Avenue and Crowther Avenue. The construction of the train station is expected to start in 2019. After completion, the station will serve the 91/Perris Valley Line, which currently operates with 15 trains during the weekdays and 4 trains during the weekend.

4.18.3 Project Impacts

4.18.3.1 Significance Threshold Criteria

Transportation issues are undergoing a major change under the CEQA evaluation process. Instead of focusing on Levels of Service (LOS, see Sub-section 4.18.2.2 for definitions used in this document) the State CEQA Guidelines are focusing vehicle miles traveled (VMT) as the focus of future transportation analysis. However, as important as it is to evaluate a proposed project's impact on future VMT, local jurisdictions still need a transportation analysis to analyze how a project will affect the flow of traffic on the affected vehicle circulation system, as well as alternative modes of transportation. This is necessary to ensure that a project contributes a "fair share" to needed circulation system improvements that may be needed regardless of whether a project manages its VMT by reducing it absolutely for the project area, or at least a relatively lower VMT than would have occurred under normal circumstances.

The transportation impacts analyzed in the City's "General Plan Mobility Element Update Technical Traffic Study," Appendix 5 in Volume 2, Technical Appendices, are based on quantitative LOS forecasts, not VMT. The LOS analytical approach is acceptable for the time being, and a qualitative analysis of VMT impacts of the new General Plan is provided in the analysis that follows. The CEQA Appendix G guidelines were modified to revised questions that need to be addressed. Accordingly, a project would have a potentially significant impact if it:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- b) Conflict or be inconsistent with CEQA Guidelines para. 15064., subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

After presenting the background analysis and findings regarding the City of Placentia's transportation system from the traffic study, the evaluation of the preceding significant threshold issues is presented.

4.18.3.2 Background on the Transportation System Impact Forecast

Land Use Scenarios

Two Land Use Scenarios were analyzed in the Traffic Study in terms of resulting traffic volume forecasts: The "Current General Plan" Scenario, and the "Proposed General Plan" scenario. The

following describes the two alternative land use scenarios and compares them in terms of forecast dwelling units, population, and employment.

Current General Plan Scenario

The Current General Plan scenario assumes a relatively low increase in land use intensity in the City. Based on the data extracted from OCTAM 2012 and 2040 models, the social economic data (SED) input for the models for the City of Placentia show an overall growth (from 2012 to 2040) of 11.7% increase in population, 12.6% increase in dwelling units, and 17.6% increase in employment. These changes would be made primarily through redevelopment of existing developed parcels rather than development of currently vacant land, which encompasses only 54.7 acres. Table 4.18-9 below shows the summary of SED growth from 2012 base year to 2040 horizontal year for the Current General Plan.

**Table 4.18-9
 CURRENT GENERAL PLAN LAND USE SCENARIO**

Socioeconomic Data	2012 Base Year	Current General Plan (2040)	Net Growth	Percent Growth
Population	51,183	57,949	6,766	11.68%
Dwelling Unit	16,686	19,082	2,396	12.56%
Employment	20,777	25,225	4,448	17.63%

Source: OCTAM

Proposed General Plan Scenario

The Proposed General Plan scenario was developed based on the latest land use information obtained from the City. As indicated in Table 4.18-10, most industrial and manufacturing uses under the Current General Plan scenario were converted to high density residential uses in the Proposed General Plan scenario.

Future Traffic Volume Forecasts

Current General Plan Traffic Volume Forecast

To produce the future year 2040 traffic volume forecasts for the Current General Plan land use scenario, a methodology known as NCHRP-765 based on the report Analytic Travel Forecasting Approaches for Project-Level Planning and Design (National Cooperative Highway Research Program Report 765, Transportation Research Board, 2014) was used that adjusts existing turning movement volumes based on expected growth in approach volumes as reported by the OCTAM. Traffic flow conservation was then applied to ensure the continuity of traffic flow. The General Plan daily traffic volumes were developed in a similar fashion by applying the growth in daily OCTAM volumes to the baseline existing daily traffic volumes.

To be conservative, the future year 2040 intersection volumes were compared to those of existing year with a ten percent total growth rate. If the 2040 volumes were lower, the existing year volume with a 10 percent total growth rate will be applied. The OCTAM traffic forecast calculation worksheets for the Current General Plan scenario are included in Appendix D in Appendix 5.

**Table 4.18-10
GENERAL PLAN LAND USE SCENARIO COMPARISON, AREA OF ACRES**

Land Use	Current General Plan	Proposed General Plan	Proposed General Plan minus Current General Plan
Commercial	137.1	137.1	0.0
Commercial Manufacturing	47.2	43.6	-3.7
High Density Residential	136.3	155.4	19.2
Industrial	308.4	292.9	-15.5
Low Density Residential	1,265.6	1,265.6	0.0
Medium Density Residential	400.3	392.8	-7.5
Office	31.5	25.5	-6.0
Old Town	28.6	28.6	0.0
Parks	93.5	99.2	5.7
Parkway Vista	17.6	17.6	0.0
Planned Community	337.0	319.8	-17.2
Railroad	25.1	25.1	0.0
Schools and Institutional	211.5	224.8	13.3
Specific Plan	310.5	322.2	11.8
TOD	21.7	21.7	0.0
Grand Total		3,372.1	3,372.1

Source: City of Placentia

Proposed General Plan Traffic Volume Forecast

Figure 4.18-8 includes zones (group of parcels) where the land use was revised from the Current General Plan to the Proposed General Plan. The parcels are grouped into ten zones with the same land use change. The area in acres and the Current/Proposed General Plan land use are listed in Table 4.18-11.

**Table 4.18-11
LAND USE REVISION SUMMARY**

Zone	Current GP Land Use	Proposed GP Land Use	Area in Acres
Zone 1	Light industrial	High Density Residential	3.65
Zone 2	Industrial	High Density Residential	4.12
Zone 3	Industrial	High Density Residential	6.37
Zone 4	Industrial	High Density Residential	5.03
Zone 5	Parks	Schools & Institution	7.27
Zone 6	Office	Schools & Institution	6.04
Zone 7	Medium Density Residential	Specific Plan	7.51
Zone 8	Planned Community	Specific Plan	17.24
Zone 9	Schools	Schools & Institution	211.51
Zone 10	Specific Plan	Parks	13
Total			281.74

Among the ten zones with revised land use, only zones 1, 2, 3 and 4 would have impact on traffic volumes. Zone 5 is currently the Melrose Elementary School; Zone 6 is currently the Placentia Library District; Zone 10 is currently the Placentia Champions Sports Complex. For these three zones, the existing land use already matches the Proposed General Plan land use. Therefore, the traffic generated by these projects has been reflected in the existing traffic counts and the future year forecasted traffic volumes.

Zone 7 is changed from medium density residential to Specific Plan. Zone 8 is changed from Planned Community to Specific Plan. The City confirmed that no detailed land use is expected to be changed. All the parcels in Zone 9 are currently used by schools or institutions. Therefore, no land use is expected to be changed either.

Figure 4.18-9 shows the location of Zones 1 to 4. The net trips generated from the land use changes were calculated based on Institute of Transportation Engineers (ITE) trip rates (10th Edition) and distributed to the roadway network and added to the Current General Plan traffic volumes to represent the Proposed General Plan condition. The traffic generation and distribution assumptions for the Proposed General Plan land use scenario are included in Appendix E in Appendix 5. The trip generation of the four zones is summarized in Table 4.18-12. As shown on this table, the increased trip generation of the Proposed General Plan is calculated to be 1,992 trips greater than the continued implementation of the current General Plan.

**Table 4.18-12
 PROPOSED GENERAL PLAN TRIP GENERATION SUMMARY**

Zone	Current GP Land Use	Proposed GP Land Use	Area in Acres	Daily Total	AM Peak (IN)	AM Peak (OUT)	AM Peak Total	PM Peak (IN)	PM Peak (OUT)	PM Peak Total
1	Light industrial	High Density Residential	3.65	338	(10)	21	11	21	(1)	20
2	Industrial	High Density Residential	4.12	439	(1)	24	23	24	7	31
3	Industrial	High Density Residential	6.37	679	(3)	38	35	38	10	48
4	Industrial	High Density Residential	5.03	536	(3)	30	27	30	7	37
Total				1992	(17)	113	96	113	23	136

Current General Plan Roadway LOS

Figure 4.18-10 shows the Current General Plan (year 2040) daily traffic volume forecast for Placentia. Table 4.18-13 presents the street segment daily traffic forecast and level-of-service for the 62 analyzed roadway segments, based on the 2017 OCTA MPAH classifications. Table 4.18-13 also presents the number of lanes and LOS E capacity of each roadway segment. Level-of-service is based on the thresholds presented previously in Table 4.18-3.

All of the roadway segments are expected to operate at acceptable conditions (LOS value of D or better) under the Proposed General Plan Scenario with 2017 OCTA MPAH classification capacity.

**Table 4.18-13
ROADWAY LEVEL OF SERVICE, CURRENT GENERAL PLAN (YEAR 2040),
2017 OCTA MPAH CLASSIFICATION**

ID	Roadway Segment	MPAH Definition		LOS E Capacity	Current General Plan		
		Classification	Lanes		ADT	V/C	LOS
Golden Avenue							
1	Valencia Avenue to East City Limit	Divided Collector	2D	18,750	3,980	0.212	A
2	Kramer Boulevard to Valencia Avenue	Divided Collector	2D	18,750	5,930	0.316	A
Bastanchury Road							
3	West City Limits to Kraemer Boulevard	Primary	6D	56,300	27,910	0.496	A
4	Kraemer Boulevard to Valencia Avenue	Primary	6D	56,300	22,430	0.398	A
5	Valencia Avenue to East City Limit	Modified Primary	4D	37,500	19,250	0.513	A
Yorba Linda Boulevard							
6	Bradford Avenue to Kramer Boulevard	Modified Major	6D	56,300	37,690	0.669	B
7	Kramer Boulevard to Valencia Avenue	Modified Major	6D	56,300	28,990	0.515	A
8	Valencia Avenue to Rose Drive	Modified Major	6D	56,300	25,720	0.457	A
9	Rose Drive to Eastern City Limit	Modified Major	6D	56,300	28,310	0.503	A
Palm Drive							
10	Yorba Linda Boulevard to Valencia Avenue	Modified Primary	4U	25,000	9,200	0.368	A
11	Valencia Avenue to Rose Drive	Modified Primary	4U	25,000	11,740	0.470	A
Madison Avenue							
12	West City Limits to Bradford Avenue	Secondary	4U	25,000	7,020	0.281	A
13	Bradford Avenue to Kraemer Boulevard	Secondary	4U	25,000	9,510	0.380	A
Buena Vista Avenue							
14	Rose Drive to East City Limit	Primary	4U	25,000	14,400	0.576	A
Alta Vista Street							
15	Angelina Drive to Kramer Boulevard	Modified Primary	4U	25,000	4,530	0.181	A
16	Kramer Boulevard to Rose Drive	Modified Primary	4U	25,000	16,240	0.650	B
17	Rose Drive to Van Buren Street	Modified Primary	4U	25,000	10,640	0.426	A
Chapman Avenue							
18	Placentia Avenue to Bradford Avenue	Modified Primary	4D	37,500	26,590	0.709	C
19	Bradford Avenue to Kraemer Boulevard	Modified Primary	4D	37,500	21,800	0.581	A
20	Kraemer Boulevard to Orangethorpe Avenue	Primary	4D	37,500	10,600	0.283	A
Crowther Avenue							
21	Placentia Avenue to Melrose Street	Divided Collector	2D	18,750	7,960	0.425	A
22	Melrose Street to East City Limit	Divided Collector	2D	18,750	5,100	0.272	A

ID	Roadway Segment	MPAH Definition		LOS E Capacity	Current General Plan		
		Classification	Lanes		ADT	V/C	LOS
Orangethorpe Avenue							
23	Placentia Avenue to Melrose Street	Primary	6D	56,300	27,080	0.481	A
24	Melrose Street to Kraemer Boulevard	Primary	6D	56,300	19,350	0.344	A
25	City Limit w/o Chapman Ave. to Chapman Ave.	Primary	6D	56,300	8,270	0.147	A
26	Chapman Avenue to Rose Drive	Primary	6D	56,300	16,240	0.288	A
27	Rose Drive to East City Limit	Primary	6D	56,300	15,160	0.269	A
Miraloma Avenue 1							
28	Van Buren Street to Richfield Road	Modified Secondary	4U	25,000	6,430	0.257	A
29	Richfield Road to Lakeview Avenue	Modified Secondary	4U	25,000	5,510	0.220	A
Placentia Avenue							
30	South City Limit to Orangethorpe Avenue	Secondary	4U	25,000	14,240	0.570	A
31	Orangethorpe Avenue to Crowther Avenue	Secondary	4D	37,500	22,000	0.587	A
32	Crowther Avenue to Chapman Avenue	Secondary	4D	37,500	19,820	0.529	A
33	Chapman Avenue to n/o Primrose Avenue	Secondary	4D	37,500	24,640	0.657	B
34	Macadamia Lane to Bastanchury Road	Secondary	4D	37,500	22,370	0.597	A
35	Bastanchury Road to Rolling Hills Drive	Secondary	4D	37,500	12,600	0.336	A
Melrose Street							
36	South City Limit to Orangethorpe Avenue	Secondary	4U	25,000	18,290	0.732	C
37	Orangethorpe Avenue to Crowther Avenue	Secondary	4U	25,000	12,670	0.507	A
38	Crowther Avenue to Santa Fe Avenue	Secondary	4U	25,000	8,620	0.345	A
Bradford Avenue							
39	Santa Fe Avenue to Chapman Avenue	Secondary	4U	25,000	4,690	0.188	A
40	Chapman Avenue to Madison Avenue	Secondary	4U	25,000	10,350	0.414	A
41	Madison Avenue to North City Limit	Secondary	4U	25,000	12,600	0.504	A
Kraemer Boulevard							
42	South City Limits to Orangethorpe Avenue	Modified Primary	6D	56,300	25,840	0.459	A
43	Crowther Avenue to Chapman Avenue	Primary	6D	56,300	24,180	0.429	A
44	Chapman Avenue to Madison Avenue	Primary	6D	56,300	24,050	0.427	A

ID	Roadway Segment	MPAH Definition		LOS E Capacity	Current General Plan		
		Classification	Lanes		ADT	V/C	LOS
45	Madison Avenue to Yorba Linda Boulevard	Primary	6D	56,300	27,100	0.481	A
46	Yorba Linda Boulevard to Bastanchury Road	Primary	6D	56,300	24,030	0.427	A
47	Bastanchury Road to North City Limit	Primary	6D	56,300	22,880	0.406	A
Valencia Avenue							
48	Palm Drive to Yorba Linda Boulevard	Secondary	4U	25,000	6,250	0.250	A
49	Yorba Linda Boulevard to Bastanchury Road	Secondary	4U	25,000	10,740	0.430	A
50	Bastanchury Road to Northern City Limit	Secondary	4U	25,000	9,140	0.366	A
Rose Drive					0		
51	Orangethorpe Avenue to Alta Vista Street	Modified Major	6D	56,300	29,330	0.521	A
52	Alta Vista Street to Palm Drive	Modified Major	6D	56,300	34,630	0.615	B
53	Palm Drive to Yorba Linda Boulevard		6D	56,300	25,250	0.448	A
54	City Limit s/o Golden Avenue to North City Limit	Modified Major	6D	56,300	29,550	0.525	A
Jefferson Street							
55	South City Limits to Orangethorpe Avenue	Secondary	4U	25,000	6,130	0.245	A
56	Orangethorpe Avenue to Alta Vista Street	Secondary	4U	25,000	5,530	0.221	A
57	Alta Vista Street to Garten Drive	Secondary	4U	25,000	2,220	0.089	A
Van Buren Street 2							
58	South City Limits to Orangethorpe Avenue	Collector	2U	12,500	6,320	0.506	A
59	Orangethorpe Avenue to North City Limit	Collector	2U	12,500	8,010	0.641	B
Richfield Road							
60	South City Limits to Orangethorpe Avenue	Secondary	4U	25,000	16,670	0.667	B
61	Orangethorpe Avenue to North City Limit	Secondary	4U	25,000	16,460	0.658	B
Lakeview Avenue							
62	South City Limit to North City Limit	Primary	4D	37,500	9,220	0.246	A

Notes: Abbreviations: 2U: 2 Lane Undivided. 2D: 2 Lane Divided. 3D: 3 Lane Divided. 4U: 4 Lane Undivided. 4D: 4 Lane Divided. 5D: 5 Lane Divided. 6D: 6 Lane Div. ADT: Average Daily Traffic Volume. V/C: Volume to Capacity Ratio. LOS: level-of-service

Table 4.18-14 presents the street segment daily traffic forecast and level-of-service for the 62 analyzed roadway segments, based on the existing configuration and capacity. Table 4.18-14

also presents the number of lanes and LOS E capacity of each roadway segment. Level-of-service is based on the thresholds presented previously in Table 4.18-3.

All except one of the roadway segments are expected to operate at acceptable conditions (LOS value of D or better) under the Current General Plan Scenario with existing capacity. The following segment is expected to operate below acceptable levels, and the proposed improvements and recommendations for this roadway segment are discussed in the mitigation subsection 4.18.4:

Rose Drive between Alta Vista Street and Palm Drive

**Table 4.18-14
ROADWAY LEVEL OF SERVICE, CURRENT GENERAL PLAN (2040),
EXISTING CONFIGURATION**

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Current General Plan		
		Classification	Lanes		ADT	V/C	LOS
Golden Avenue							
1	Valencia Avenue to East City Limit	Divided Collector	2D	18,750	3,980	0.212	A
2	Kramer Boulevard to Valencia Avenue	Divided Collector	2D	18,750	5,930	0.316	A
Bastanchury Road							
3	West City Limits to Kraemer Boulevard	Primary	4D	37,500	27,910	0.744	C
4	Kraemer Boulevard to Valencia Avenue	Primary	4D	37,500	22,430	0.598	A
5	Valencia Avenue to East City Limit	Modified Primary	4D	37,500	19,250	0.513	A
Yorba Linda Boulevard							
6	Bradford Avenue to Kramer Boulevard	Modified Major	6D	56,300	37,690	0.669	B
7	Kramer Boulevard to Valencia Avenue	Modified Major	4D	37,500	28,990	0.773	C
8	Valencia Avenue to Rose Drive	Modified Major	4D	37,500	25,720	0.686	B
9	Rose Drive to Eastern City Limit	Modified Major	4D	37,500	28,310	0.755	C
Palm Drive							
10	Yorba Linda Boulevard to Valencia Avenue	Modified Primary	2D	18,750	9,200	0.491	A
11	Valencia Avenue to Rose Drive	Modified Primary	4D	37,500	11,740	0.313	A
Madison Avenue							
12	West City Limits to Bradford Avenue	Secondary	2D	18,750	7,020	0.374	A
13	Bradford Avenue to Kraemer Boulevard	Secondary	2D	18,750	9,510	0.507	A
Buena Vista Avenue							
14	Rose Drive to East City Limit	Primary	4D	37,500	14,400	0.384	A
Alta Vista Street							
15	Angelina Drive to Kramer Boulevard	Modified Primary	2D	18,750	4,530	0.242	A
16	Kramer Boulevard to Rose Drive	Modified Primary	4D	37,500	16,240	0.433	A
17	Rose Drive to Van Buren Street	Modified Primary	4D	37,500	10,640	0.284	A

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Current General Plan		
		Classification	Lanes		ADT	V/C	LOS
Chapman Avenue							
18	Placentia Avenue to Bradford Avenue	Modified Primary	4D	37,500	26,590	0.709	C
19	Bradford Avenue to Kraemer Boulevard	Modified Primary	4D	37,500	21,800	0.581	A
20	Kraemer Boulevard to Orangethorpe Avenue	Primary	4D	37,500	10,600	0.283	A
Crowther Avenue							
21	Placentia Avenue to Melrose Street	Divided Collector	2D	18,750	7,960	0.425	A
22	Melrose Street to East City Limit	Divided Collector	2D	18,750	5,100	0.272	A
Orangethorpe Avenue							
23	Placentia Avenue to Melrose Street	Primary	6D	56,300	27,080	0.481	A
24	Melrose Street to Kraemer Boulevard	Primary	4D	37,500	19,350	0.516	A
25	City Limit w/o Chapman Ave. to Chapman Ave.	Primary	6D	56,300	8,270	0.147	A
26	Chapman Avenue to Rose Drive	Primary	6D	56,300	16,240	0.288	A
27	Rose Drive to East City Limit	Primary	4D	37,500	15,160	0.404	A
Miraloma Avenue 1							
28	Van Buren Street to Richfield Road	Modified Secondary	4U	25,000	6,430	0.257	A
29	Richfield Road to Lakeview Avenue	Modified Secondary	4U	25,000	5,510	0.220	A
Placentia Avenue							
30	South City Limit to Orangethorpe Avenue	Secondary	4D	37,500	14,240	0.380	A
31	Orangethorpe Avenue to Crowther Avenue	Secondary	4D	37,500	22,000	0.587	A
32	Crowther Avenue to Chapman Avenue	Secondary	4D	37,500	19,820	0.529	A
33	Chapman Avenue to n/o Primrose Avenue	Secondary	4D	37,500	24,640	0.657	B
34	Macadamia Lane to Bastanchury Road	Secondary	4D	37,500	22,370	0.597	A
35	Bastanchury Road to Rolling Hills Drive	Secondary	4D	37,500	12,600	0.336	A
Melrose Street							
36	South City Limit to Orangethorpe Avenue	Secondary	4D	37,500	18,290	0.488	A
37	Orangethorpe Avenue to Crowther Avenue	Secondary	4D	37,500	12,670	0.338	A
38	Crowther Avenue to Santa Fe Avenue	Secondary	3D	28,125	8,620	0.306	A
Bradford Avenue							
39	Santa Fe Avenue to Chapman Avenue	Secondary	2U	12,500	4,690	0.375	A

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Current General Plan		
		Classification	Lanes		ADT	V/C	LOS
40	Chapman Avenue to Madison Avenue	Secondary	2U	12,500	10,350	0.828	D
41	Madison Avenue to North City Limit	Secondary	4U	25,000	12,600	0.504	A
Kraemer Boulevard							
42	South City Limits to Orangethorpe Avenue	Modified Primary	4D	37,500	25,840	0.689	B
43	Crowther Avenue to Chapman Avenue	Primary	6D	56,300	24,180	0.429	A
44	Chapman Avenue to Madison Avenue	Primary	4D	37,500	24,050	0.641	B
45	Madison Avenue to Yorba Linda Boulevard	Primary	4D	37,500	27,100	0.723	C
46	Yorba Linda Boulevard to Bastanchury Road	Primary	4D	37,500	24,030	0.641	B
47	Bastanchury Road to North City Limit	Primary	4D	37,500	22,880	0.610	B
Valencia Avenue							
48	Palm Drive to Yorba Linda Boulevard	Secondary	4D	37,500	6,250	0.167	A
49	Yorba Linda Boulevard to Bastanchury Road	Secondary	4D	37,500	10,740	0.286	A
50	Bastanchury Road to Northern City Limit	Secondary	4D	37,500	9,140	0.244	A
Rose Drive							
51	Orangethorpe Avenue to Alta Vista Street	Modified Major	4D	37,500	29,330	0.782	C
52	Alta Vista Street to Palm Drive	Modified Major	4D	37,500	34,630	0.923	E
53	Palm Drive to Yorba Linda Boulevard		4D	37,500	25,250	0.673	B
54	City Limit s/o Golden Avenue to North City Limit	Modified Major	4D	37,500	29,550	0.788	C
Jefferson Street							
55	South City Limits to Orangethorpe Avenue	Secondary	2D	18,750	6,130	0.327	A
56	Orangethorpe Avenue to Alta Vista Street	Secondary	4D	37,500	5,530	0.147	A
57	Alta Vista Street to Garten Drive	Secondary	2U	12,500	2,220	0.178	A
Van Buren Street 2							
58	South City Limits to Orangethorpe Avenue	Collector	2D	18,750	6,320	0.337	A
59	Orangethorpe Avenue to North City Limit	Collector	2U	12,500	8,010	0.641	B
Richfield Road							
60	South City Limits to Orangethorpe Avenue	Secondary	4D	37,500	16,670	0.445	A
61	Orangethorpe Avenue to North City Limit	Secondary	4D	37,500	16,460	0.439	A

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Current General Plan		
		Classification	Lanes		ADT	V/C	LOS
Lakeview Avenue							
62	South City Limit to North City Limit	Primary	4D	37,500	9,220	0.246	A

Notes: Abbreviations: 2U: 2 Lane Undivided. 2D: 2 Lane Divided. 3D: 3 Lane Divided. 4U: 4 Lane Undivided. 4D: 4 Lane Divided. 5D: 5 Lane Divided. 6D: 6 Lane Div. ADT: Average Daily Traffic Volume. V/C: Volume to Capacity Ratio. LOS: level-of-service

Current General Plan Intersection LOS

Peak hour intersection level-of-service analyses for the Current General Plan Scenario were conducted for the 42 study intersections based on the methodologies described in Section 4.18.2. Figure 5-4 in Appendix 5 shows Current General Plan AM and PM peak hour turning movement traffic volumes. For both the Current General Plan and Proposed General Plan scenarios, a peak hour factor of 0.95 was utilized for all the study intersections.

The Current General Plan intersection LOS analysis results are summarized in Table 4.18-15 for AM and PM peak hours. As shown in Table 4.18-15, the majority of the intersections in Placentia are expected to operate at acceptable levels of service under the Current General Plan scenario. Six intersections are expected to operate at unacceptable LOS E or F conditions during the AM or PM peak hour or both:

- Rose Drive at Imperial Highway during the AM and PM peak hours
- Morse Avenue at Kraemer Boulevard during the AM peak hour
- Palm Drive at Rose Drive during the AM peak hour
- Kramer Boulevard at Chapman Avenue during the PM peak hour
- SR-57 NB Ramps at Orangethorpe Avenue during the PM peak hour
- Melrose Street at Orangethorpe Avenue during the PM peak hour

Appendix G in Appendix 5 contains the intersections operations analysis worksheets for the Current General Plan conditions, with existing geometry.

The intersection of Madison Avenue at Kraemer Boulevard is operating at a LOS value of E during the AM peak hour under the existing conditions. The LOS value of this intersection during the AM peak hour under the Current General Plan scenario is improved to D. This is because the existing peak hour factor was based on the traffic counts, which is 0.75. For the Current and Proposed General Plan scenarios, a peak hour factor of 0.95 was used for all the study intersections. The adjusted traffic volume at this intersection ended up being lower under the Current General Plan scenario than under the existing scenario.

The intersection of Rose Drive at Imperial Highway is managed by Caltrans. City of Placentia has limited right-of-way at this intersection. The intersection of Morse Avenue at Kraemer Boulevard and the intersection of Kramer Boulevard at Chapman Avenue are part of the Regional Traffic Signal Synchronization Program (TSSP). At the time of this writing, the signal timing plans are still being prepared and there will be a subsequent two-year maintenance and operation period where the timing will be analyzed and refined during this time as needed. The traffic operation at these two intersections is expected to be improved after the implementation of TSSP is completed.

**Table 4.18-15
INTERSECTION LEVEL-OF-SERVICE, CURRENT GENERAL PLAN (YEAR 2040) SCENARIO**

ID	Study Intersection	AM Peak Hour			PM Peak Hour		
		ICU	HCM	LOS ¹	ICU	HCM	LOS ¹
1	Kraemer Blvd at Golden Ave	0.490	5.4	A	0.488	4.1	A
2	Valencia Ave at Golden Ave	0.435	5.7	A	0.297	3.9	A
3	Rose Dr at Imperial Hwy*	0.921	64.8	E	0.999	82.9	F
4	Placentia Ave at Bastanchury Rd	0.730	28.5	C	0.861	28.7	D
5	Kraemer Blvd at Bastanchury Rd	0.740	28.1	C	0.812	43.7	D
6	Valencia Ave at Bastanchury Rd	0.683	19.6	B	0.604	15.5	B
7	McCormac at Bastanchury Rd	0.500	3.9	A	0.466	2.7	A
8	Bradford Ave at Yorba Linda Blvd	0.651	15.3	B	0.795	19.9	C
9	Kraemer Blvd at Yorba Linda Blvd	0.691	38.5	D	0.837	41.1	D
10	Palm Dr at Yorba Linda Blvd	0.551	5.3	A	0.551	5.8	A
11	Valencia Ave at Yorba Linda Blvd	0.782	35.2	D	0.680	25.5	C
12	Rose Dr at Yorba Linda Blvd	0.805	35.6	D	0.862	46.7	D
13	Morse Ave at Kraemer Blvd	0.690	125.4	F	0.585	48.4	D
15	Palm Dr at Rose Dr	0.874	55.0	E	0.688	29.1	C
16	Madison Ave at Bradford Ave	0.565	12.5	B	0.530	12.3	B
17	Madison Ave at Kraemer Blvd	0.874	17.9	D	0.621	9.8	B
18	Buena Vista Ave at Rose Dr	0.846	13.8	D	0.757	14.0	C
19	Nutwood Ave at Placentia Ave	0.756	12.4	C	0.648	15.4	B
20	Kraemer Blvd at Alta Vista St	0.787	30.9	C	0.840	34.7	D
21	Rose Dr at Alta Vista St	0.719	29.7	C	0.675	25.9	C
22	Jefferson St at Alta Vista St	0.389	7.9	A	0.321	7.4	A
23	Placentia Ave at Chapman Ave	0.678	25.5	C	0.779	31.4	C
24	Bradford Ave at Chapman Ave	0.675	17.5	B	0.772	19.7	C
25	Kraemer Blvd at Chapman Ave	0.787	44.5	D	0.711	71.8	E
26	Placentia Ave at Crowther Ave	0.590	6.9	A	0.616	9.5	B
27	Melrose St at Crowther Ave	0.470	14.3	B	0.483	19.3	B
28	Kraemer Blvd at Crowther Ave	0.607	15.7	B	0.527	14.1	B
29	Placentia Ave at Orangethorpe Ave	0.634	30.8	C	0.658	29.6	C
30	SR-57 SB Ramps at Orangethorpe Ave*	0.577	14.3	B	0.558	14.6	B
31	SR-57 NB Ramps at Orangethorpe Ave*	0.752	18.7	C	0.931	64.8	E
32	Melrose St at Orangethorpe Ave	0.721	27.8	C	0.820	87.5	F
33	Kraemer Blvd at Orangethorpe Ave	0.815	36.8	D	0.690	53.7	D
34	Crowther Ave/Miller Ave at Orangethorpe Ave	0.435	15.4	B	0.458	38.4	D
35	Chapman Ave at Orangethorpe Ave	0.433	7.7	A	0.547	7.3	A
36	Rose Dr at Del Cerro Dr*	0.674	6.1	B	0.477	5.3	A
37	Del Cerro Dr at Orangethorpe Ave*	0.323	5.4	A	0.297	5.4	A
38	Jefferson St at Orangethorpe Ave	0.480	12.0	B	0.530	13.2	B
39	Van Buren St at Orangethorpe Ave	0.503	12.6	B	0.519	13.1	B
40	Richfield Rd at Orangethorpe Ave	0.551	15.7	B	0.588	23.4	C

ID	Study Intersection	AM Peak Hour			PM Peak Hour		
		ICU	HCM	LOS ¹	ICU	HCM	LOS ¹
42	Richfield Rd at Miraloma Ave	0.361	6.5	B	0.318	7.5	A
	Unsignalized Intersections (HCM)	ICU	HCM	LOS	ICU	HCM	LOS
14	Valencia Ave at Palm Dr	NA	19.0	C	NA	18.2	C
41	Van Buren St at Miraloma Ave	NA	12.8	B	NA	13.5	B

¹ LOS are based on worst case of ICU and HCM

*OCTA Congestion Management Plan (CMP) locations

Proposed General Plan Roadway LOS

Figure 4.18-11 shows the Proposed General Plan average daily traffic volume forecast for Placentia. Table 4.18-16 presents the street segment daily traffic forecast and level-of-service for the 62 analyzed roadway segments, based on the 2017 OCTA MPAH classification. Table 4.8-16 also presents the number of lanes and LOS E capacity of each roadway segment. Level-of-service is based on the thresholds presented in Table 4.18-3.

All of the roadway segments are expected to operate at acceptable conditions (LOS value of D or better) under the Proposed General Plan Scenario with the 2017 OCTA MPAH classification capacity.

**Table 4.18-16
ROADWAY LEVEL-OF-SERVICE, PROPOSED GENERAL PLAN (YEAR 2040),
2017 OCTA MPAH CLASSIFICATION**

ID	Roadway Segment	MPAH Definition		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
Golden Avenue							
1	Valencia Avenue to East City Limit	Divided Collector	2D	18,750	3,980	0.212	A
2	Kramer Boulevard to Valencia Avenue	Divided Collector	2D	18,750	5,930	0.316	A
Bastanchury Road							
3	West City Limits to Kraemer Boulevard	Primary	6D	56,300	27,910	0.496	A
4	Kraemer Boulevard to Valencia Avenue	Primary	6D	56,300	22,430	0.398	A
5	Valencia Avenue to East City Limit	Modified Primary	4D	37,500	19,250	0.513	A
Yorba Linda Boulevard							
6	Bradford Avenue to Kramer Boulevard	Modified Major	6D	56,300	37,690	0.669	B
7	Kramer Boulevard to Valencia Avenue	Modified Major	6D	56,300	28,990	0.515	A
8	Valencia Avenue to Rose Drive	Modified Major	6D	56,300	25,720	0.457	A
9	Rose Drive to Eastern City Limit	Modified Major	6D	56,300	28,310	0.503	A

ID	Roadway Segment	MPAH Definition		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
Palm Drive							
10	Yorba Linda Boulevard to Valencia Avenue	Modified Primary	4U	25,000	9,200	0.368	A
11	Valencia Avenue to Rose Drive	Modified Primary	4U	25,000	11,740	0.470	A
Madison Avenue							
12	West City Limits to Bradford Avenue	Secondary	4U	25,000	7,020	0.281	A
13	Bradford Avenue to Kraemer Boulevard	Secondary	4U	25,000	9,510	0.380	A
Buena Vista Avenue							
14	Rose Drive to East City Limit	Primary	4U	25,000	14,400	0.576	A
Alta Vista Street							
15	Angelina Drive to Kramer Boulevard	Modified Primary	4U	25,000	4,530	0.181	A
16	Kramer Boulevard to Rose Drive	Modified Primary	4U	25,000	16,240	0.650	B
17	Rose Drive to Van Buren Street	Modified Primary	4U	25,000	10,640	0.426	A
Chapman Avenue							
18	Placentia Avenue to Bradford Avenue	Modified Primary	4D	37,500	26,790	0.714	C
19	Bradford Avenue to Kraemer Boulevard	Modified Primary	4D	37,500	22,000	0.587	A
20	Kraemer Boulevard to Orangethorpe Avenue	Primary	4D	37,500	10,900	0.291	A
Crowther Avenue							
21	Placentia Avenue to Melrose Street	Divided Collector	2D	18,750	7,960	0.425	A
22	Melrose Street to East City Limit	Divided Collector	2D	18,750	5,100	0.272	A
Orangethorpe Avenue							
23	Placentia Avenue to Melrose Street	Primary	6D	56,300	27,280	0.485	A
24	Melrose Street to Kraemer Boulevard	Primary	6D	56,300	19,950	0.354	A
25	City Limit w/o Chapman Ave. to Chapman Ave.	Primary	6D	56,300	8,870	0.158	A
26	Chapman Avenue to Rose Drive	Primary	6D	56,300	17,140	0.304	A
27	Rose Drive to East City Limit	Primary	6D	56,300	16,180	0.287	A
Miraloma Avenue 1							
28	Van Buren Street to Richfield Road	Modified Secondary	4U	25,000	6,530	0.261	A
29	Richfield Road to Lakeview Avenue	Modified Secondary	4U	25,000	5,610	0.224	A
Placentia Avenue							
30	South City Limit to Orangethorpe Avenue	Secondary	4U	25,000	14,240	0.570	A
31	Orangethorpe Avenue to Crowther Avenue	Secondary	4D	37,500	22,000	0.587	A
32	Crowther Avenue to Chapman Avenue	Secondary	4D	37,500	19,820	0.529	A

ID	Roadway Segment	MPAH Definition		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
33	Chapman Avenue to n/o Primrose Avenue	Secondary	4D	37,500	24,640	0.657	B
34	Macadamia Lane to Bastanchury Road	Secondary	4D	37,500	22,370	0.597	A
35	Bastanchury Road to Rolling Hills Drive	Secondary	4D	37,500	12,600	0.336	A
Melrose Street							
36	South City Limit to Orangethorpe Avenue	Secondary	4U	25,000	18,290	0.732	C
37	Orangethorpe Avenue to Crowther Avenue	Secondary	4U	25,000	12,670	0.507	A
38	Crowther Avenue to Santa Fe Avenue	Secondary	4U	25,000	8,620	0.345	A
Bradford Avenue							
39	Santa Fe Avenue to Chapman Avenue	Secondary	4U	25,000	4,690	0.188	A
40	Chapman Avenue to Madison Avenue	Secondary	4U	25,000	10,350	0.414	A
41	Madison Avenue to North City Limit	Secondary	4U	25,000	12,600	0.504	A
Kraemer Boulevard							
42	South City Limits to Orangethorpe Avenue	Modified Primary	6D	56,300	25,840	0.459	A
43	Crowther Avenue to Chapman Avenue	Primary	6D	56,300	24,180	0.429	A
44	Chapman Avenue to Madison Avenue	Primary	6D	56,300	24,150	0.429	A
45	Madison Avenue to Yorba Linda Boulevard	Primary	6D	56,300	27,200	0.483	A
46	Yorba Linda Boulevard to Bastanchury Road	Primary	6D	56,300	24,130	0.429	A
47	Bastanchury Road to North City Limit	Primary	6D	56,300	22,980	0.408	A
Valencia Avenue							
48	Palm Drive to Yorba Linda Boulevard	Secondary	4U	25,000	6,250	0.250	A
49	Yorba Linda Boulevard to Bastanchury Road	Secondary	4U	25,000	10,740	0.430	A
50	Bastanchury Road to Northern City Limit	Secondary	4U	25,000	9,140	0.366	A
Rose Drive							
51	Orangethorpe Avenue to Alta Vista Street	Modified Major	6D	56,300	29,460	0.523	A
52	Alta Vista Street to Palm Drive	Modified Major	6D	56,300	34,760	0.617	B
53	Palm Drive to Yorba Linda Boulevard	Modified Major	6D	56,300	25,380	0.451	A

ID	Roadway Segment	MPAH Definition		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
54	City Limit s/o Golden Avenue to North City Limit	Modified Major	6D	56,300	29,680	0.527	A
Jefferson Street							
55	South City Limits to Orangethorpe Avenue	Secondary	4U	25,000	6,260	0.250	A
56	Orangethorpe Avenue to Alta Vista Street	Secondary	4U	25,000	5,530	0.221	A
57	Alta Vista Street to Garten Drive	Secondary	4U	25,000	2,220	0.089	A
Van Buren Street 2							
58	South City Limits to Orangethorpe Avenue	Collector	2U	12,500	6,350	0.508	A
59	Orangethorpe Avenue to North City Limit	Collector	2U	12,500	8,040	0.643	B
Richfield Road							
60	South City Limits to Orangethorpe Avenue	Secondary	4U	25,000	16,710	0.668	B
61	Orangethorpe Avenue to North City Limit	Secondary	4U	25,000	16,480	0.659	B
Lakeview Avenue							
62	South City Limit to North City Limit	Primary	4D	37,500	9,570	0.255	A

Notes: Abbreviations: 2U: 2 Lane Undivided. 2D: 2 Lane Divided. 3D: 3 Lane Divided. 4U: 4 Lane Undivided. 4D: 4 Lane Divided. 5D: 5 Lane Divided. 6D: 6 Lane Div. ADT: Average Daily Traffic Volume. V/C: Volume to Capacity Ratio. LOS: level-of-service

Table 4.18-17 presents the street segment daily traffic forecast and Level-of-service for the 62 analyzed roadway segments, based on the existing configuration and capacity. Table 4.8-17 also presents the number of lanes and LOS E capacity of each roadway segment. Level-of-service is based on the thresholds presented previously in Table 4.8-3.

**Table 4.18-17
ROADWAY LEVEL-OF-SERVICE, PROPOSED GENERAL PLAN (YEAR 2040), EXISTING CONFIGURATION**

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
Golden Avenue							
1	Valencia Avenue to East City Limit	Divided Collector	2D	18,750	3,980	0.212	A
2	Kramer Boulevard to Valencia Avenue	Divided Collector	2D	18,750	5,930	0.316	A
Bastanchury Road							
3	West City Limits to Kraemer Boulevard	Primary	4D	37,500	27,910	0.744	C
4	Kraemer Boulevard to Valencia Avenue	Primary	4D	37,500	22,430	0.598	A
5	Valencia Avenue to East City Limit	Modified Primary	4D	37,500	19,250	0.513	A

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
Yorba Linda Boulevard							
6	Bradford Avenue to Kramer Boulevard	Modified Major	6D	56,300	37,690	0.669	B
7	Kramer Boulevard to Valencia Avenue	Modified Major	4D	37,500	28,990	0.773	C
8	Valencia Avenue to Rose Drive	Modified Major	4D	37,500	25,720	0.686	B
9	Rose Drive to Eastern City Limit	Modified Major	4D	37,500	28,310	0.755	C
Palm Drive							
10	Yorba Linda Boulevard to Valencia Avenue	Modified Primary	2D	18,750	9,200	0.491	A
11	Valencia Avenue to Rose Drive	Modified Primary	4D	37,500	11,740	0.313	A
Madison Avenue							
12	West City Limits to Bradford Avenue	Secondary	2D	18,750	7,020	0.374	A
13	Bradford Avenue to Kraemer Boulevard	Secondary	2D	18,750	9,510	0.507	A
Buena Vista Avenue							
14	Rose Drive to East City Limit	Primary	4D	37,500	14,400	0.384	A
Alta Vista Street							
15	Angelina Drive to Kramer Boulevard	Modified Primary	2D	18,750	4,530	0.242	A
16	Kramer Boulevard to Rose Drive	Modified Primary	4D	37,500	16,240	0.433	A
17	Rose Drive to Van Buren Street	Modified Primary	4D	37,500	10,640	0.284	A
Chapman Avenue							
18	Placentia Avenue to Bradford Avenue	Modified Primary	4D	37,500	26,790	0.714	C
19	Bradford Avenue to Kraemer Boulevard	Modified Primary	4D	37,500	22,000	0.587	A
20	Kraemer Boulevard to Orangethorpe Avenue	Primary	4D	37,500	10,900	0.291	A
Crowther Avenue							
21	Placentia Avenue to Melrose Street	Divided Collector	2D	18,750	7,960	0.425	A
22	Melrose Street to East City Limit	Divided Collector	2D	18,750	5,100	0.272	A
Orangethorpe Avenue							
23	Placentia Avenue to Melrose Street	Primary	6D	56,300	27,280	0.485	A
24	Melrose Street to Kraemer Boulevard	Primary	4D	37,500	19,950	0.532	A
25	City Limit w/o Chapman Ave. to Chapman Ave.	Primary	6D	56,300	8,870	0.158	A
26	Chapman Avenue to Rose Drive	Primary	6D	56,300	17,140	0.304	A
27	Rose Drive to East City Limit	Primary	4D	37,500	16,180	0.431	A
Miraloma Avenue 1							
28	Van Buren Street to Richfield Road	Modified Secondary	4U	25,000	6,530	0.261	A
29	Richfield Road to Lakeview Avenue	Modified Secondary	4U	25,000	5,610	0.224	A

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
Placentia Avenue							
30	South City Limit to Orangethorpe Avenue	Secondary	4D	37,500	14,240	0.380	A
31	Orangethorpe Avenue to Crowther Avenue	Secondary	4D	37,500	22,000	0.587	A
32	Crowther Avenue to Chapman Avenue	Secondary	4D	37,500	19,820	0.529	A
33	Chapman Avenue to n/o Primrose Avenue	Secondary	4D	37,500	24,640	0.657	B
34	Macadamia Lane to Bastanchury Road	Secondary	4D	37,500	22,370	0.597	A
35	Bastanchury Road to Rolling Hills Drive	Secondary	4D	37,500	12,600	0.336	A
Melrose Street							
36	South City Limit to Orangethorpe Avenue	Secondary	4D	37,500	18,290	0.488	A
37	Orangethorpe Avenue to Crowther Avenue	Secondary	4D	37,500	12,670	0.338	A
38	Crowther Avenue to Santa Fe Avenue	Secondary	3D	28,125	8,620	0.306	A
Bradford Avenue							
39	Santa Fe Avenue to Chapman Avenue	Secondary	2U	12,500	4,690	0.375	A
40	Chapman Avenue to Madison Avenue	Secondary	2U	12,500	10,350	0.828	D
41	Madison Avenue to North City Limit	Secondary	4U	25,000	12,600	0.504	A
Kraemer Boulevard							
42	South City Limits to Orangethorpe Avenue	Modified Primary	4D	37,500	25,840	0.689	B
43	Crowther Avenue to Chapman Avenue	Primary	6D	56,300	24,180	0.429	A
44	Chapman Avenue to Madison Avenue	Primary	4D	37,500	24,150	0.644	B
45	Madison Avenue to Yorba Linda Boulevard	Primary	4D	37,500	27,200	0.725	C
46	Yorba Linda Boulevard to Bastanchury Road	Primary	4D	37,500	24,130	0.643	B
47	Bastanchury Road to North City Limit	Primary	4D	37,500	22,980	0.613	B
Valencia Avenue							
48	Palm Drive to Yorba Linda Boulevard	Secondary	4D	37,500	6,250	0.167	A
49	Yorba Linda Boulevard to Bastanchury Road	Secondary	4D	37,500	10,740	0.286	A
50	Bastanchury Road to Northern City Limit	Secondary	4D	37,500	9,140	0.244	A
Rose Drive							
51	Orangethorpe Avenue to Alta Vista Street	Modified Major	4D	37,500	29,460	0.786	C

ID	Roadway Segment	Existing Configuration		LOS E Capacity	Proposed General Plan		
		Classification	Lanes		ADT	V/C	LOS
52	Alta Vista Street to Palm Drive	Modified Major	4D	37,500	34,760	0.927	E
53	Palm Drive to Yorba Linda Boulevard	Modified Major	4D	37,500	25,380	0.677	B
54	City Limit s/o Golden Avenue to North City Limit	Modified Major	4D	37,500	29,680	0.791	C
Jefferson Street							
55	South City Limits to Orangethorpe Avenue	Secondary	2D	18,750	6,260	0.334	A
56	Orangethorpe Avenue to Alta Vista Street	Secondary	4D	37,500	5,530	0.147	A
57	Alta Vista Street to Garten Drive	Secondary	2U	12,500	2,220	0.178	A
Van Buren Street 2							
58	South City Limits to Orangethorpe Avenue	Collector	2D	18,750	6,350	0.339	A
59	Orangethorpe Avenue to North City Limit	Collector	2U	12,500	8,040	0.643	B
Richfield Road							
60	South City Limits to Orangethorpe Avenue	Secondary	4D	37,500	16,710	0.446	A
61	Orangethorpe Avenue to North City Limit	Secondary	4D	37,500	16,480	0.439	A
Lakeview Avenue							
62	South City Limit to North City Limit	Primary	4D	37,500	9,570	0.255	A

Notes: Abbreviations: 2U: 2 Lane Undivided. 2D: 2 Lane Divided. 3D: 3 Lane Divided. 4U: 4 Lane Undivided. 4D: 4 Lane Divided. 5D: 5 Lane Divided. 6D: 6 Lane Div. ADT: Average Daily Traffic Volume. V/C: Volume to Capacity Ratio. LOS: level-of-service

All except one of the roadway segments is expected to operate at acceptable conditions (LOS value of D or better) under the Proposed General Plan Scenario. The following segment is expected to operate below acceptable levels, and the proposed improvements and recommendations for this roadway segment are discussed in in the mitigation subsection 4.8.4:

Rose Drive between Alta Vista Street and Palm Drive

Proposed General Plan Intersection LOS

Peak hour intersection LOS analysis for the Proposed General Plan Scenario was conducted for the 42 study intersections. Figure 5-6 in Appendix 5 shows the Proposed General Plan AM and PM peak hour turning movement traffic volumes.

The Proposed General Plan intersection level-of-service analysis results are summarized in Table 4.18-18 for AM and PM peak hours. As shown in Table 4.18-18, the majority of the intersections in Placentia are expected to operate at acceptable levels of service under the Proposed General Plan scenario. The following five intersections are expected to operate at unacceptable LOS E or F conditions during AM and PM peak hours:

- Rose Drive at Imperial Highway during the AM and PM peak hours
- Morse Ave at Kraemer Blvd during the AM peak hour

Kraemer Blvd at Chapman Ave during the PM peak hour
 Orangethorpe Avenue at SR-57 Northbound Ramps during the PM peak hour
 Orangethorpe Avenue at Melrose Street during the PM peak hour

Appendix H in Appendix 5 contains the intersection operations analysis worksheets for the Proposed General Plan conditions, with existing geometry. Mitigation for these intersections is discussed in Subsection 4.4 of this Chapter.

**Table 4.18-18
INTERSECTION LEVEL-OF-SERVICE, PROPOSED GENERAL PLAN (YEAR 2040) SCENARIO**

ID	Study Intersection	AM Peak Hour			PM Peak Hour		
		ICU	HCM	LOS ¹	ICU	HCM	LOS ¹
1	Kraemer Blvd at Golden Ave	0.489	5.4	A	0.490	4.1	A
2	Valencia Ave at Golden Ave	0.435	5.7	A	0.297	3.9	A
3	Rose Dr at Imperial Hwy*	0.921	64.9	E	1.000	83.2	F
4	Placentia Ave at Bastanchury Rd	0.730	28.5	C	0.861	28.7	D
5	Kraemer Blvd at Bastanchury Rd	0.740	28.1	C	0.813	43.8	D
6	Valencia Ave at Bastanchury Rd	0.683	19.6	B	0.604	15.5	B
7	McCormac at Bastanchury Rd	0.500	3.9	A	0.466	2.7	A
8	Bradford Ave at Yorba Linda Blvd	0.651	15.3	B	0.795	19.9	C
9	Kraemer Blvd at Yorba Linda Blvd	0.691	38.5	D	0.837	41.1	D
10	Palm Dr at Yorba Linda Blvd	0.551	5.3	A	0.551	5.8	A
11	Valencia Ave at Yorba Linda Blvd	0.782	35.2	D	0.680	25.5	C
12	Rose Dr at Yorba Linda Blvd	0.804	35.5	D	0.863	46.7	D
13	Morse Ave at Kraemer Blvd	0.690	125.1	F	0.585	48.5	D
15	Palm Dr at Rose Dr	0.873	54.8	D	0.691	29.2	C
16	Madison Ave at Bradford Ave	0.565	12.5	B	0.530	12.3	B
17	Madison Ave at Kraemer Blvd	0.874	17.8	D	0.621	9.8	B
18	Buena Vista Ave at Rose Dr	0.845	13.8	D	0.757	14.1	C
19	Nutwood Ave at Placentia Ave	0.756	12.4	C	0.648	15.4	B
20	Kraemer Blvd at Alta Vista St	0.787	30.9	C	0.841	34.7	D
21	Rose Dr at Alta Vista St	0.719	29.6	C	0.675	25.9	C
22	Jefferson St at Alta Vista St	0.389	7.9	A	0.321	7.4	A
23	Placentia Ave at Chapman Ave	0.681	25.6	C	0.783	31.5	C
24	Bradford Ave at Chapman Ave	0.678	17.7	B	0.773	19.7	C
25	Kraemer Blvd at Chapman Ave	0.787	44.5	D	0.712	71.9	E
26	Placentia Ave at Crowther Ave	0.590	6.9	A	0.616	9.5	B
27	Melrose St at Crowther Ave	0.470	14.3	B	0.483	19.3	B
28	Kraemer Blvd at Crowther Ave	0.607	15.7	B	0.527	14.1	B
29	Placentia Ave at Orangethorpe Ave	0.634	30.8	C	0.658	29.6	C
30	SR-57 SB Ramps at Orangethorpe Ave*	0.583	14.3	B	0.560	14.7	B
31	SR-57 NB Ramps at Orangethorpe Ave*	0.758	19.0	C	0.939	65.9	E
32	Melrose St at Orangethorpe Ave	0.721	27.8	C	0.827	87.3	F
33	Kraemer Blvd at Orangethorpe Ave	0.815	36.8	D	0.701	54.6	D

ID	Study Intersection	AM Peak Hour			PM Peak Hour		
		ICU	HCM	LOS ¹	ICU	HCM	LOS ¹
34	Crowther Ave/Miller Ave at Orangethorpe Ave	0.434	15.3	B	0.465	39.0	D
35	Chapman Ave at Orangethorpe Ave	0.443	7.7	A	0.554	7.5	A
36	Rose Dr at Del Cerro Dr*	0.674	6.2	B	0.482	5.4	A
37	Del Cerro Dr at Orangethorpe Ave*	0.334	5.5	A	0.312	5.4	A
38	Jefferson St at Orangethorpe Ave	0.503	12.6	B	0.552	13.7	B
39	Van Buren St at Orangethorpe Ave	0.521	13.2	B	0.538	13.5	B
40	Richfield Rd at Orangethorpe Ave	0.561	16.3	B	0.598	23.9	C
42	Richfield Rd at Miraloma Ave	0.362	6.5	A	0.321	7.5	A
	Unsignalized Intersections (HCM)	ICU	HCM	LOS	ICU	HCM	LOS
14	Valencia Ave at Palm Dr	NA	19.0	C	NA	18.2	C
41	Van Buren St at Miraloma Ave	NA	13.0	B	NA	13.7	B

¹ LOS are based on worst case of ICU and HCM

*OCTA Congestion Management Plan (CMP) locations

Other Modes of Transportation

As a review of the proposed General Plan goals and policies demonstrate, the City is committed to supporting each alternative mode of transportation considered in the Mobility Element. However, few specific facilities are described in these policies for implementation over the life of the Plan. These are additional bike lanes (proposed are an additional 4 miles of bike paths) and the new Metrolink Station scheduled to begin installation in 2019. Regardless, the goals and policies included in the General Plan provide support for enhancing each mode of alternate transportation: including bus mass transit; bicycle facilities (including a requirement to provide secure bicycle parking at places of employment); pedestrian support activities (enhancement of sidewalks and other walking facilities); and commuter rail operations in the City with transit oriented development in the surrounding area. Because of the extent and scope of the mobility goals and policies in the new General Plan, no additional mitigation is required to assist the City to reduce VMT and transition to a future much less dependent upon automobiles for mobility. Thus, no significant adverse impacts to alternative modes of transportation will result from implementing the new General Plan.

Transportation Impact Analysis

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

As noted in the preceding paragraph, the City’s proposed new General Plan incorporates extensive and specific goals and policies designed to support programs to provide community residents with alternative modes of transportation and to reduce vehicular traffic on the local circulation system. Based on the implementation of these goals and policies that will be established when the new General Plan is adopted, the proposed project will facilitate consistency, not conflict, all modes of transportation within the City of Placentia.

b) Conflict or be inconsistent with CEQA Guidelines para. 15064., subdivision (b).

The new General Plan is not considered to be a “new land use project. Instead, the Plan’s goals and policies guide the future limited development that may occur in the City. These goals and policies establish a strong framework of support for alternative modes of transportation. An extensive bus transit system already exists within the City and this system will be enhanced by these goals and policies. In addition to bus transit operations, commuter rail is supported and will be implemented in the City under the new General Plan. Even though the City may not see extensive development in the future under the new General Plan (due to limited acreage being available for development), development consistent with the mobility goals and policies are specifically designed to reduce VMT in the future. Based on this finding, the General Plan is deemed fully to be consistent with State CEQA Guidelines para. 15064, subdivision (b) and potential impact is considered to be less than significant.

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

The circulation system within the City of Placentia is established. Roadways may change in the future in response to traffic demands, but the configuration of the circulation system is unlikely to change. As the City implements full buildout of the roadways in accordance with the MPAH (including signal timing and other facility and operational improvement) and as the opportunities for alternative modes of transportation continue to be enhanced, a minimal potential exists to increase hazards on the City existing circulation system. The potential impact under this issue category is considered to be less than significant.

d) Result in inadequate emergency access.

Due to the quality and extent of the circulation system adequate emergency access already exists throughout the City. The only time a potential exists for inadequate emergency to occur would be during construction activities within the existing roadways. The City has a policy to require a traffic management plan whenever substantial construction activities could occur that can cause inadequate emergency access to an area of the City. Continued implementation of this policy will ensure that even during construction activities adequate emergency access will be provided. Thus, the potential impact under this issue category is considered to be less than significant.

4.18.4 Mitigation Measures

The Traffic Study identified limited potential impacts to the circulation system under the new General Plan, primarily due to the limited new trip generation which is estimated to be a total of 1,992 new trips through 2040. However, some impacts that require improvements to the circulation system have been identified, and they will need to be implemented as funding becomes available to the City, either through the City itself or through future developments that pay toward improvements required for direct impact or through fair share mitigation. These improvements include the following.

Under the Current General Plan scenario, the effects of regional traffic growth are forecast to result in declines in levels of service to below acceptable levels on one roadway segment and at six specific roadway intersections. Recommendations for changes to the roadway segment and intersections to improve operating conditions are presented below.

Roadway Improvements for the Current General Plan Scenario

Changes in roadway configuration are recommended for one roadway segment under the Current General Plan scenario:

Rose Drive, from Alta Vista Street to Palm Drive

The roadway segment of Rose Drive is currently operating at a LOS value of D. However, with the regional traffic growth applied to the existing roadway configurations, it would operate at a LOS value of E. The roadway segment is currently a 4-lane divided primary arterial. The narrowest point of the segment is approximately 84 feet wide curb-to-curb. The roadway width provides adequate curb-to-curb width to be restriped as a 6-lane Major Arterial with a raised median. This improvement is consistent with its 6-lane divided Major Arterial configuration under the 2017 OCTA MPAH classification.

**Table 4.18-19
 CHANGE IN LEVEL-OF-SERVICE WITH IMPROVEMENTS, ROADWAY SEGMENT,
 CURRENT GENERAL PLAN SCENARIO**

Roadway Segment	From	To	Volume	Existing Configuration			MPAH Configuration		
				Capacity	V/C*	LOS	Capacity	V/C*	LOS
Rose Drive	Alta Vista Street	Palm Drive	34,630	37,500	0.923	E	56,300	0.615	B

Note: volume to capacity ratio

Intersection Improvements for Current General Plan Scenario

Recommended measures to improve operating conditions at six specific intersections under the Current General Plan Scenario are presented below. The proposed improvements are expected to mitigate the negative effects of increased traffic through incorporation of various traffic control and intersection capacity improvement measures.

Rose Drive at Imperial Highway

This intersection is managed by Caltrans while the City of Placentia has limited right-of-way. The increase in traffic volumes will require improvements to this intersection by 2040. The following improvements are recommended to improve operating conditions:

- Install westbound right-turn overlap traffic signal phasing
- Optimize signal timing

These changes will improve operating conditions at the intersection of Imperial Highway and Rose Drive to a LOS value of E, considered acceptable for State Highway intersections.

Kraemer Boulevard at Morse Avenue

This intersection is currently operating at a LOS value of F during the AM peak hour. The intersection would continue to operate at a LOS value of F during the AM peak hour under the Current General Plan scenario. The following improvement is therefore recommended to improve operating conditions:

- Restripe the westbound left –through lane to left-turn only lane
- Restripe the westbound right-turn only lane to through-right turn lane

This change will improve operating conditions at the intersection of Kraemer Boulevard and Morse Avenue to a LOS value of B during the AM peak hour. This intersection is part of the Regional TSSP. The traffic operation at this intersection is expected to be improved after the implementation of TSSP is completed.

Rose Drive at Palm Drive

The regional traffic growth will result in traffic volume increases on Rose Drive which will require improvements to this intersection by 2040. Additional southbound through capacity will be required to improve operating conditions during the AM peak hour. This will be consistent with the MPAH. The southbound approaches at the intersection currently include one left-turn only lane, one through lane and one through-right turn lane. The through-right turn lane is approximately 21 feet wide. Therefore, we considered a defacto right-turn lane under the existing conditions for LOS analysis.

The following improvement is therefore recommended at the intersection of Rose Drive and Palm Avenue, and the proposed improvement can be done by restriping alone:

Restripe the southbound approaches to the following configuration:

- 1 left-turn only lane,
- 2 through lanes
- 1 through-right turn lane

This change will improve operating conditions at the intersection of Rose Drive and Palm Avenue to a LOS value of C during the AM peak hour, considered acceptable by City of Placentia.

Chapman Avenue at Kraemer Boulevard

Additional northbound left-turn capacity will be required to improve operating conditions at this intersection during the PM peak hour. The following improvements are therefore recommended at the intersection of Kraemer Boulevard and Chapman Avenue to improve operating conditions:

Northbound left-turn phasing changed from protected to protected and permissive

This change will improve operating conditions at the intersection of Kraemer Boulevard and Chapman Avenue from a LOS value of E to a LOS value of C during the PM peak hour. This intersection is part of the Regional TSSP. The traffic operation at this intersection is expected to be improved after the implementation of TSSP is completed.

Orangethorpe Avenue at SR-57 Northbound Ramps

Expected traffic volume increases on Orangethorpe Avenue at the SR-57 Freeway, due primarily to regional traffic growth will require capacity improvements to maintain acceptable operating conditions. The following improvements are recommended:

Restripe the Northbound Off Ramp to the following configuration:

- 1 left-turn only lane
- 1 left-right shared lane
- 1 right-turn only lane

This change will improve operating conditions at the intersection of Orangethorpe Avenue and SR-57 Northbound Ramps from a LOS value of E to a LOS value of C during the PM peak hour.

Orangethorpe Avenue at Melrose Street

Additional northbound left-turn capacity will be required to improve operating conditions at this intersection during the PM peak hour. The following improvements are therefore recommended at the intersection of Orangethorpe Avenue and Melrose Street:

Northbound left-turn phasing changed from protected to protected and permissive

This change will improve operating conditions at the intersection of Orangethorpe Avenue and Melrose Street from a LOS value of F to a LOS value of C during the PM peak hour. Table 4.18-20 summarizes the expected levels of service for the six affected intersections with the proposed improvements under the Current General Plan scenario. Appendix I in Appendix 5 contains the intersection operations analysis worksheets for the Current General Plan conditions, with improvements.

**Table 4.18-20
CHANGE IN LEVEL-OF-SERVICE WITH IMPROVEMENTS, STUDY INTERSECTIONS,
CURRENT GENERAL PLAN SCENARIO**

ID	Study Intersections	Peak Hour	Current General Plan				with Mitigation			
			ICU	HCM	LOS	LOS Below Acceptable Level?	ICU	HCM	LOS	LOS Below Acceptable Level?
3	Rose Dr at Imperial Hwy*	AM	0.921	64.8	E	Yes	0.921	60.9	E	No
		PM	0.999	82.9	F	Yes	0.912	61.4	E	No
13	Morse Ave at Kraemer Blvd	AM	0.690	125.4	F	Yes	0.690	13.1	B	No
		PM	0.59	48.4	D	No	0.585	8.7	A	No
15	Palm Dr at Rose Dr	AM	0.874	55.0	E	Yes	0.745	25.2	C	No
		PM	0.69	29.1	C	No	0.610	27.3	C	No
25	Kraemer Blvd at Chapman Ave	AM	0.787	44.5	D	No	0.787	30.3	C	No
		PM	0.71	71.8	E	Yes	0.711	26.9	C	No
31	SR-57 NB Ramps at Orangethorpe Ave*	AM	0.752	18.7	C	No	0.569	11.5	A	No
		PM	0.93	64.8	E	Yes	0.704	19.9	C	No
32	Melrose St at Orangethorpe Ave	AM	0.721	27.8	C	No	0.721	24.3	C	No
		PM	0.820	87.5	F	Yes	0.820	28.9	C	No

Note: *OCTA Congestion Management Plan (CMP) locations

With implementation of the preceding mitigation measures over the life of the new General Plan, impacts can be reduced to a less than significant impact level. Note that any future deviations from this Traffic Impact forecast will be captured by individual traffic studies required on future project that the City deems may have an additional adverse impact on the site-specific circulation system and the City's circulation system in general.

4.18.5 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Any Cumulatively Considerable Transportation/Traffic Impacts.

Level of Significance Before Mitigation: Less Than Significant With Mitigation Implementation

Impact Analysis: The traffic study in Appendix 5 is inherently cumulative because it examines the transportation effects of build out of the City's proposed General Plan. Cumulative trip generation within the City based on buildout of the available land and the areas receiving new land use designations is forecast to be 1,992 new trips. When these trips are placed on the already existing circulation system, mitigation measures must be implemented to maintain adequate roadway traffic flow on one road segment and six intersections will need to be modified to maintain an acceptable LOS. Thus, the proposed project is not forecast to make a substantial contribution to cumulative circulation or transportation systems within the City or surrounding communities.

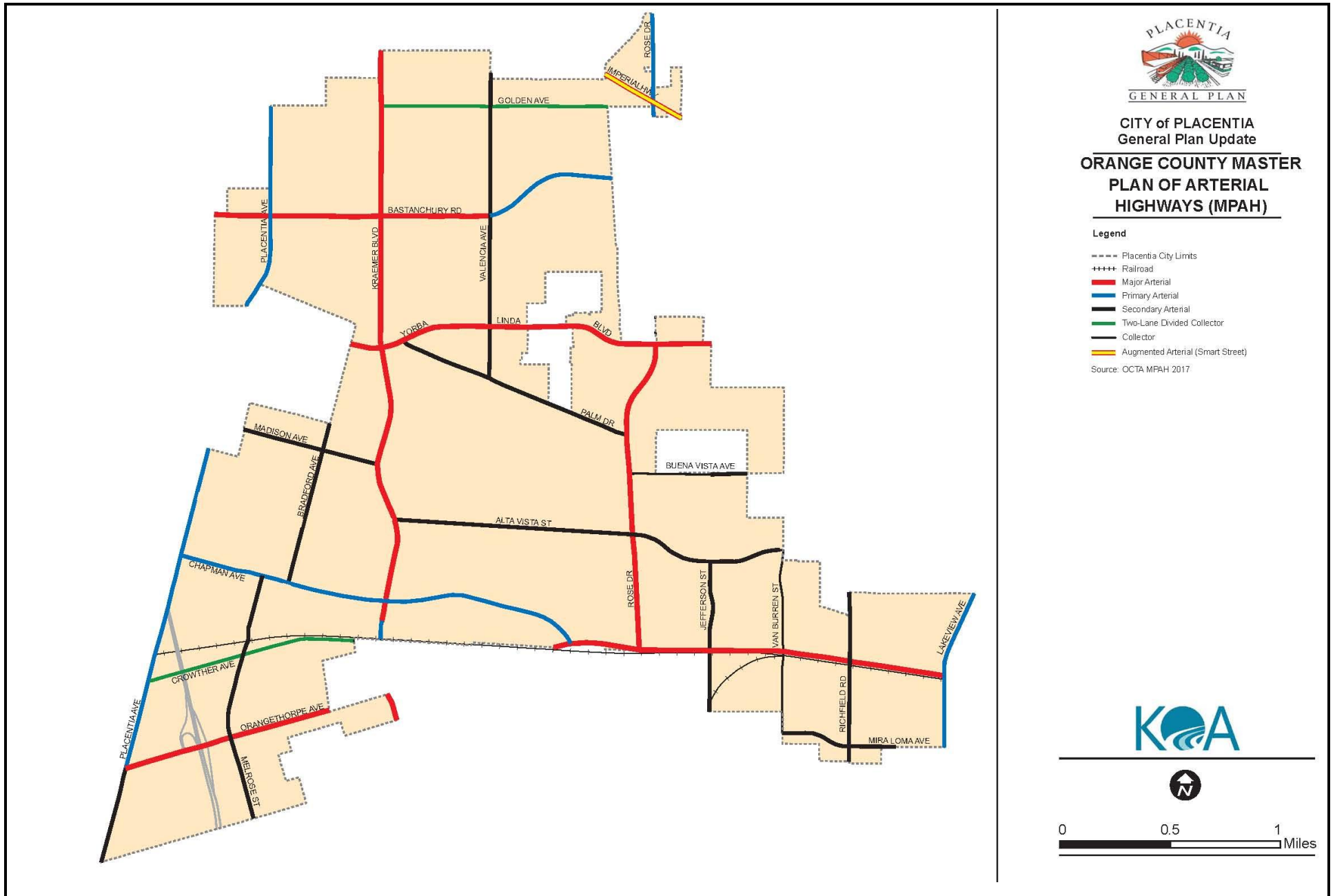
Mitigation Measures: Yes, refer to Section 4.18.4 of this document.

Cumulative Level of Significance: Less Than Significant Impact, i.e. not cumulatively considerable.

4.18.6 Unavoidable Significant Impacts

Development associated with implementation of the proposed General Plan and cumulative development would not result in any unavoidable significant transportation or circulation system impacts.

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SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-1

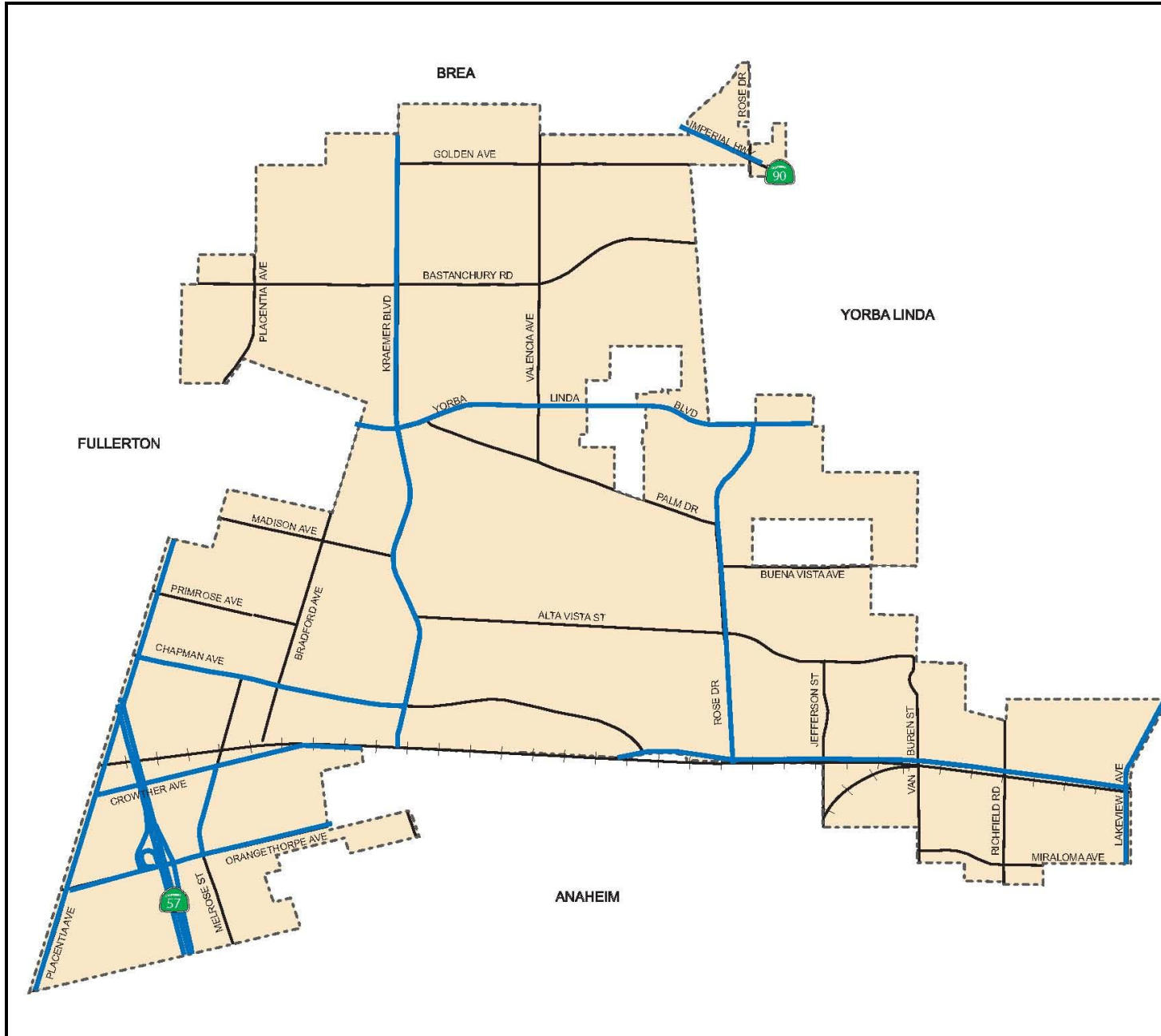
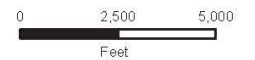


CITY of PLACENTIA
General Plan Update

Existing Truck Routes

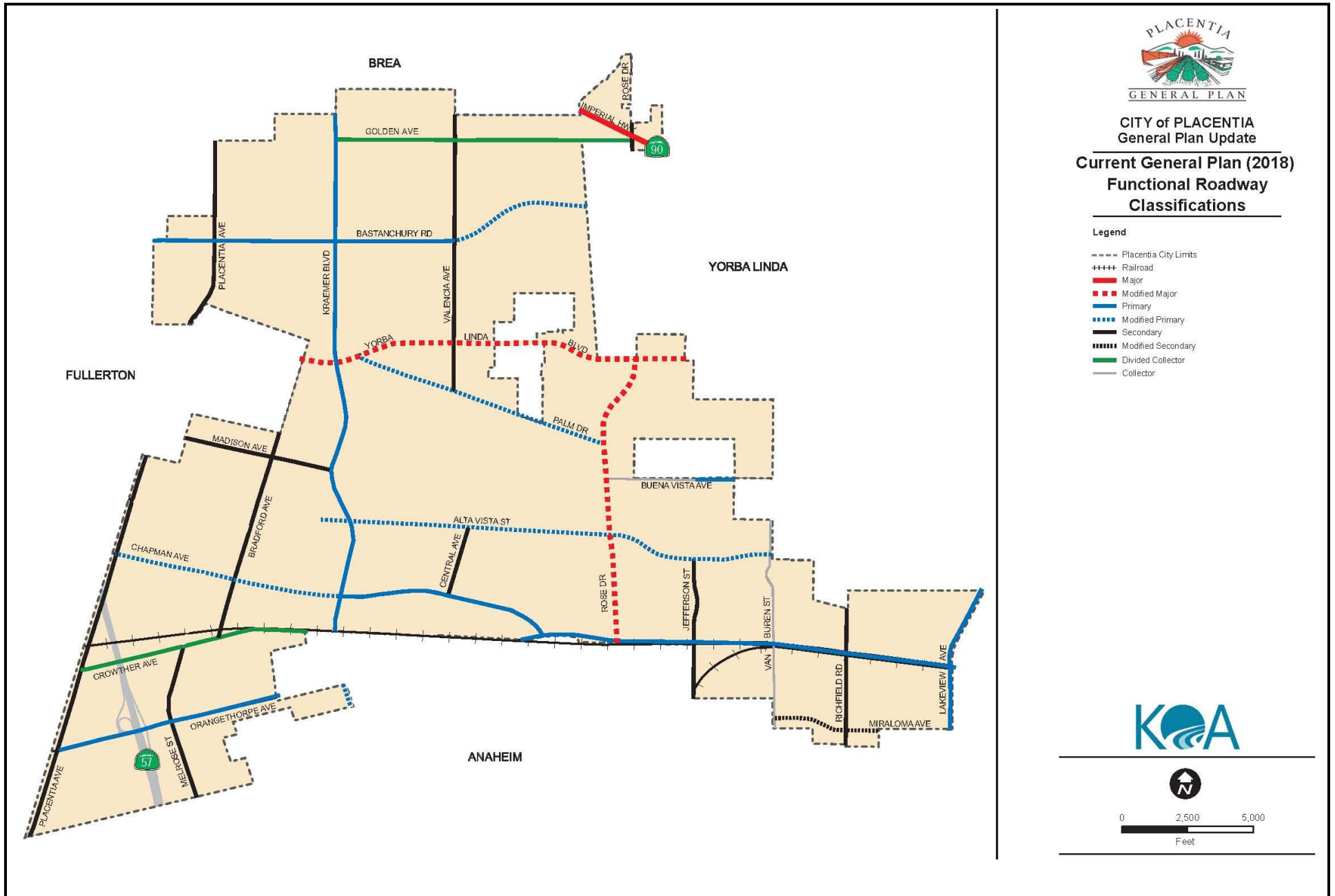
Legend

- - - Placentia City Limits
- ++++ Railroad
- Existing Truck Routes



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-2



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

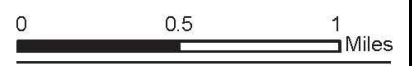
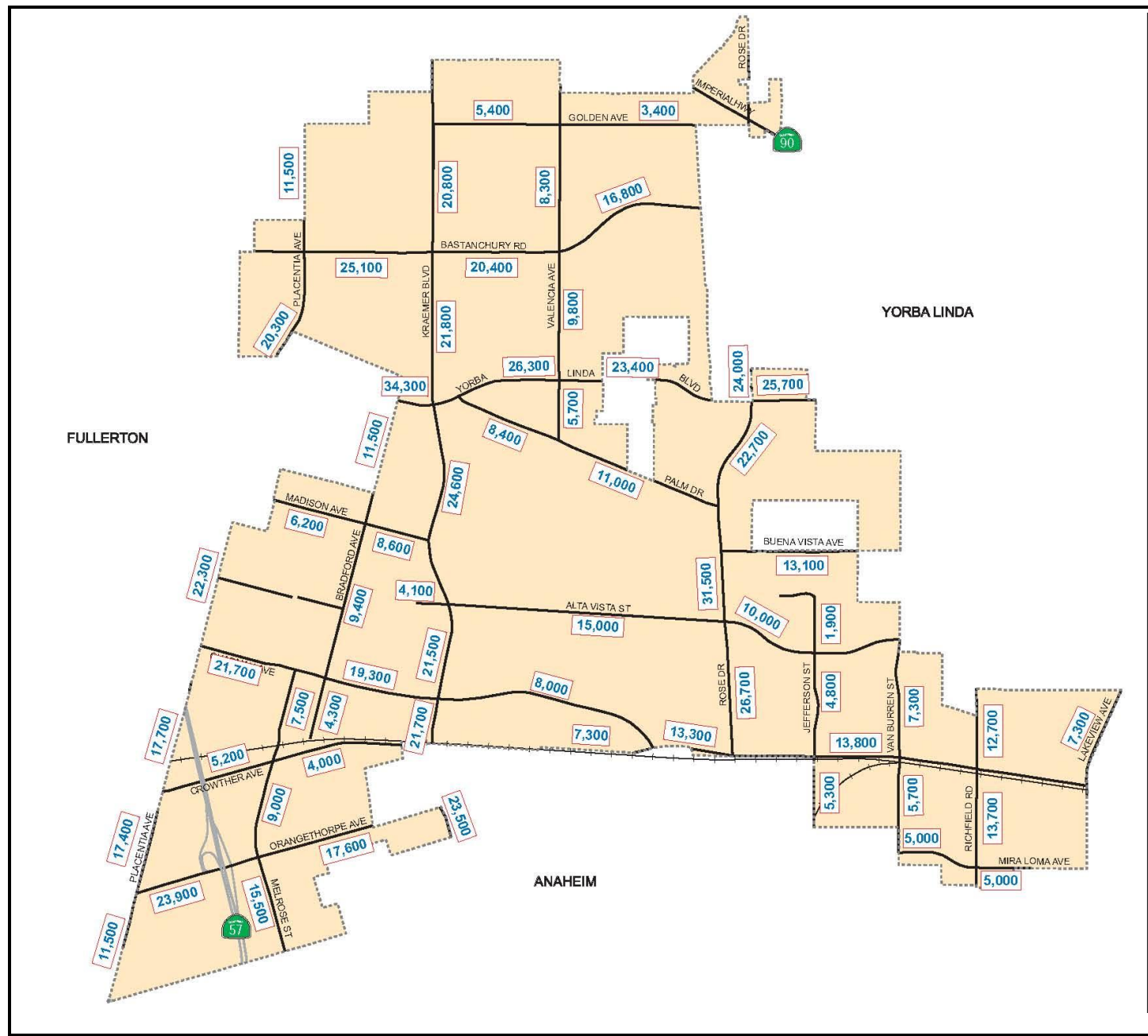
FIGURE 4.18-3



CITY of PLACENTIA
General Plan Update

Existing (Year 2017)
Daily Traffic Volumes

- Legend
- Placentia City Limits
 - +++++ Railroad
 - x,xxx Average Daily Traffic



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-4



CITY of PLACENTIA
General Plan Update

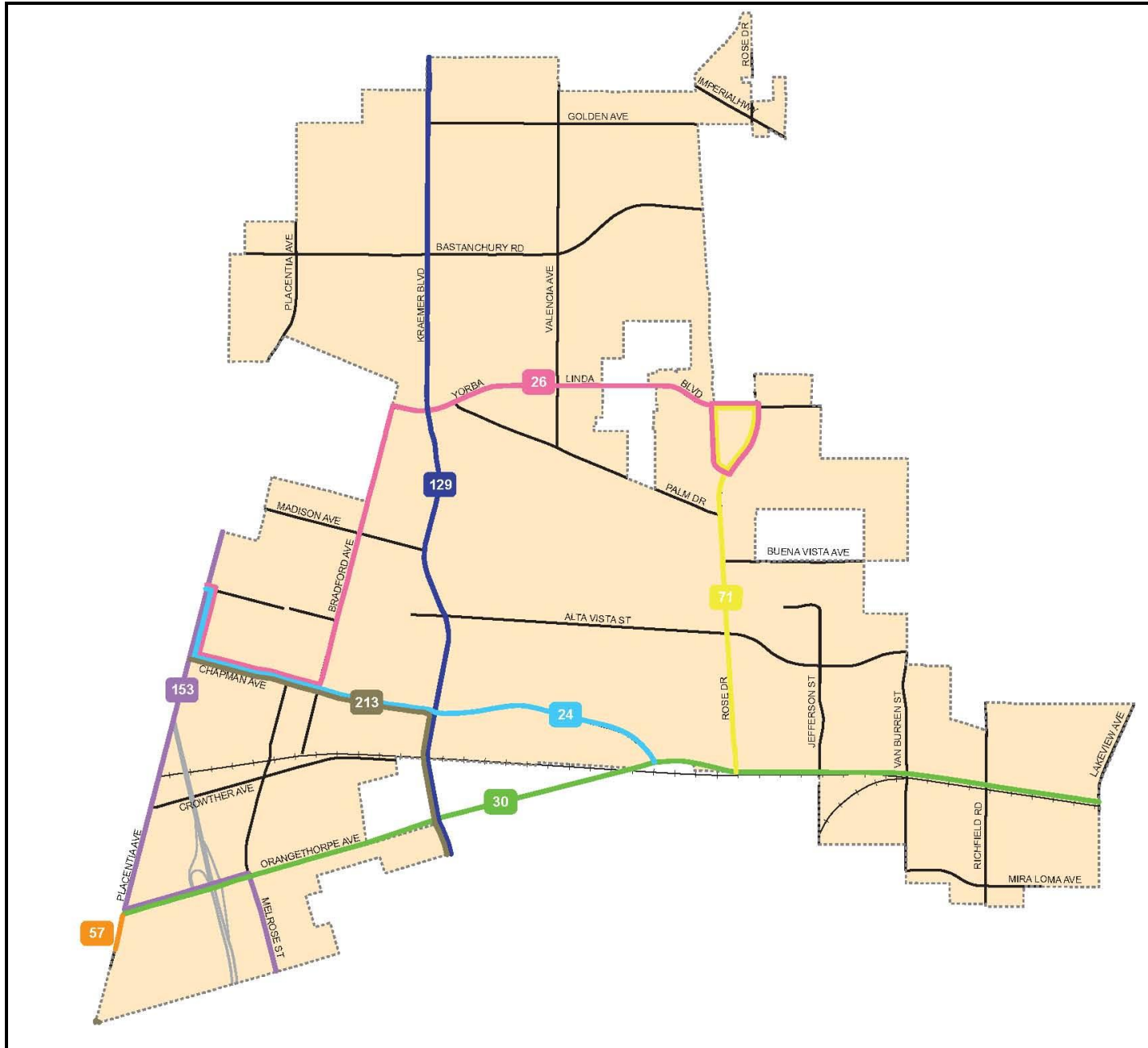
Existing
Transit Routes

Legend

- Placentia City Limits
- ++++ Railroad
- Light Blue OCTA 24
- Pink OCTA 26
- Green OCTA 30
- Yellow OCTA 71
- Dark Blue OCTA 129
- Purple OCTA 153
- Brown OCTA 213



0 0.5 1 Miles



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-5

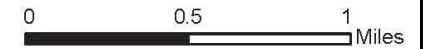
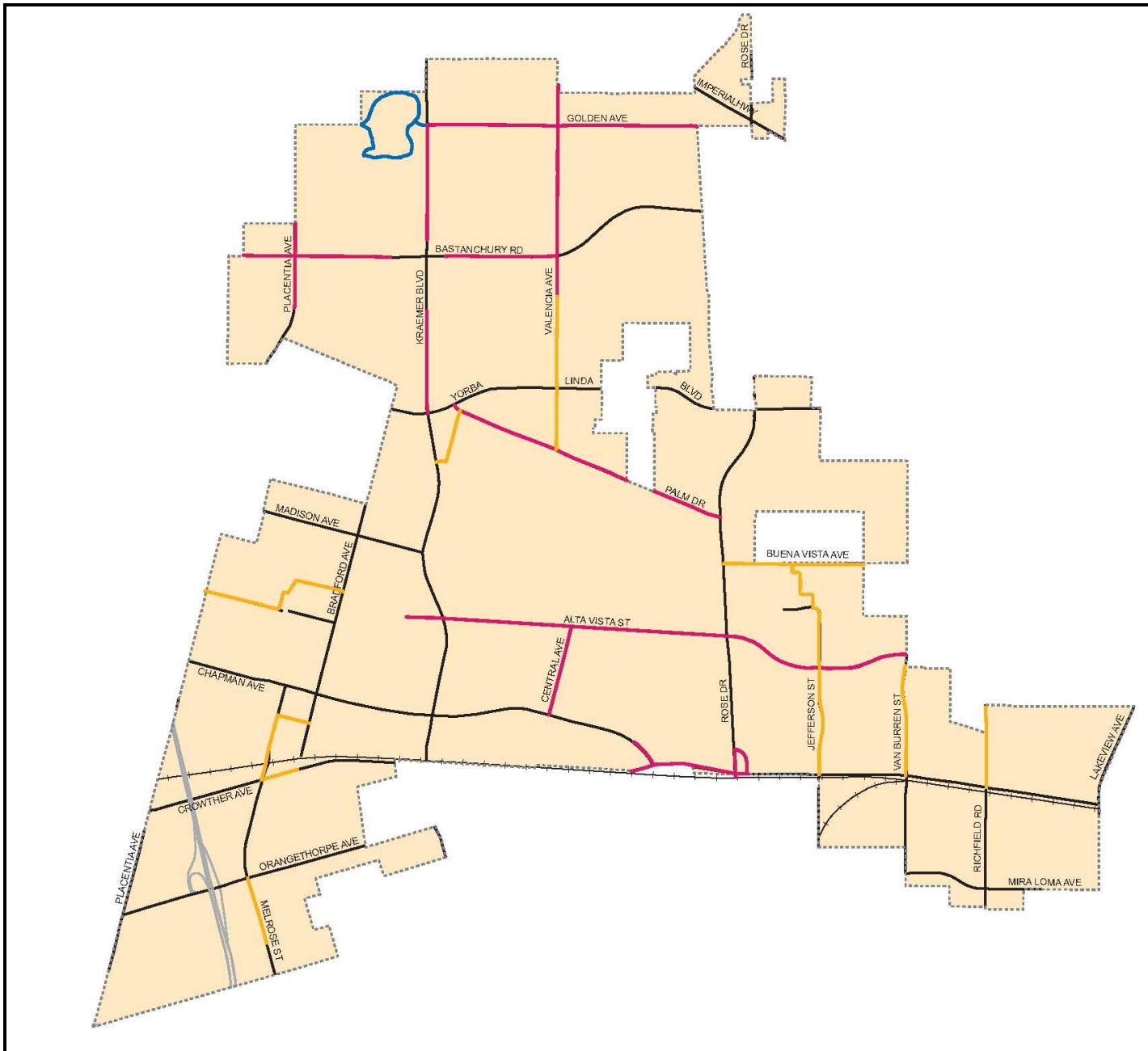


CITY of PLACENTIA
General Plan Update

Existing
Bicycle Network

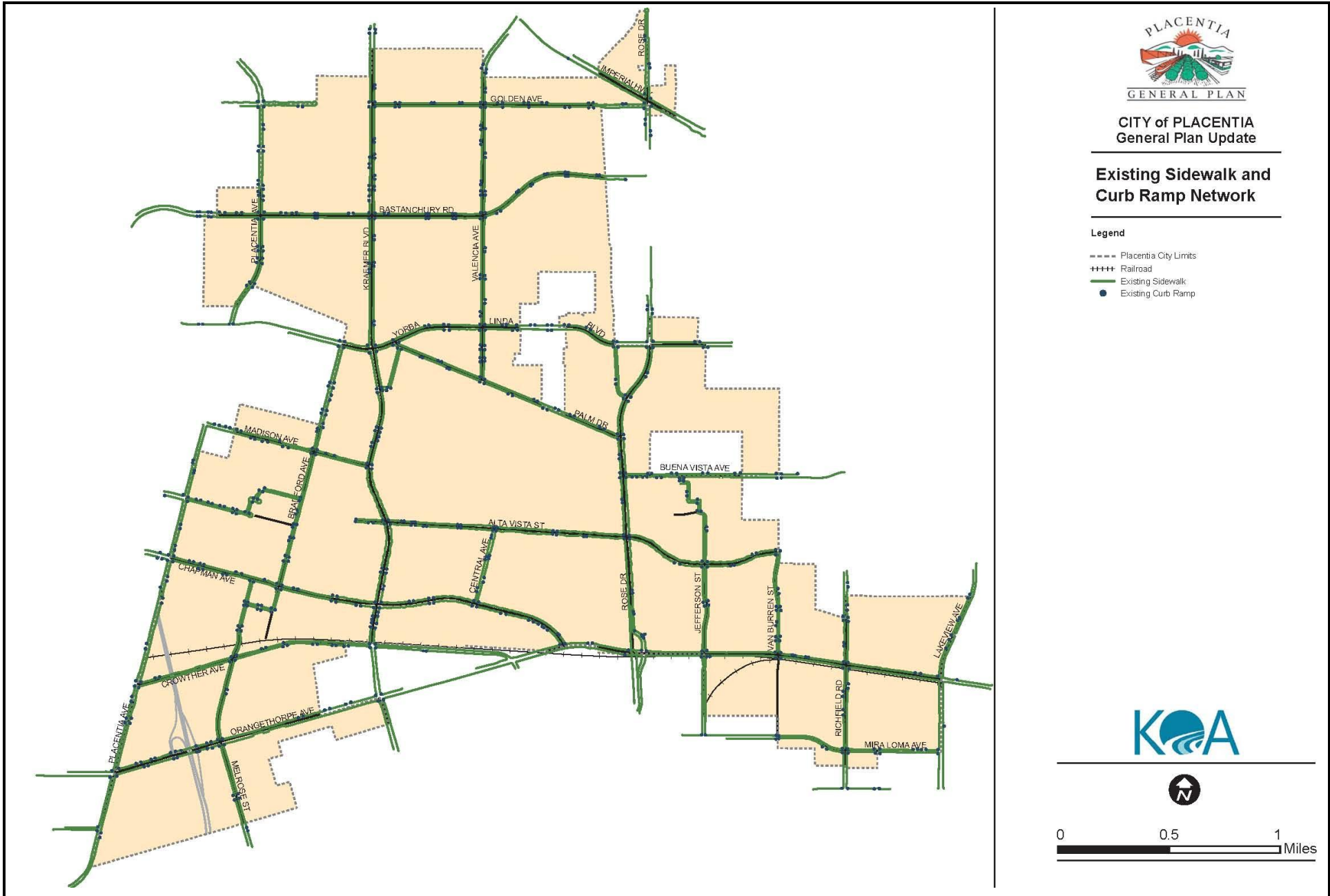
Legend

- Placentia City Limits
- ++++ Railroad
- Blue line Class I Existing Bike Path
- Red line Class II Existing Bike Lane
- Yellow line Class III Existing Bike Route



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-6



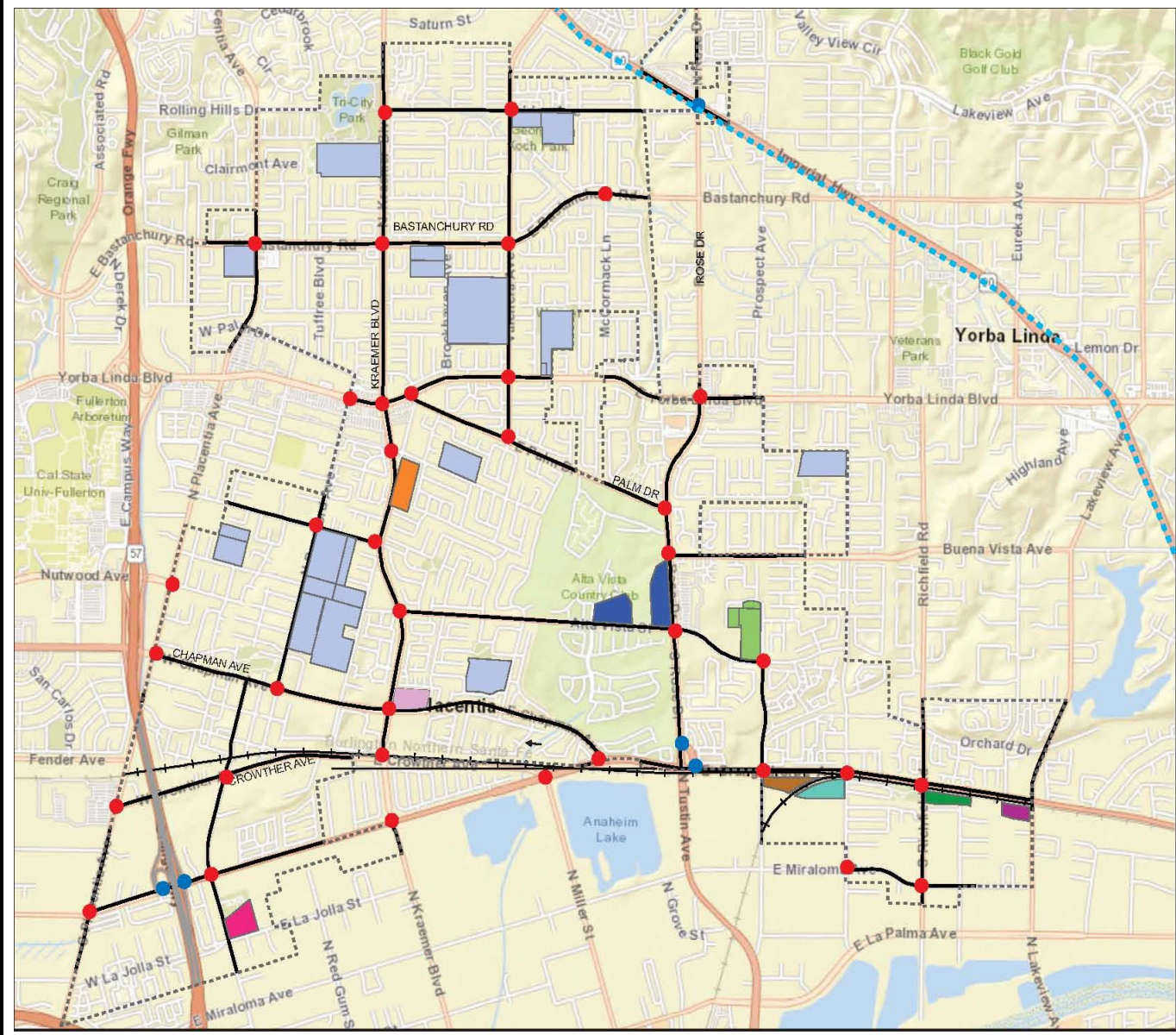
SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-7



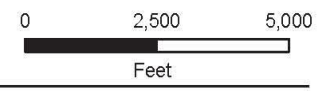
**CITY of PLACENTIA
General Plan Update**

**Revised Land Use Category
Locations from Current
General Plan to
Proposed General Plan**



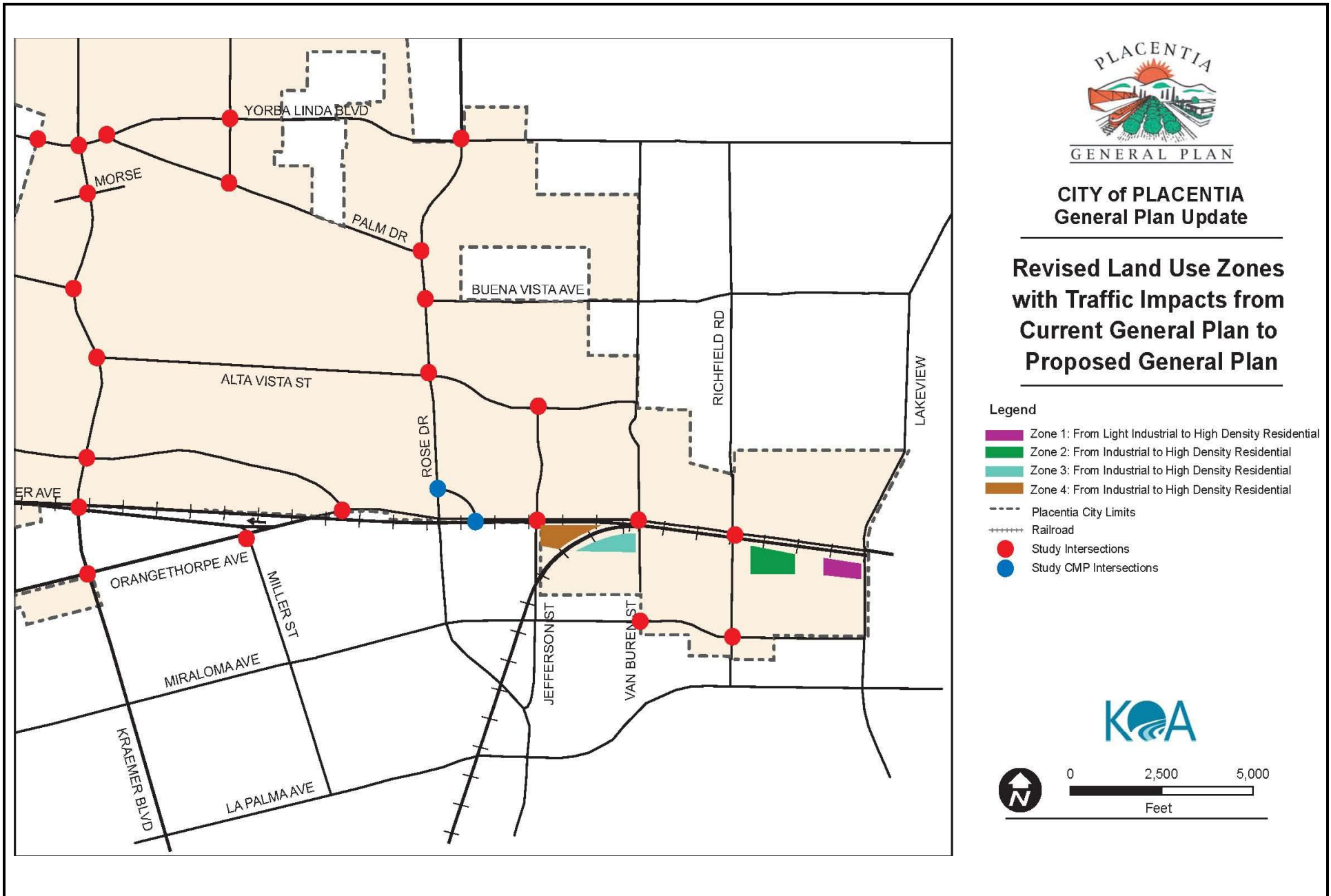
Legend

- Zone 1: From Light Industrial to High Density Residential
- Zone 2: From Industrial to High Density Residential
- Zone 3: From Industrial to High Density Residential
- Zone 4: From Industrial to High Density Residential
- Zone 5: From Park to Schools & Institution
- Zone 6: From Office to Schools & Institution
- Zone 7: From Medium Density Residential to Specific Plan
- Zone 8: From Planned Community to Specific Plan
- Zone 9: From Schools to Schools and Institutional
- Zone 10: From Specific Plan to Parks
- Placentia City Limits
- Study Intersections
- Study CMP Intersections
- CMP Routes



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-8



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

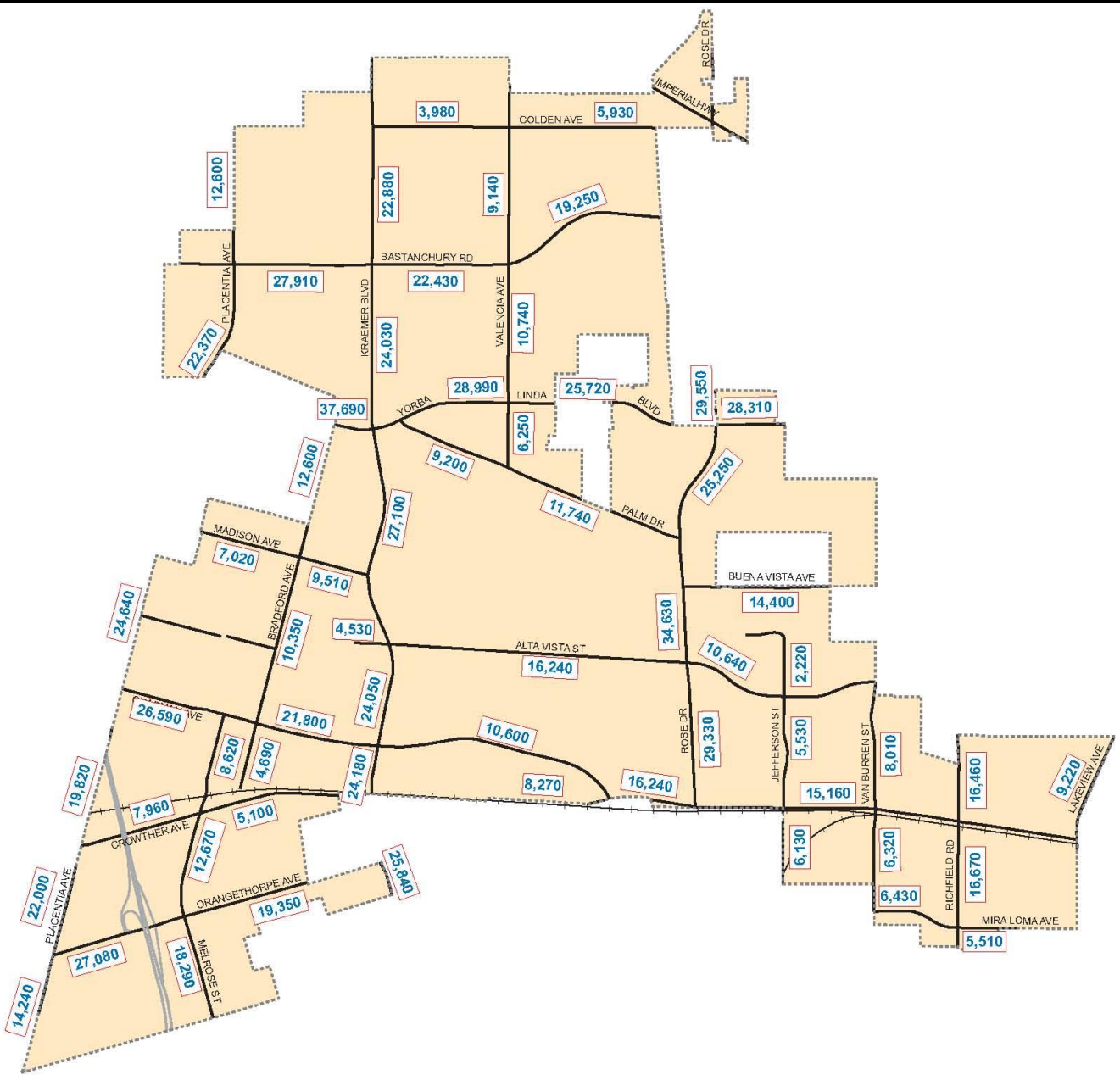
FIGURE 4.18-9



CITY of PLACENTIA
General Plan Update

Current General Plan (Year 2040)
Daily Traffic Volumes

- Legend
- Placentia City Limits
 - ++++ Railroad
 - x,xxx Average Daily Traffic



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-10



CITY of PLACENTIA
General Plan Update

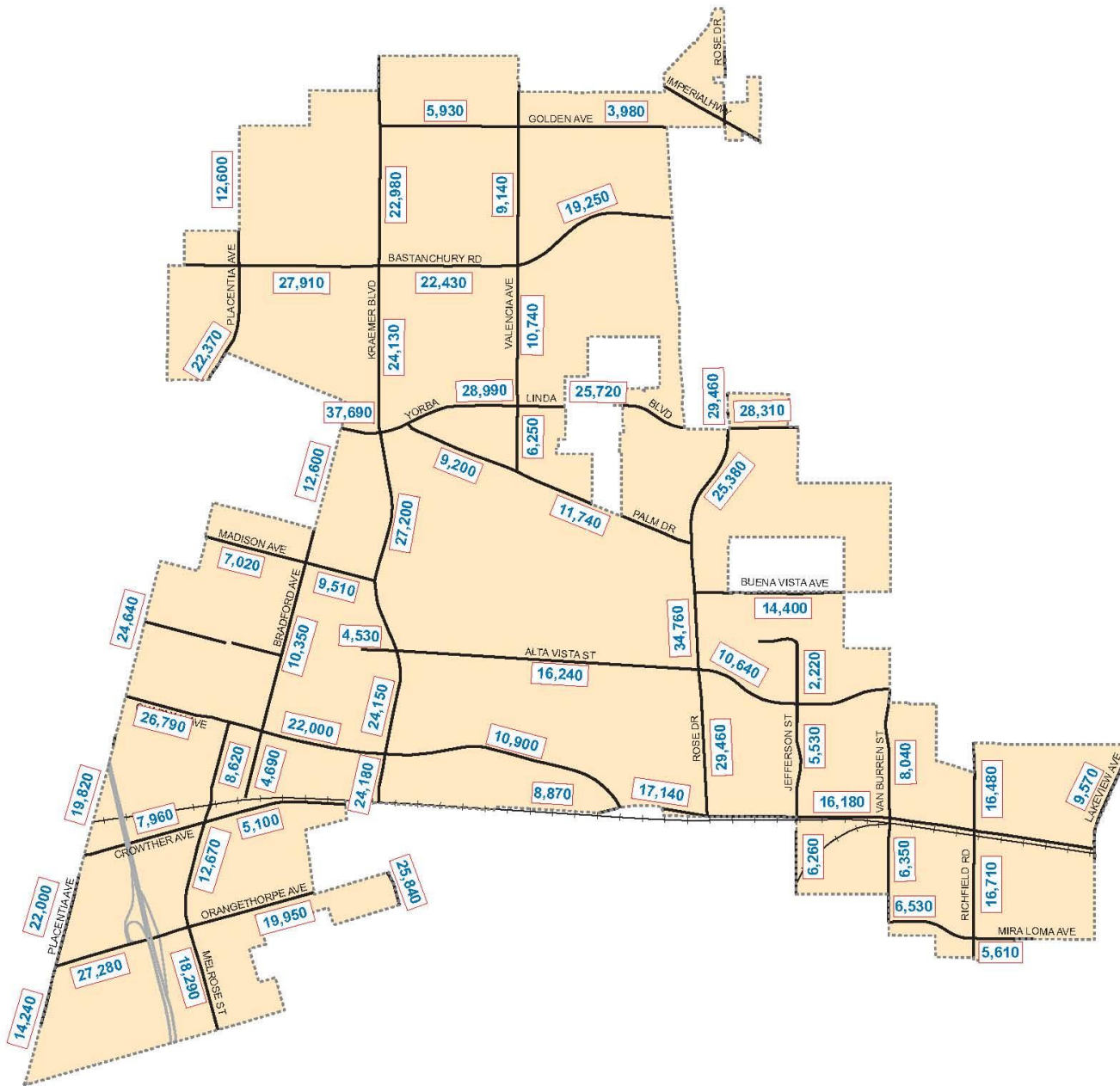
Proposed General Plan (Year 2040)
Daily Traffic Volumes

Legend

- Placentia City Limits
- ++++ Railroad
- x,xxx Average Daily Traffic



0 0.5 1 Miles



SOURCE: City of Placentia General Plan Mobility Element Updated Technical Traffic Study (2018)

FIGURE 4.18-11

4.19 TRIBAL CULTURAL RESOURCES

This Subchapter will evaluate the environmental impacts to the issue area of tribal cultural resources from implementation of the proposed Placentia General Plan. The purpose of this section is to identify tribal cultural resources within the City of Placentia, and evaluate potential impacts to such resources that could result from implementation of the proposed General Plan.

4.19.1 Regulatory Setting

4.19.1.1 State

California Environmental Quality Act

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, 'tribal cultural resources' (Pub. Resources Code 521074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code 521084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code S210S4.3(a)).

California Public Resources Code Section 21074

A Tribal Resource is defined in the Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, 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 or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- 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 purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

4.19.2 Environmental Setting

The City of Placentia has been contacted by 2 Native American Tribes pursuant to Public Resources Code Section 21080.3.1 that is culturally affiliated with the City: Juaneño Band of Mission Indians – Acjachemen Nation; and, Gabrieleño Brand of Mission Indians-Kizh Nation. The City contacted the Tribes to initiate the AB-52 process on May 23, 2019 to notify the Tribes of the proposed project through mailed letters. Because the EIR is intended to be published before the 30-day response period will conclude, the tribal responses are not included in this chapter of

the EIR. However, all responses will be included as Comment Letters and will be responded to in the Response to Comments section of the Final EIR.

4.19.2.1 Gabrieleño Band of Mission Indians-Kizh Nation

The following has been extracted from the website for the Gabrieleño Band of Mission Indians-Kizh Nation to give a sense of what the Cultural History of the Tribe:¹

The Gabrieleño were first known by the Spanish as Kichireños “people of the willow houses” they were the people who canoed out to greet Spanish explorer Juan Rodriguez Cabrillo upon his arrival off the shores of Santa Cataline and San Pedro in 1542. Cabrillo declined their invitation to come ashore and visit. Their original name Kizh (pronounced keech) having been lost through assimilation into Spanish culture, they came to be known as the Gabrieleño because of their forced labor with the San Gabriel Mission. They once inhabited all of Los Angeles County, as well as parts of Riverside, San Bernardino, and Orange County. There were an estimated 5,000 in the region when the first Spanish settlers arrived in 1771. There are over 100 prominent known sites that are Gabrieleño villages, each having had as many as 400 to 500 Kizh huts. Hereditary chieftains who wielded almost total authority over the community led the villages.

4.19.2.2 Juaneño Band of Mission Indians – Acjachemen Nation

The following has been extracted from the website for the Juaneño Band of Mission Indians, Acjachemen Nation to give a sense of what the Cultural History of the Tribe:²

The Juaneño Band of Mission Indians, Acjachemen Nation are the original inhabitants of the lands that ultimately became the County of Orange, as well as parts of San Diego, Los Angeles, and Riverside Counties.

Long before the Spanish arrived to build Mission San Juan Capistrano, the land of Orange County was home to the Acjachemen people. For thousands of years, the Acjachemen culture and way of life thrived because they understood their survival was interconnected with the natural world. The oak woodlands, valley meadows, river marshes and ocean were their supermarket, pharmacy, and hardware store. The native Acjachemen viewed the land as something sacred that needed to be protected and carefully used to insure the livelihood of their people.

[Acjachemen] ancestors provided the original manpower for the construction of some of the earliest key landmarks in Orange County, including the Mission San Juan Capistrano. While the American Colonies were being founded on the East Coast, the Acjachemen Indians were conscripted to build the mission on the West Coast.

[The Tribe] identified [them]selves as Acjachemen, but to the Spaniards who first came to our homeland, our souls were apportioned by the jurisdiction of the missions, hence our Spanish name "Juaneño" coming from the Mission at San Juan Capistrano.

The Juaneño Band of Mission Indians, Acjachemen Nation is a State-recognized Native American Indian Tribe possessed of inherent sovereign attributes and powers, exercising jurisdiction over its ancestral homelands and territory.

¹ <http://gabrielenoindians.org/>

² <https://juaneno.com/history>

[The] tribe is governed by the Tribal Council and is led by Tribal Chairwoman, Teresa M. Romero. The tribal citizenship of our great nation is numbered at 1,941 blood descendants, verified through certified genealogist, who trace individual lineage to Acjachemen village ancestors. The Acjachemen citizenship is diversified by representation through our many tribal committees, community activities, and tribal gatherings. As the ancient inhabitants of [their] defined territory, [they] are extremely proud and protective of [their] heritage, [their] people, and the many relationships [they] call [their] friends.

4.19.3 Thresholds of Significance

The thresholds analyzed in this section are derived from Appendix G of the CEQA Guidelines, and are used to determine the level of potential effect. For analysis purposes, development of the DLVSP would have a significant effect on cultural resources if it is determined that the project would cause a substantial change in the significance of tribal cultural resources, 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 the California Native American tribe, and that is:

- 1) 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
- 2) 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.

4.19.4 Project Impacts and Mitigation Measures

Implementation of the Proposed General Plan Could Impact Tribal Cultural Resources.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: The Placentia area is located within an area with historical presence of Native American Tribes, as discussed in Section 4.19.3 above. As such, there is some potential for tribal cultural resources to be encountered during earth moving or disturbance activities with implementation of the proposed General Plan. However, the City of Placentia is almost entirely developed. Vacant land within the City of Placentia encompasses 54.5 acres, or 1.3% of the City's total acreage, which limits the amount of ground disturbance that implementation of the General Plan would have a potential to facilitate as the City is developed and redeveloped further. However, ground-disturbing activities in the City, such as grading or excavation, have the potential to accidentally unearth tribal resources.

Future projects that require approval from the City would be required to comply with the AB 52 process, which would ensure that the City communicates and consults with the two Tribes that have requested to be consulted with for future projects within the City, thereby allowing input from these Tribes to ensure the protection of tribal cultural resources within a specific project site. As stated under Section 4.19.3, the AB 52 process for the General Plan EIR has not been completed at the time the Draft EIR will be completed. As such, any specific responses from the Juaneño Band of Mission Indians – Acjachemen Nation and the Gabrieleño Brand of Mission Indians-Kizh Nation will be included in the Final EIR. It is anticipated the mitigation addressed in the mitigation measures—CR-1 and CR-2—addressed in Subchapter 4.6, Cultural Resources, will suffice to

protect resources unearthed during ground disturbing activities. However, should any mitigation be required by the Juaneño Band of Mission Indians – Acjachemen Nation or the Gabrieleño Brand of Mission Indians-Kizh Nation, it will be incorporated by reference in the Final EIR. With the implementation of Subchapter 4.6, Cultural Resources mitigation measure, impacts are anticipated to be less than significant.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal **CON-11** ***Preserve Placentia’s Historic, Archaeologic and Paleontologic Resources***

Policies CON-11.4 Periodically update the adopted local register of historic places, which would include local cultural resources, California and National Register properties, points of interest, and surveys as many areas of the City area over 50 years old and may be considered as historic resources.

CON-11.6 Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.

Mitigation Measures: See Subchapter 4.6, Cultural Resources, mitigation measures CR-1 and CR-2 will reduce physical impacts to a level of less than significant. However, after considering the fact that the General Plan Update does not propose any specific development and the input from the Gabrieleño Brand of Mission Indians-Kizh Nation during the AB 52 consultation for this Draft EIR, it was concluded that existing law (AB 52) and regulations (State CEQA Guidelines) for Tribal Cultural Resources ensure that future project specific developments will be sufficiently mitigated without additional mitigation measures in this document.

Level of Significance After Mitigation: Less Than Significant Impact

4.19.5 Cumulative Impacts

Development Associated with Implementation of the General Plan Update and Cumulative Development Could Result in Cumulatively Considerable Impacts to Cultural Resources.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Future development projects in the City of Placentia—either development of vacant parcels, or redevelopment of existing developed parcels—may result in unearthing cultural resources, including Tribal Cultural Resources. As stated above, the City is nearly built-out, with very only 1.3% of the City containing vacant, undeveloped parcels. However, during the modest growth anticipated to occur with implementation of the proposed General Plan, it is possible that undiscovered tribal resources could be impacted. It is possible that cumulative development could result in the adverse modification or destruction of tribal resources. Potential tribal resource impacts associated with the development of individual projects under the proposed General Plan would be specific to each site. All new developments would be required to comply with existing Federal, State, and local regulations concerning the protection of tribal resources on a project-by-project basis. Additionally, implementation of the goals and policies of the proposed General Plan and recommended mitigation measures would reduce potential impacts to undocumented tribal resources to less than significant levels. Thus, implementation of the proposed General Plan would not result in cumulatively considerable cultural resource impacts.

Goals and Policies in the Proposed General Plan: Please refer to the goals and policies identified under Section 4.19.7 above.

Mitigation Measures: No mitigation measures beyond the mitigation measures identified above and the goals and policies identified in the proposed General Plan are available.

Level of Significance After Mitigation: Less Than Significant Impact

4.19.6 Unavoidable Adverse Impacts

Impacts related to tribal cultural resources associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with the existing regulatory framework, proposed General Plan goals and policies, and mitigation measures. No significant unavoidable tribal cultural resource impacts would occur as a result of buildout of the proposed General Plan.

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4.20 UTILITIES AND SERVICE SYSTEMS

4.20.1 Introduction

This section addresses utility services within the City of Placentia and provides an analysis of potential impacts associated with the buildout of the proposed General Plan. This Subchapter also discusses details regarding impacts to solid waste management systems that support the City. However, this Subchapter does not address energy utility systems because these systems are now addressed in the Energy Subchapter 4.7. Because the City has been functioning for about 90 years and is nearing buildout (98.7% developed), the various infrastructure systems are in place, functioning and effectively meeting the demands for the three utility systems evaluated in this subchapter: wastewater, water, and solid waste. The current status of these systems and the potential future impacts are discussed in the following text.

4.20.2 Wastewater Collection and Treatment System

This section identifies the wastewater management system that serves the City of Placentia and provides an analysis of potential impacts associated with the buildout of the proposed General Plan. This section is based upon information from the proposed General Plan, the City of Placentia, the Yorba Linda Water District, Orange County Sanitation District. The following documents were used to compile this chapter.

- The City of Placentia's Sanitary Sewer Master Plan and Condition Assessment dated February 2018 prepared by Dudek included as Appendix 6, Volume 2, Technical Appendices.
- Orange County Sanitation District 2017 Wastewater Collection and Treatment Facilities Master Plan
- City of Placentia Sewer System Management Plan August 2009 Revised September 2013 California State Water Resources Control Board Order No. 2006-0003-D PWQ prepared by Dudek
- Orange County Sanitation District Building for the Future Capital Improvement Program Fiscal Year 2016/17¹

4.20.2.1 Regulatory Setting

Federal

The Clean Water Act (CWA) (33 United States Code Section 1251 et seq.) established the regulatory framework for water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining "water quality which provides for the protection and propagation of fish, shellfish, and wildlife and provides for recreation in and on the water."

In 1972, the Federal Water Pollution Control Act (Clean Water Act) was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge complies with a National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Act focused on tracking point sources, primarily from wastewater treatment facilities and industrial waste

¹ <https://www.ocsd.com/Home/ShowDocument?id=24637> accessed May 2019

dischargers, and required implementation of control measures to minimize pollutant discharges. The Clean Water Act was amended again in 1987, adding Section 402(p), to provide a framework for regulating municipal and industrial stormwater discharges. In November 1990, the U.S. Environmental Protection Agency (EPA) published final regulations that establish permit application requirements for specific categories of industries, including construction Projects that encompass greater than or equal to five acres of land. The Phase II Rule became final in December 1999, expanding regulated construction sites to those greater than or equal to one acre.

The regulations require that stormwater and non-stormwater runoff associated with construction activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s), must be regulated by an NPDES permit. Refer to the Hydrology and Water Quality Subchapter 4.11 for a detailed discussion of the County and City programs to manage stormwater runoff.

Indirect dischargers send their wastewater into a city sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering a surface water. Though not regulated under NPDES, indirect discharges are covered by another CWA program, called "pretreatment." The National Pretreatment Program is an extension of NPDES regulatory program. The National Pretreatment Program is a cooperative effort of federal, state, and local regulatory environmental agencies established to protect water quality. The program is designed to reduce the level of pollutants discharged by industry and other non-domestic wastewater sources into municipal sewer systems, and thereby, reduce the amount of pollutants released into the environment through wastewater. The term "pretreatment" refers to the requirement that non-domestic sources discharging wastewater to Publicly-Owned Treatment Works (POTWs) control their discharges, and meet limits established by EPA, the state or local authority on the amount of pollutants allowed to be discharged. The control of the pollutants may necessitate treatment prior to discharge to the POTWs, hence the term "pretreatment." Limits may be met by the non-domestic source through pollution prevention techniques (product substitution, recycle and reuse of materials) or treatment of the wastewater. The objectives of the program are to protect POTW from pollutants that may interfere with plant operation, to prevent pollutants that may pass through untreated from being introduced into the POTW, and to improve opportunities for the POTW to reuse wastewater and sludge.

State

California Water Quality Laws

In California, the State Water Resources Control Board (State Board or SWRCB) and nine Regional Water Quality Control Boards (Regional Board or RWQCB) are responsible for implementing the federal Clean Water Act (CWA) and the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act) with the goal of ensuring the highest reasonable quality of waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The Porter-Cologne Act, California Water Code section 13000 et seq., directs each RWQCB to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs. The proposed project is located within the purview of the Santa Ana RWQCB (Region 8), and must comply with applicable elements of the region's Basin Plan, as well as other requirements of the Porter-Cologne Act.

The Clean Water Act provides that states are authorized to operate their own NPDES programs provided such programs meet minimum federal requirements. The Santa Ana RWQCB issues the

municipal storm water National Pollutant Discharge Elimination System permit. The City of Placentia currently operates under Permit No. CAS618030, Order No. R8-2010-0062.

Order No. R8-2002-0010 expired on January 19, 2007. On July 22, 2006, the permittees submitted a Report of Waste Discharge for renewal of the Permit. On February 20, 2007, Order No. 2002-0010, NPDES No. CAS618030, was administratively extended in accordance with Title 23, Division 3, Chapter 9, §2235.4 of the California Code of Regulations.

The State Water Resources Control Board adopted Resolution No. 2012-0032, the Water Quality Control Policy for Siting, Design, Operation and Maintenance of Onsite Wastewater Treatment Systems (OWTS Policy) that established statewide standards for septic systems on June 19, 2012. On April 25, 2014, the Santa Ana Regional Water Quality Control Board adopted Resolution No. R8-2014-0005 amending the Water Quality Control Plan (Basin Plan), in part, to incorporate State Board's 2012 OWTS Policy.

Local

The City of Placentia provides wastewater collection service to the majority of parcels within the City limits. Yorba Linda Water District (YLWD) provides wastewater collection system within approximately 15% of the City of Placentia. Wastewater flows collected by the City and YLWD are conveyed to the Orange County Sanitation District (OCSD's) trunk sewer system. Each district is responsible for sewer system design criteria and collecting connection and user fees.

City Municipal Code 16.12.020 requires "All buildings or other structures which contain any plumbing fixtures and which are located within the city limits must be connected to a public sewer except as otherwise provided in Section 16.12.080." Section 16.12.080 allows for existing development to continue use of an existing on-site water treatment system unless the system is found by the County Health Officer to be unsuitable, after which connection to the City or YLWD system is required.

4.20.2.2 Environmental Setting

Municipal wastewater is generated in the City's service area from a combination of residential and commercial sources. The City of Placentia provides wastewater collection service to the majority of parcels within the City limits through approximately 84 miles of gravity sanitary sewer pipelines and lift stations owned and operated by the City. The City's wastewater collection system conveys untreated wastewater to Orange County Sanitation District (OCSD's) trunk sewer system via multiple separate connections. Yorba Linda Water District (YLWD) provides the wastewater collection system within approximately 15% of the City of Placentia. Wastewater flows collected by YLWD are also ultimately conveyed to the OCSD system, however, at multiple locations, the YLWD connects to the City's wastewater collection system prior to outfalls to the OCSD system. OCSD owns and operates approximately 2.9 miles of gravity sewers within a 0.11 square mile unincorporated area completely within the City of Placentia's border, known as the "County Island". The wastewater flows from this area have no known connections to the City's system. OCSD conveys wastewater flows generated within the City through trunk sewers to OCSD Plant No. One in Fountain Valley and/or Plant No. Two in Huntington Beach for treatment and disposal.

Orange County Sanitation District

The OCSD is a public agency that provides wastewater collection, treatment, and disposal services for approximately 2.5 million people in central and northwest Orange County. The collection system contains 15 pump stations and 396 miles of regional trunk sewer that collect

wastewater from OCSD's 479-square-mile service area. OCSD has two operating facilities (Wastewater Treatment Plants (WWTP) or Water Reclamation Facilities (WRF)) with a combined capacity of 332 million gallons per day (MGD) that treat an average daily flow of 184 MGD² of wastewater from residential, commercial and industrial sources. During peak flow events, wastewater flows can be shifted between plants to meet changing flow conditions. A portion of the treated wastewater is released into the ocean, but most is recovered into the water supply through a reclamation process. OCSD supplies the Orange County Water District with more than 130 million gallons a day of treated wastewater that is reclaimed as recycled water for treatment processes, landscaping, injected into the seawater intrusion barrier to protect groundwater, and for the Groundwater Replenishment System (GWRS). The GWRS produces enough new water for nearly 850,000 residents in north and central Orange County. OCSD generates about 750 tons per day or about 275,000 tons per year of biosolids. Biosolids are the highly treated, safe, nutrient rich, organic material derived from the wastewater treatment process. OCSD generates an average of 11,000 kilowatts of energy from burning natural gas and the methane gas (biogas), byproduct of the wastewater treatment process. The energy produced helps to power each of the wastewater treatment plants.

OCSD releases treated wastewater into the ocean through a 10-foot diameter offshore pipeline that extends five miles from shore where it terminates approximately 200 feet below the ocean surface. The one-mile-long diffuser section of the five-mile ocean pipeline contains 503 portholes through which treated wastewater is slowly released. OCSD monitors and evaluates ocean water quality, sediment quality and sea life from Seal Beach to Corona del Mar. An emergency standby 6.5-foot diameter pipeline stretches one mile from shore.

The OCSD 2017 Facilities Master Plan concluded that due to lower population projections and wastewater flows than were forecast in the 2009 Facilities Master Plan, wastewater flow capacity is not the driving factor for the capital improvement program, but rather replacement and rehabilitation of OCSD's aging infrastructure and maximizing resource recovery are OCSD's facilities planning challenges. The 2017 Facilities Master Plan assessed OCSD's capability to meet regulatory requirements, future capacity demands, level of service goals and initiatives set by the Strategic Plan, to determine the scope, schedule and budget of capital improvement projects (CIP) that are needed.

City of Placentia Sanitary Sewer Collection System

The City of Placentia provides wastewater collection service to the majority of parcels within the City limits through approximately 84 miles of gravity sanitary sewer pipelines owned and operated by the City. The City's system has no lift stations or force mains but includes eleven inverted siphons. The City's wastewater collection system conveys untreated wastewater to OCSD trunk sewer system via 35 separate connections (refer to Figure 4.20-1). The Placentia sanitary sewer collection system is divided into 6 geographical drainage areas each of which operates independently. Sewage collected in each area flows to the OCSD interceptor pipelines and is transported to OCSD's treatment facilities. Because each sewer pipeline drainage area is independent, development within a drainage area only affects the capacity of the sanitary sewer collection system within the drainage area that it is located within.

As part of the February 2018 *Sanitary Sewer Master Plan and Condition Assessment* prepared for the City by Dudek, a capacity analysis of the existing collection system under existing dry and wet weather flow conditions was performed to identify potential improvement projects. During rain events, some stormwater runoff enters the sanitary sewer system increasing the sewer

² 2015-16 Est. Average Daily Flow per <https://www.ocsd.com/services/regional-sewer-service> accessed May 2019

capacity required to convey flows. The greatest volume flows during a rain event are termed “Peak Wet Weather Flows” while the greatest volume flows during dry weather is termed “Peak Dry Weather Flows.” Modeling identified pipeline lengths where peak flows exceed acceptable thresholds for the size of the pipe under existing conditions. Pipes that exceeded these criteria were flagged for potential upsizing as a CIP project. Figure 3-9 (see note on 3-10) illustrates segments [35 with total length of 8,658 linear feet (LF)] that exhibit a capacity deficiency at existing Peak Dry Weather Flow conditions (refer to Figure 4.20-1). Figure 4.20-1 illustrates segments (279 with a total length of 66,580 LF) that exhibit a capacity deficiency at existing Peak Wet Weather Flows conditions. Of these, 236 pipeline segments (total length of 55,470 LF) are pipelines with a diameter smaller than 12-inches. Table 4.20-1 summarizes the capacity deficiencies.

**Table 4.20-1
 CITY OF PLACENTIA EXISTING SANITARY SEWER SYSTEM CAPACITY**

	Peak Dry Weather Flows	Peak Wet Weather Flows
Total Flow to OCSD	5.81 MGD	18.60 MGD
Total Number of Segments Exhibiting Capacity Deficiency	35	279
Total Length (LF) of Segments Exhibiting Capacity Deficiency	8,658	66,580

The City of Brea has one known connection to the City’s wastewater collection system on Valencia Avenue near Elm Street. Flows from a commercial development within the City of Brea are conveyed to the City’s collection system through the existing 8-inch diameter pipeline via City manhole no. 1338.

Yorba Linda Water District

The Yorba Linda Water District (YLWD) provides water and sewer service to over 25,000 customer connections within the City of Yorba Linda and portions of the cities of Placentia, Brea, Anaheim and unincorporated Orange County. YLWD owns and operates approximately 10 miles of gravity sewers within the City of Placentia, generally located in the western portions of the City. (Please refer to Figure 4.20-1 from Dudek as renamed – already referenced above.) Wastewater flows are conveyed to the OCSD system. At five known locations, the YLWD collection system outfalls to the City’s wastewater collection system. Four of the connections into the City’s system have been verified by discussions with YLWD and/or CCTV data. The fifth connection shown in the City sewer atlas map has not been verified. YLWD’s policy is to encourage all homeowners to connect to the sewer system when physically possible.

4.20.2.3 Thresholds of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) have been utilized as thresholds of significance in this Section. Accordingly, wastewater facilities impacts resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

- 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 of which could cause significant environmental effects?

- Result in a determination by the waste water 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?

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.20.2.4 Potential Impacts and Mitigation Measures

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 of which could cause significant environmental effects.

Result in a determination by the waste water 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.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: There are only 54.5 acres of land identified as vacant or underdeveloped within the City; however, there are five (5) planned redevelopment areas within the City. Potential redevelopment areas are shown in Figure 4.20-3 and described in Table 4.20-2 Planned Redevelopment Areas.

In order to evaluate the City's existing wastewater collection system at build-out conditions, the Sanitary Sewer Master Plan and Condition Assessment analyzed the existing wastewater collection system with flow modeling from the anticipated redevelopment areas. The largest of these redevelopment areas are the Transit-Oriented Development (TOD) Zone and the Old Town redevelopments, both of which affect the southwestern portion of the City's sanitary sewer collection system as shown in Figure 4.20-3. As depicted, the Olson Urban single-family housing development would be located in an area serviced by the Yorba Linda Water District sanitary sewer service area. Results of the build-out sewer system capacity evaluation with the anticipated redevelopment areas and anticipated future capacity deficiencies are shown in Table 4.20-3.

**Table 4.20-2
PLANNED REDEVELOPMENT AREAS**

Development Name	Description	Area	Density
TOD Zone	Development to encourage an appropriate mixture and density of activity around the Metrolink station to increase ridership and promote alternative modes of transportation to the automobile.	20.9 ac	65-95 du/ac
Old Town Santa Fe District	A zone change plan to improve and position the City's historic center to better connect with other areas of the City. The plan is to enhance the historic importance of the area and create public spaces and pathways making a cohesive small scale walkable urban village feel with retail, restaurants, offices, & community facilities.	32.0 ac	Varies depending on land use changes; increased commercial land use
Spruce Street Condominiums	Condo development	0.52 ac	up to 25 du/ac
Olson Urban 1049 Golden Avenue	Single family housing development	2.68 ac	12.3 du/ac
Shapell Homes Alta Vista east of Rose	Medium density single family housing development	11.3 ac	up to 15 du/ac

**Table 4.20-3
CITY OF PLACENTIA SANITARY SEWER SYSTEM CAPACITY WITH REDEVELOPMENT**

	Peak Dry Weather Flows	Peak Wet Weather Flows
Total Flow to OCSD	6.08 MGD	19.44 MGD
Total Number of Segments Exhibiting Capacity Deficiency	35	286
Total Length (LF) of Segments Exhibiting Capacity Deficiency	8,658	69,130

The TOD Zone development Figure 4.3 in the Dudek report includes the redevelopment of 32 parcels comprising approximately 20.9 acres. The existing land use of the parcels including single family residential to industrial, but all would be re-zoned to multi-family residential. The analysis included a parcel-by-parcel update of flows in the TOD zone and would result in increases in sewer system loading as shown in Table 4.20-4.

**Table 4.20-4
TOD ZONE DEVELOPMENT FLOW PROJECTIONS IN GALLONS PER MINUTES (GPM)**

	Existing Conditions	Future Conditions (with redevelopment)	Change in Conditions
Average Dry Weather Flow (ADWF)	22.4	142	120
Peak Dry Weather Flows (PDWF)	51.5	327.5	276.0
Peak Wet Weather Flows (PWWF)	164.9	1048.1	883.2
Source: Transit Oriented Development Packing House District Development Standards (October 4, 2016) - projects conversion to multi-family residential at an est avg density of 65 to 95 DU/Ac. For purposes of this analysis, the average density of 80 DU/ac was assumed along with a unit flow factor of 110 gpd/DU.			

The Old Town Santa Fe District development (Dudek Figure 4-3) would redevelop 146 parcels located on approximately 32.0 acres to multi-family residential and commercial uses. The Old Town Santa Fe District development would result in increases in sewer system loading as shown in Table 4.20-5.

**Table 4.20-5
 TOTAL OLD TOWN SANTA FE DISTRICT DEVELOPMENT FLOW PROJECTIONS (GPM)**

	Existing Conditions	Future Conditions (with redevelopment)	Change in Conditions
Average Dry Weather Flow (ADWF)	25.1	36.5	11.4
Peak Dry Weather Flows (PDWF)	57.8	84.0	26.2
Peak Wet Weather Flows (PWWF)	185.0	268.9	83.9

Wastewater flows from 7.95 acres (38 parcels) of the Old Town Santa Fe District development would flow directly downstream to the TOD zone development. The existing single family residential and commercial land uses on the 7.95 acres would be re-zoned commercial and multi-family. The 7.95-acre portion of the Old Town Santa Fe District development that flows downstream to the TOD zone development would result in increases in sewer system loading as shown in Table 4.20-6.

**Table 4.20-6
 OLD TOWN SANTA FE DISTRICT DEVELOPMENT FLOW PROJECTIONS
 UPSTREAM OF TOD ZONE DEVELOPMENT (GPM)**

	Existing Conditions	Future Conditions (with redevelopment)	Change in Conditions
Average Dry Weather Flow (ADWF)	7.1	10.4	3.3
Peak Dry Weather Flows (PDWF)	16.2	23.9	7.7
Peak Wet Weather Flows (PWWF)	52.0	76.5	24.6

Figure 4-20-4 illustrates segments (35 with total length of 8,658 LF) with a capacity deficiency at build-out Peak Dry Weather Flow conditions. The number and length of sewer segments with Peak Dry Weather Flow condition deficiencies are unchanged from the existing and build-out scenarios. Figure 4-20-5 illustrates sewer segments (286 with a total length of 69,130 LF) with a capacity deficiency at build-out Peak Wet Weather Flow conditions. Of these, 237 pipeline segments (total length of 55,506 LF) are pipelines with a diameter smaller than 12-inches. As shown in Table 4.20-7, projected build-out Peak Wet Weather flows would result in capacity deficiencies for 7 additional segments with a total length of 2,550 LF that were not determined to be deficient under existing conditions.

**Table 4.20-7
 CITY OF PLACENTIA SANITARY SEWER SYSTEM EXISTING AND BUILDOUT CAPACITY**

	Existing Peak Dry Weather Flows	Buildout Peak Dry Weather Flows	Existing Peak Wet Weather Flows	Buildout Peak Wet Weather Flows
Total Flow to OCSD	5.81 MGD	6.08 MGD	18.60 MGD	19.44 MGD
Total Number of Segments Exhibiting Capacity Deficiency	35	35	279	286
Total Length (LF) of Segments Exhibiting Capacity Deficiency	8,658	8,658	66,580	69,130

The Master Plan noted that Peak Wet Weather Flow conditions were estimated using OCSD data and recommended that additional flow monitoring be conducted during the rainy season to provide a more accurate representation of Peak Wet Weather Flow conditions within the City’s collection system. Changes to Peak Wet Weather Flow conditions within the hydraulic model may yield different results (i.e. more or less capacity deficiencies). It should be noted that the City of Placentia Sewer System Management Plan date August 2009 and revised September 2013 states that the City of Placentia had not experienced capacity related issues in the sanitary sewer collection system.

The City of Placentia sewer service fee was adopted by the City Council in April 2005 and is dedicated to providing necessary funds for the sanitary sewer collection system. The sewer service fee is structured to provide approximately one-third of its revenue for daily operations, maintenance and administration, approximately one-third for CIP, and approximately one-third for funding of short and long-term reserves for future system replacement. The sewer service fee is periodically evaluated to ensure it is adequate to meet the financial needs of the sanitary sewer collection system. The Yorba Linda Water District 2015 Water and Sewer Rate Study Report dated August 25, 2015 similarly evaluated sewer service fees and made rate recommendations intended to meet the financial needs of the YLWD sanitary sewer collection system.

The extensive existing sewer system within the City of Placentia, the highly developed existing conditions of the City and the increased development density that would occur with implementation of the proposed General Plan combine to make the likelihood of future installation of septic systems within City boundaries unlikely. Proposed redevelopment that could occur as part of implementation of the General Plan is anticipated to connect with the sewer service district that it is located within. Any future septic installation, however minimal and unlikely, would be required to comply with the regulatory requirements of the City and the Regional Water Quality Control Board.

As described previously, the OCSD 2017 Facilities Master Plan concluded that due to lower population projections and less wastewater flows than were forecast in the 2009 Facilities Master Plan, wastewater flow capacity is not the driving factor for the OCSD capital improvement program, but rather replacement and rehabilitation of OCSD’s aging infrastructure and maximizing resource recovery are OCSD’s facilities planning challenges. Mandatory and incentivized water conservation within the OCSD service area will continue to reduce the rate of waste water flows for the population served. As such the incremental increase in wastewater flows attributable to the implementation of the City of Placentia’s General Plan, identified as 0.27 MGD for Peak Dry Weather Flows and 0.84 MGD for Peak Wet Weather Flows (refer to Table 4.20-7), is not

anticipated to cause significant adverse impacts to the OCSD or require expansion of the waste water treatment facilities beyond that which has already been planned for.

The proposed General Plan Conservation Element includes goals and policies to reduce water consumption and ensure wastewater conveyance, treatment facilities, and disposal is adequate to service development associated with implementation of the General Plan.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal	CON-1	<i>Conserve groundwater and imported water resources.</i>
Policies	CON-1.1	Achieve statewide mandates on water reduction by working with local water purveyors Golden State Water Company, Orange County Water District and the Yorba Linda Water District to design and implement water conservation measures.
	CON-1.2	Promote the use of native trees in landscaping to conserve water resources. And see out opportunities to eliminate turf grass in public landscaping in favor of low water usage plant materials.
	CON-1.3	Protect ground water resources from sources of pollution by monitoring with a robust inspection program for existing and potential gross polluters. This uses the NPDES program requirements.
	CON-1.4	Conserve imported water by requiring new development to utilize water conservation techniques, water conserving appliances, and drought-resistant landscaping.
	CON-1.5	Support expansion of public education programs pertaining to reclaimed water production and use wherever possible and when economically feasible.
	CON-1.6	Reduce the amounts of hazardous materials (i.e. used oil, pesticides, etc.) entering storm drains through public education efforts.
	CON-1.7	Require all private development to adhere to the City's Model Water Efficiency Landscaping Ordinance (MWELCO).
	CON-1.8	Periodically update the MWELCO ordinance as new best practices become avail.

In addition to the goal and policies referenced above, implementation of the following mitigation measures are provided to reduce potential impacts to wastewater services to the extent feasible.

WW-1 Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to the appropriate sewer service provider.

WW-2 Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer collection system and submit the engineering study to the City for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.

WW-3 *Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence that the transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.*

Level of Significance After Mitigation: Less Than Significant Impact

4.20.2.5 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Cumulatively Considerable Impacts to Wastewater Services.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Development associated with the proposed General Plan would create additional demand on wastewater services within the City. While the City has not and is not currently experiencing wastewater system deficiencies, the analysis of the City service system found that portions of the City owned wastewater conveyance system is operating without adequate capacity based upon the acceptable standards. The redevelopment anticipated as part of implementation of the proposed General Plan would not increase the number or length of sewer service segments operating at deficiencies under peak dry weather flows, but it would increase the number and length of segments operating at deficiencies under peak wet weather flows. Individual development or redevelopment projects proposed within the City will require follow on environmental review including determination of potential impacts on wastewater services within the City. Implementation of the proposed General Plan goals and policies and mitigation measures WW-1 through WW-3 would ensure that potential wastewater service impacts resulting from new development implemented in a manner consistent with the proposed General Plan would be mitigated to a less than significant level.

The proposed General Plan includes clear requirements that future development would pay wastewater facilities fees and develop in a manner that reduces water consumption both of which would reduce the potential for the population to grow at a pace that would exceed the ability of the City and other service providers to provide wastewater services. Because the anticipated redevelopment that would be allowed under the General Plan would be required to contribute to creating adequate wastewater conveyance facilities, and because many of the same segments that are currently inadequate would be same segments that would need expansion with redevelopment, proposed redevelopment would contribute fees that would help cover the cost of the needed improvements. Because the proposed General Plan would require future development to implement water conservation measures and to pay wastewater facilities fees, future growth associated with the proposed General Plan and cumulative development would result in a less than cumulatively considerable impact.

Level of Significance After Mitigation: Less Than Significant Impact

4.20.2.6 Unavoidable Significant Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Would Not Result in Significant Unavoidable Impacts to Wastewater Services Within the City.

Level of Significance Before Mitigation: Less Than Significant Impact

Wastewater impacts associated with implementation of the proposed General Plan would be less than significant with compliance with the goals and policies in the proposed General Plan and the recommended mitigation measures. Therefore, no significant unavoidable wastewater impacts would occur as a result of the proposed General Plan.

4.20.3 Potable Water Resources

4.20.3.1 Introduction

This section identifies projected impacts to the water supply and distribution systems that may result from Implementation of the proposed General Plan. The purpose of this analysis is to document and describe the existing water supply, water consumption, and distribution infrastructure in the City of Placentia, and to evaluate impacts associated with buildout of the proposed General Plan. A review of the existing Federal, State, and local regulations with which development must comply is included. This section is based upon information from the proposed General Plan, the City of Placentia, Golden State Water Company, Yorba Linda Water District, Orange County Water District, and Orange County Sanitation District.

4.20.3.2 Regulatory Setting

Federal

The Safe Drinking Water Act (SDWA) is the federal law that protects drinking water supplies and applies to every public water system in the United States. The law requires many actions to protect drinking water including source water protection, treatment, distribution system integrity, and public information. Source water may include rivers, lakes, reservoirs, springs, and ground water wells. The SDWA authorizes the U.S. EPA to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The National Primary Drinking Water Regulations set enforceable maximum contaminant levels (MCLs) for particular contaminants in drinking water or required ways to treat water to remove contaminants. Each standard also includes requirements for water systems to test for contaminants in the water to make sure standards are achieved.

State

The U.S. EPA has granted the State of California the authority to implement SDWA within its jurisdiction. The State of California Water Resources Control Board *Division of Drinking Water* regulates public drinking water systems and is responsible for making sure water systems test for contaminants, reviewing plans for water system improvements, conducting on-site inspections and sanitary surveys, providing training and technical assistance, and taking action against water systems not meeting standards.

The State Water Board *Safe Drinking Water Plan* provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The Plan, which is updated every five years, represents the State Water Board's assessment of the overall quality of the state's drinking water, the identification of specific water quality problems, an analysis of the known and potential health risks that may be associated with drinking water contamination in California, and recommendations to improve drinking water quality. The Plan also identifies and evaluates existing and proposed statewide water demand management and water supply augmentation programs and projects to address the State's water needs. The Plan provides resource management strategies and recommendations to strengthen integrated regional water management. These strategies can reduce water demand, improve

operational efficiency, increase water supply, improve water quality, practice resource stewardship, and improve flood management.

Senate Bill (SB) 610, which has been codified in the California Water Code beginning with Section 10910, requires the preparation of a water supply assessment (WSA) for projects within cities and counties that propose to construct 500 or more residential units or the equivalent. SB 610 stipulates that when environmental review of certain large development projects is required, the water agency that is to serve the development must complete a WSA to evaluate water supplies that are or will be available during normal, single-dry and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with the project. SB 610 requirements do not apply to the general plans of cities or counties, but rather to specific development projects.

SB 221, which has been codified in the California Water Code beginning with Section 10910, requires that the legislative body of a city or county that is empowered to approve, disapprove, or conditionally approve a subdivision map must condition such approval upon proof of sufficient water supply. The term “sufficient water supply” is defined in SB 221 as the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the proposed subdivision. The definition of sufficient water supply also includes the requirement that sufficient water encompass not only the proposed subdivision, but also existing and planned future uses, including, but not limited to, agricultural and industrial uses. SB 221 requirements do not apply to the general plans of cities and counties, but rather to specific development projects.

The California Urban Water Management Planning (UWMP) Act (Division 6 Part 2.6 of the California Water Code Sections 10610 - 10656) requires every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, to make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The California Water Code describes the contents of the UWMP, as well as how urban water suppliers should adopt and implement the plans. These plans are updated every five years and submitted to the Department of Water Resources (DWR). Requirements for the urban water management plans include:

- Assessment of current and projected water supplies
- Evaluation of demand and customer types
- Evaluation of the reliability of water supplies
- Description of conservation measures implemented by the urban water supplier
- Response plan for in the event of water shortage
- Comparison of demand and supply projection

The California Water Conservation Act of 2009 stemmed from the Governor’s goal to achieve a 20% statewide reduction in urban per capita water use by 2020 intended to reduce Bay Delta conflicts between environmental conservation and water supply. The Act requires each urban retail water supplier to develop urban water use targets to achieve the 20% reduction by 2020 goal and the interim 10% reduction by 2015 goal. Each urban retail water supplier as required to include the following information from its target-setting process in its 2015 UWMPs:

- Baseline daily per capita water use
- 2020 urban water use target

- 2015 interim water use target compliance
- Compliance method being used along with calculation method and support data
- An implementation plan to meet the targets

SB 1420, Distribution System Water Losses, requires water purveyors to quantify distribution system losses for the most recent 12-month period available. This information is included in UWMPs.

As directed by former Governor Edmund G. Brown Jr. in Executive Order B-37-16, the State Water Resources Control Board maintains urban water use reporting requirements and prohibitions on wasteful practices such as watering during or after rainfall, hosing off sidewalks and irrigating ornamental turf on public street medians.

Local

The 2004 Orange County Groundwater Management Plan, prepared by the Orange County Water District, outlines strategies for conserving water resources for all of Orange County, including the City of Placentia. The District's management of the Basin is guided by two primary objectives: protecting water quality and cost effectively increasing the Basin's sustainable yield. There are several programs being implemented to improve basin management and decrease reliance upon imported water. The Metropolitan Water District of Southern California (Metropolitan) seasonal storage program gives local agencies financial incentives to store water through the winter months, thus reducing peak loads in the drier summer months.

4.20.3.3 Environmental Setting

The Golden State Water Company (GSWC) and Yorba Linda Water District (YLWD) provide water distribution in the City of Placentia. Approximately 75 percent of Placentia's water is obtained from the Orange County Groundwater Basin (OC Basin), which is managed by the Orange County Water District (OCWD). The remaining 25 percent of water is imported from the Metropolitan through the Municipal Water District of Orange County (MWDOC). Metropolitan imports water from the Colorado River via the Colorado River Aqueduct and from northern California via the State Water Project to obtain water supplies from sources outside of Southern California. Each district or company is responsible for water system design criteria and for collecting connection and user fees.

Orange County Water District

OCWD is responsible for maintaining the quantity and quality of groundwater underlying Placentia and much of northern and central Orange County that supplies water to more than 20 cities and water agencies, serving more than 2.3 million Orange County residents. OCWD recharges the basin primarily with water from the Santa Ana River and, to a lesser extent, with imported water purchased from the Metropolitan and water reclaimed from the Orange County Sanitation District (OCSD). OCWD holds rights to all Santa Ana River flows reaching Prado Dam. Water from the Santa Ana River enters the groundwater basin via settling or percolation ponds in the cities of Anaheim and Orange. Behind Prado Dam (constructed and owned by the U.S. Army Corps of Engineers for flood prevention), OCWD owns 2,400 acres in Riverside County, which the District uses for water conservation, water quality improvement and environmental enhancement.

Additional efforts to increase local water supplies include expanding the capacity of the existing percolation facilities, treating poor quality water to make it useable, improving advanced purification technologies, using bacteria to remove contaminants, and studying the quality of

Santa Ana River water and other water-related issues. Other OCWD groundwater management and water quality activities focus on expanding the Prado wetlands, groundwater treatment at well heads, computer modeling of the groundwater basin and conservation of endangered or threatened species. OCWD evaluates the groundwater quality monitoring requirements of the regulatory agencies by analyzing 18,000+ water samples from 700+ wells for more than 330 constituents. OCWD has replenished and maintained the groundwater basin at safe levels while more than doubling the basin's annual yield.

Orange County Sanitation District

The OCSA is a public agency that provides wastewater collection, treatment, and disposal services for approximately 2.5 million people in central and northwest Orange County. A portion of the treated wastewater is released into the ocean, but most is restored to the basin's water supply through the reclamation process. OCSA supplies the OCWD with more than 130 million gallons a day of treated wastewater that is reclaimed for treatment processes, applied to landscaping, injected into the seawater intrusion barrier to protect groundwater, and percolated into the OC Basin as part of the Groundwater Replenishment System (GWRS). The GWRS produces enough new water for nearly 850,000 residents in north and central Orange County.

Yorba Linda Water District

The YLWD provides water and sewer service to over 25,000 customer connections within the City of Yorba Linda and portions of the cities of Placentia, Brea, Anaheim and unincorporated Orange County. YLWD relies on approximately 70 percent groundwater and 30 percent imported water to meet customer demand and projects the water supply mix will remain roughly the same through 2040. In 2015, the total YLWD water supply of 19,776 AFY consisted of 14,181 AFY of groundwater from the OC Basin and 5,595 AFY of water imported from MWD. YLWD does not own or operate any recycled water facilities.

According to YLWD's 2015 UWMP, the YLWD distribution system includes ten wells, one untreated and three treated imported water connections with Metropolitan, 12 booster pumping stations, 14 water storage reservoirs, 41 pressure reducing stations, and 10 emergency interconnections with neighboring agencies. The UWMP anticipated two new wells would be operational by 2019, and that each well would increase water supply available to YLWD by 2,500 AFY. The system consists of six different pressure zones and serves approximately 24,703 potable water service connections. According to the YLWD 2018 Asset Management Plan, the eleven wells in operation as of July 6, 2018 had a total operating capacity of 23,290 gallons per minute (gpm). According to the UWMP the two imported water connections have a total maximum pumping capacity of 18,000 gpm. The proposed General Plan Conservation Element states that six of YLWD's wells and one booster station are located within the City.

Golden State Water Company

GSWC is an investor-owned public utility company regulated by the California Public Utilities Commission (CPUC). GSWC owns and operates 39 water systems throughout in California; the information provided is from the UWMP prepared for the Placentia and Yorba Linda Systems that are connected via a 16-inch transmission main and operated as a single water system. The Placentia-Yorba Linda System serves most of the City of Placentia and portions of the Cities of Yorba Linda and Anaheim and nearby portions of unincorporated Orange County with an approximate total of 13,100 connections. Within City of Placentia, the System serves approximately 11,422 connections with 5,986 AFY of potable water (2015). All water demands in the Placentia-Yorba Linda System are met by treated drinking water. There is no direct use of

recycled water within this system. Refer to the service area map fig 3-1 of UWMP available at https://www.gswater.com/download/Placentia-YorbaLinda_2015_UWMP-Final-Draft.pdf

GSWC is entitled to purchase imported water from MWDOC, if water is available, but has no right to purchase a firm quantity. There is no water purchase contract between GSWC and MWDOC. Water imported from the MWDOC is delivered to the Placentia-Yorba Linda System through three connections with a combined active design capacity of 15,300 gpm. Between 2011 and 2015, purchased water quantities ranged from 3,007 AFY to 5,477 AFY. Imported water purchased from MWDOC for the Placentia-Yorba Linda System is treated by Metropolitan prior to delivery at Metropolitan's Diemer Filtration Plant, which has a capacity of 400 million gallons per day (mgd). The Diemer Treatment plant obtains water from both the State Water Project and the Colorado River Aqueduct.

The Placentia-Yorba Linda System is supplied by six active, GSWC-owned wells in the Orange County Groundwater Basin with combined design well capacity of 6,120 gpm and 9,869 AFY. The total groundwater pumping for the Placentia-Yorba Linda System for calendar years 2011 through 2015 ranged from 2,529 AFY to 4,046 AFY. There were no limitations or challenges for obtaining groundwater from 2011 through 2015 (the years evaluated in the 2015 UWMP.) In 2015, the actual annual water supplied to the Placentia-Yorba Linda System consisted of 3,007 AF of imported water and 3,310 AF of groundwater.

Water Conservation

Water conservation, also referred to as demand management, is implemented through a variety of voluntary and mandatory measures. The City of Placentia, in conjunction with Metropolitan, MDOC, GSWC and YLWD, promotes voluntary water conservation strategies by offering rebate programs designed to reduce water consumption by offsetting the expense of replacing turf with drought-resistant landscaping, and of installing water saving irrigation systems, low-flow showerheads and toilets and water efficient appliances. The City of Placentia adopted the State Model Water Efficiency Landscape Ordinance (MWELO) in November 2016 and requires compliance from new development. All GSWC and YLWD customer connections are metered and billed by volume of use thereby discouraging water waste.

The YLWD Conservation Ordinance consists of permanent year-round restrictions, focused on the prevention of water waste, and four "Water Supply Shortage" stages, with each stage mandating stricter water conservation efforts in response to worsening water supply conditions as declared by Metropolitan. The ordinance contains a financial penalty structure similar to a code enforcement violation, for the waste of water. Permanent restrictions include:

- Limits on watering hours and duration
- No watering during rain
- No excessive water flow or runoff
- No washing down hard or paved surfaces
- Obligation to fix leaks, breaks, or malfunctions
- Re-circulating water required for water fountains and decorative water features
- Limits on washing vehicles
- Drinking water served upon request only in restaurants
- Commercial lodging establishments must provide option to not launder linen daily
- No installation of single pass cooling systems

- No installation of non-re-circulating water systems in commercial car wash and laundry systems
- Restaurants required to use water conserving dish wash spray valves

Because GSWC is an investor-owned entity, it does not have the authority to pass any ordinance enacting specific prohibitions or penalties. GSWC implements California Public Utilities Commission (CPUC) approved rules including Rule No. 14.1, Mandatory Conservation and Rationing; Rule 20, Prohibition of Water Waste; and Rule 11, Discontinuance and Restoration of Service. Rule No. 14.1 details various prohibitions and sets forth water use violation fines, charges for removal of flow restrictors, as well as establishes the period during which mandatory conservation and rationing measures are in effect. The prohibitions on wasteful water uses include, but are not limited to, washing sidewalks and driveways using potable water.

4.20.3.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- 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 of which could cause significant environmental effects?
- Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years.

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.20.3.5 Potential Impacts and Mitigation Measures

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 of which could cause significant environmental effects.

Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: As discussed at length in the Regulatory and Environmental Setting sections above, the City of Placentia receives direct water service from YLWD and GSWC. Water supplied is a blend of ground water and imported water. Both water service providers prepare UWMPs that include demand forecasts and supply reliability forecasts for normal, dry and multiple year dry conditions.

The YLWD 2015 UMWP predicts 100 percent reliability for normal year and single dry year demands from 2020 through 2040. The District has entitlements to receive imported water from Metropolitan through MWDOC via connections to Metropolitan's regional distribution system.

Although pipeline and connection capacity rights do not guarantee the availability of water, per se, they do guarantee the ability to convey water when it is available to the Metropolitan distribution system. All imported water supplies are assumed available to the District from existing water transmission facilities. The forecast water supply also includes local groundwater supplies that are available to YLWD through OCWD by a pre-determined pumping percentage.

YLWD determined that it is capable of meeting all customers' demands with significant reserves held by Metropolitan, local groundwater supplies, and conservation in multiple dry years from 2020 through 2040 with a demand increase of six percent from normal demand with significant reserves held by Metropolitan, local groundwater supplies, and conservation.

The 2015 GSWC Placentia-Yorba Linda UWMP stated that between 2011 and 2015, groundwater represented an average of 44 percent of the total water supply to the Placentia-Yorba Linda System and the remainder was provided by imported water from MWDOC. In the future, groundwater is expected to be approximately 52 percent of the Placentia-Yorba Linda System's total supply based on the projected target Basin Production Percentage (BPP) set by OCWD of 75 percent. The BPP applies to the aggregated total of all GSWC systems within the Basin. There is no seasonal vulnerability to the groundwater supply for the Placentia-Yorba Linda System. The climatic vulnerability for the groundwater supply is only based on the change of the BPP of the Basin. During dry years, historically, OCWD has slightly reduced the BPP for the Basin.

MWDOC will meet projected water demands under all anticipated hydrologic conditions. During a single dry and multiple dry years, MWDOC is expected to increase their imported demand to make up for the decrease in local supplies. Metropolitan, MWDOC, and OCWD have implemented and will continue to implement projects to ensure that imported water and groundwater demands can be met under normal, single dry year, and multiple dry years. Metropolitan plans on full reliability to MWDOC, which in turn provides full reliability of imported water supply to the Placentia-Yorba Linda System. The Basin has substantial storage capacity to provide a buffer during droughts and to accept recharge of surplus waters during times of available supplies (e.g., storm water, highly treated recycled water, and imported water). Continued diligence by GSWC and other groundwater users, OCWD, and MWDOC are expected to help maintain the reliability of the Basin groundwater supply. MWDOC has provided all of its member agencies, including GSWC, with groundwater reliability analyses from 2015 to 2040. MWDOC has assured GSWC that any remaining water demands not met by local groundwater for each year will be met with imported water that will be fully reliable.

Purchased water provided by MWDOC, and local groundwater from the Basin are expected to be highly reliable to meet the projected demands during normal water year conditions, single dry years and multiple dry years through 2040. In summary, GSWC, Metropolitan, and MWDOC have implemented and will implement projects to ensure that the total water demands can be met under normal, single dry year, and multiple dry years.

In order to evaluate the potential impacts of the proposed General Plan to water service and supply requires analysis of the anticipated change in population due to implementation of the General Plan. There are only 54.5 acres of land identified as vacant or underdeveloped within the City; however, there are five (5) planned redevelopment areas within the City. Potential redevelopment areas are shown in Figure 4.20-3 and described in Table 4.20-2 Planned Redevelopment Areas.

As depicted in Figure 4.20-1, the Olson Urban single-family housing development would be located in the YLWD service area while all other redevelopment would be located in the GSWC service area.

Water supply and demand forecast analyses take into account anticipated population growth. GSWC determined future population using the Southern California Association of Governments (SCAG) city-level projections which predicts an 11.6 percent increase, or 6,222 people, in the population served in the Placentia-Yorba Linda Service Area between 2015 and 2040. YLWD determined service area population based upon California State University at Fullerton's Center of Demographics Research. In its UWMP, YLWD identifies as almost completely built-out, and projects population to increase by 4,153 people, 5.5 percent between 2015 and 2040, representing an average growth rate of 0.22 percent per year.

Per SCAG and as detailed in the Population and Housing Section of this EIR, the population of the City of Placentia is forecast to grow from 51,500 in 2012 to 58,400 in 2040, or by about 13.4% in this time frame. The number of households within the City of Placentia in 2012 was 16,600, which is projected to increase to 18,900 by 2040, or by about 13.9% in this time frame. The number of persons employed in the City of Placentia in 2012 was 19,000 persons, which is projected to increase to 23,500 in 2040, an increase of about 23.7%.

As indicated in Table 4.15-12 in the Population and Housing Section of this EIR, the proposed General Plan would increase the housing inventory by 7,555 dwelling units and the population by approximately 18,721 persons. The anticipated population growth that would occur as a result of implementing the General Plan would exceed the population growth anticipated in the Water Service providers UWMPs.

Proposed redevelopment that would occur as part of implementation of the General Plan is anticipated to connect with the water service district within which it is located. Future development and redevelopment implemented in accordance with the General Plan would be required to comply with water service provider connection and water conservation requirements.

The proposed General Plan Conservation Element includes goals and policies to reduce water consumption.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal	CON-1	<i>Conserve groundwater and imported water resources.</i>
Policies	CON-1.1	Achieve statewide mandates on water reduction by working with local water purveyors Golden State Water Company, Orange County Water District and the Yorba Linda Water District to design and implement water conservation measures.
	CON-1.2	Promote the use of native trees in landscaping to conserve water resources. And see out opportunities to eliminate turf grass in public landscaping in favor of low water usage plant materials.
	CON-1.3	Protect ground water resources from sources of pollution by monitoring with a robust inspection program for existing and potential gross polluters. This uses the NPDES program requirements.

- CON-1.4 Conserve imported water by requiring new development to utilize water conservation techniques, water conserving appliances, and drought-resistant landscaping.
- CON-1.5 Support expansion of public education programs pertaining to reclaimed water production and use wherever possible and when economically feasible.
- CON-1.6 Reduce the amounts of hazardous materials (i.e. used oil, pesticides, etc.) entering storm drains through public education efforts.
- CON-1.7 Require all private development to adhere to the City's Model Water Efficiency Landscaping Ordinance (MWELCO).
- CON-1.8 Periodically update the MWELCO ordinance as new best practices become avail.

In addition to the goal and policies referenced above, implementation of the following mitigation measures are provided to reduce potential impacts to water services to the extent feasible.

- WW-1 Prior to issuance of a water permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to the appropriate water service provider.***
- WW-2 Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the water systems and submit the engineering study to the City for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.***
- WW-3 Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence of water supply availability and transmission capacity to service buildings for which building permits are being requested.***
- WW-4 Due to various population growth forecasts over the next 20 years, it is essential that population growth that exceeds forecasts in both the water service provider's UWMPs, shall be offset by future developers providing funds to reduce water consumption within the appropriate service area by funding the installation of water conservation equipment/devices to compensate for the additional water consumption of a specific project.***

Level of Significance After Mitigation: Less Than Significant Impact

4.20.3.6 Cumulative Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Could Result in Cumulatively Considerable Impacts to Water Services.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Development associated with the proposed General Plan would create additional demand on water services within the City. The redevelopment anticipated as part of implementation of the proposed General Plan could increase the population of the City above that which is anticipated in the 2015 UWMPs prepared by YLWD and GSWC. Individual development

or redevelopment projects proposed within the City will require follow on environmental review including determination of potential impacts on water services within the City. Implementation of the proposed General Plan goals and policies and mitigation measures WW-1 through WW-4 will ensure that potential water service impacts resulting from new development implemented in a manner consistent with the proposed General Plan would be mitigated to a less than impact significant level.

The proposed General Plan includes clear requirements that future development would pay water district fees and develop in a manner that reduces water consumption both of which would reduce the potential for the population to grow at a pace that would exceed the ability of the service providers to provide water services. The anticipated redevelopment that would be allowed under the General Plan would be required to contribute to creating adequate water distribution systems. Because the proposed General Plan would require future development to implement water conservation measures and to pay water facilities fees, future growth associated with the proposed General Plan would be minimized. Mitigation WW 4 will ensure that any future population growth that exceeds the forecasts in the service providers UWMPs will be offset to a less than cumulatively considerable level

Level of Significance After Mitigation: Less Than Significant Impact

4.20.3.7 Unavoidable Significant Impacts

Development Associated With Implementation of the Proposed General Plan and Cumulative Development Could Result in Significant Unavoidable Impacts to Water Services Within the City.

Level of Significance Before Mitigation: Potentially Significant Impact

Impact Analysis: Development associated with the proposed General Plan would create additional demand on City's water service providers. The redevelopment anticipated as part of implementation of the proposed General Plan could increase the population of the City above that which is anticipated in the 2015 UWMPs prepared by YLWD and GSWC. Individual development or redevelopment projects proposed within the City will require follow on environmental review including determination of potential impacts on water services within the City. Implementation of the proposed General Plan goals and policies and mitigation measures WW-1 through WW-4 will ensure that potential water service impacts resulting from new development implemented in a manner consistent with the proposed General Plan would be mitigated to a less than significant level of impact.

Level of Significance After Mitigation: Less Than Significant Impact

4.20.4 Solid Waste

This section analyzes the potential solid waste impacts associated with the implementation of the proposed General Plan. Specifically, this section compares the solid waste generation of the proposed General Plan with the capacity of the existing landfills that accept solid waste from the City of Placentia.

4.20.4.1 Regulatory Setting

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) (40 CFR, Part 258 Subtitle D) establishes minimum location standards for siting municipal solid waste landfills. In addition, because California laws and regulations governing the approval of solid waste landfills meet the requirements of Subtitle D, the U.S. EPA has delegated the enforcement responsibility to the State of California.

Title 40 of the Code of Federal Regulations Part 503

The federal biosolids regulations are contained in Title 40 of the Code of Federal Regulations Part 503 (40 CFR Part 503) as Standards for the Use or Disposal of Sewage Sludge. Known as the Part 503 Rule, or Part 503, these regulations govern the use and disposal of biosolids. Part 503 established requirements for the final use or disposal of biosolids when biosolids are:

- Applied to land to condition the soil or fertilize crops or other vegetation;
- Placed on a surface disposal site for final disposal; or
- Fired in a biosolids incinerator (USEPA, 1994).

Part 503 permits are issued by the USEPA and are required for all biosolids generators. Part 503 requirements can be incorporated into the National Pollutant Discharge Elimination System (NPDES) permits that also are issued to publicly-owned treatment works.

State and Local

California Department of Resources Recycling and Recovery (CalRecycle), Formerly California Integrated Waste Management Board (CIWMB)

CalRecycle is the State agency designated to oversee, manage, and track California's 76 million tons of waste generated each year. It is one of the six agencies under the umbrella of the California Environmental Protection Agency. CalRecycle develops laws and regulations to control and manage waste, for which enforcement authority is typically delegated to the local government. CalRecycle works jointly with local government to implement regulations and fund programs.

The Integrated Waste Management Act of 1989 (Public Resources Code [PRC] 40050 et seq. or Assembly Bill [AB] 939, codified in PRC 40000), administered by CalRecycle, requires all local and county governments to adopt a Source Reduction and Recycling Element to identify means of reducing the amount of solid waste sent to landfills. This law set reduction targets at 25 percent by the year 1995 and 50 percent by the year 2000. To assist local jurisdictions in achieving these targets, the California Solid Waste Reuse and Recycling Access Act of 1991 requires all new developments to include adequate, accessible, and convenient areas for collecting and loading recyclable and green waste materials.

California Integrated Waste Management Act of 1989 (AB 939)

The California Integrated Waste Management Act of 1989 (AB 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. The act was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and

unincorporated portions of the counties to divert a minimum of 25 percent of the solid waste landfilled by 1995 and 50% by the year 2000. To attain goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation.

City of Placentia Source Reduction and Recycling Element (SRRE)

The City of Placentia has adopted a Source Reduction and Recycling Element (SRRE) in response to Assembly Bill 939; the California integrated Waste Management Act (AB 939). AB 939 requires all cities to divert 25 percent of their waste stream from landfills by 1995 and 50 percent by the year 2000. The SRRE identifies how the City of Placentia intends to achieve these goals. Strategies to reduce waste include source reduction, recycling, composting, special waste provisions and education and public information. In accordance with AB 939, specific programs were implemented to reduce the amount of waste generated in Placentia by 25 percent in 1995 and 50 percent by 2000. In addition, the City has a purchasing policy that gives preferential credit for those vendors using or providing recycled material (10% minimum).

California Solid Waste Reuse and Recycling Act of 1991 (AB 1327)

Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires the local jurisdiction to require adequate areas for collecting and loading recyclable materials within a development project for commercial, institutional, marina, and residential buildings with 5 units or more.

California's Green Building Standards Code (CALGreen)

Effective Jan. 1, 2011, California's Green Building Standards Code (CALGreen) requires the diversion of at least 50 percent of the construction waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Subsequent amendments have expanded upon what types of construction are covered. In all jurisdictions, including those without a Construction and Debris (C&D) ordinance requiring the diversion of 50 percent of construction waste, the owners/builder of construction projects within the covered occupancies are required to divert 50 percent of the construction waste materials generated during the project. The 50 percent C&D diversion rate can be met through three methods: 1) develop and submit a waste management plan to the jurisdiction's enforcement agency which identifies materials and facilities to be used and document diversion, 2) use a waste management company, approved by the enforcing agency, that can document 50 percent diversion, or 3) use the disposal reduction alternative, as appropriate for the type of project. If the waste management plan option is used, the plan should be developed before construction begins, and project managers should use the project's planning phase to estimate materials that will be generated and identify diversion strategies for those materials. All covered projects should be able to divert 50 percent non-hazardous waste.

California Assembly Bill 341

In 2012, Assembly Bill 341 (AB 341) was signed into law in California to help reduce greenhouse gas emissions and set a statewide goal to recycle, compost, or source reduce 75 percent of all solid waste generated in California by 2020. This legislation requires businesses and multi-family residential dwellings of five units or more, that generate four or more cubic yards of commercial solid waste per week, to implement a recycling program.

California Assembly Bill 1826

One of the five key strategies the State identified to meet the waste diversion goal of 75% is increased composting of organic materials, which make up approximately one-third of all waste disposed of in the state. In 2014, the State legislature enacted AB 1826, which requires jurisdictions to develop programs for businesses to begin recycling organic waste, including food waste. Multifamily residences with at least five units must also begin recycling organic waste, although food waste does not have to be included in the multi-family program.

California Senate Bill 1383

SB 1383 - establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025 and regulations to become effective by 2022.

City of Placentia Municipal Code

All solid waste disposals within the City Placentia are subject to the requirements set forth in Title 8, Health and Sanitation, Chapter 8.04 Solid Waste Collection, as provided in the Municipal Code. Chapter 8.04 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Placentia shall provide for or furnish integrated waste management services relating to collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the City.

4.20.4.2 Environmental Setting

In the most recent reporting year (data collected by CalRecycle)—2017—Placentia disposed of 40,904 tons of solid waste.³ Trash collected from the City is disposed at several landfills throughout the State, though the majority of the City's solid waste was disposed at the Olinda Alpha Landfill. Table 4.20-8 provides the amount of solid waste disposed at each landfill from the City of Placentia, as well as the permitted throughput, permitted capacity, remaining capacity, and anticipated closure date of each landfill.

The City of Placentia accounted for 32 tons of available capacity at the Azusa Land Reclamation Landfill, which equates to about 0.0011% of this landfill's permitted daily throughput. The Azusa Land Reclamation Landfill is slated for closure in January of 2045.

The City of Placentia accounted for 14 tons of available transformable solid waste capacity at the Commerce Refuse-to-Energy Facility, which equates to about 0.0038% of this facility's permitted daily throughput. The Commerce Refuse-to-Energy Facility does not have an anticipated closure date because the materials processed at this facility are transformed and do not remain on site for long.

The City of Placentia accounted for 94 tons of available transformable solid waste capacity at the El Sobrante Landfill, which equates to about 0.0016% of this landfill's permitted daily throughput. The El Sobrante Landfill is slated for closure in January of 2051.

The City of Placentia accounted for 1,171 tons of available transformable solid waste capacity at the Frank R. Bowerman Sanitary Landfill, which equates to about 0.0028% of this landfill's permitted daily throughput. The Frank R. Bowerman Sanitary Landfill is slated for closure in December of 2053.

³ CalRecycle Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility:
<https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator>

The City of Placentia accounted for 39,587 tons of available transformable solid waste capacity at the Olinda Alpha Landfill, which equates to about 1.36% of this landfill’s permitted daily throughput. The Olinda Alpha Landfill is slated for closure in December of 2021.

The City of Placentia accounted for 19 tons of available transformable solid waste capacity at the Prima Deshecha Landfill, which equates to about 0.0013% of this landfill’s permitted daily throughput. The Prima Deshecha Landfill is slated for closure in December of 2102.

**Table 4.20-8
SOLID WASTE DISPOSAL DURING 2017 FOR PLACENTIA^{1,2}**

Destination Facility	SWISNo	Amount Disposed from Placentia (tons)	Amount Transformed from Placentia (tons) ³	Permitted Throughput (tons/day)	Permitted Capacity (CY)	Remaining Capacity (CY)	Anticipated Closure Date
Azusa Land Reclamation Co. Landfill	19-AA-0013	32		8,000	80,571,760	51,512,201	1/1/45
Commerce Refuse-To-Energy Facility	19-AA-0506		14	1,000	1,000 ton/day	-	-
El Sobrante Landfill	33-AA-0217	94		16,054	209,910,000	143,977,170	1/1/51
Frank R. Bowerman Sanitary Landfill	30-AB-0360	1,171		11,500	266,000,000	205,000,000	12/31/53
Olinda Alpha Landfill	30-AB-0035	39,587		8,000	148,800,000	34,200,000	12/31/21
Prima Deshecha Landfill	30-AB-0019	19		4,000	172,100,000	134,300,000	12/31/102
Yearly Totals:		40,904	14				

¹CalRecycle Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility: <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator>
²CalRecycle SWIS Facility/Site Search: <https://www2.calrecycle.ca.gov/swfacilities/Directory/30-AB-0035/Index>
³Transformation: Incineration, pyrolysis, distillation, gasification, or biological conversion other than composting.

After 2007, CalRecycle no longer measures diversion rates. Instead, CalRecycle compares reported disposal tons to population to calculate per capita disposal expressed in pounds/person/day. The State set a target calculated disposal rate (calculated in pounds per person per day) of 7.30 per resident in 2017, and the City met that goal with a calculated disposal rate of 4.20 pounds per person per day generated in 2017.⁴ The State set a target calculated disposal rate (calculated in pounds per person per day) of 20.9 per employee in 2017, and the City met that goal with a calculated disposal rate of 12.4 pounds per person per day generated in 2017.⁵ As such, the City is considered to be in compliance with the State’s target disposal rates for both residential and employment generated solid waste.

⁴<https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionDetail?year=2017&jurisdictionID=376>

⁵<https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionDetail?year=2017&jurisdictionID=376>

4.20.4.3 Thresholds of Significance

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) have been utilized as thresholds of significance in this Section. Accordingly, impacts to solid waste facilities and service resulting from the implementation of the proposed General Plan may be considered significant if they would result in the following:

- Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.20.4.4 Project Impacts and Mitigation Measures

LANDFILL CAPACITY

Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goal?

Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The projected growth anticipated with implementation of the proposed General Plan would potentially impact solid waste disposal services and the capacity of landfill facilities that serve the City.

The State of California has established 50 percent as the minimum waste reduction rate for all cities. However, the goal has been updated to divert 75% (previously 50%) of California's waste stream away from the landfill and instead towards recycling by the year 2020. The State calculates waste diversion through establishing targets comparing reported disposal tons to population to calculate per capita disposal expressed in pounds/person/day. According to CalRecycle (discussed under Environmental Setting above), the State set a target calculated disposal rate (calculated in pounds per person per day) of 7.30 per resident in 2017, and the City met that goal with a calculated disposal rate of 4.20 pounds per person per day generated in 2017, which was well below the State's target. The state set a target calculated disposal rate (calculated in pounds per person per day) of 20.9 per employee in 2017, and the City met that goal with a calculated disposal rate of 12.4 pounds per person per day generated in 2017, which was well below the State's target. As such, the City is considered to be in compliance with the State's target disposal rates for both residential and employment generated solid waste. Furthermore, Title 8, Chapter 8.04.390 enforces the diversion of at least fifty percent of all construction waste generated in the City.

As illustrated in Table 5.20-9, Net Increase in Solid Waste Generation, implementation of the proposed General Plan would generate an additional 82,457.8 lbs/day or 41.23 tons/day of solid waste, or 15,048.5 tons of solid waste per year. This represents an approximate 0.0026 percent increase of the combined daily permitted capacity at all landfills currently serving the City.

**Table 4.20-9
NET INCREASE IN SOLID WASTE GENERATION¹**

Land Use	Units / Square Feet	Generation Factor	Solid Waste Generation (lbs/day)
Residential	6,523	12.23 lbs/household/day	78,276
Commercial	261,360*	5 lbs/1,000 SF/day	1,306.8
Office	261,360*	6 lbs/1,000 SF/day	1,568.2
Industrial Development	261,360*	5 lbs/1,000 SF/day	1,306.8
Total			82,457.8 lbs/day or 41.23 tons/day
¹ CalRecycle: Estimated Solid Waste Generation Rates: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates Accessed 6/3/19 *The City assumes that 18 of the remaining 64 undeveloped acres within the City's boundary will be developed with Non-residential uses at a FAR up to 1.0. This equates to an estimated 784,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. For planning purposes regarding future development, 261,360 square feet of new development is allocated to commercial uses, 261,360 square feet to office uses, and 261,360 square feet to industrial uses. SF = square feet			

Compliance with City and County waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects within the City would be required to comply with applicable State and local regulations, thus reducing the amount of landfill waste by at least 50, and 75 percent by 2020. However, buildout associated with implementation of the proposed General Plan would increase the volume of solid waste generated in the City that is diverted to existing landfills, which would contribute to the acceleration of the landfill closures or possibly the use of landfills at a greater distance from the City. The closure dates for the various landfills range from 2021 until 2102. Through the combination of the remaining capacities at the landfills, adequate capacity would be available to accommodate the buildout of the proposed General Plan.

The proposed General Plan Conservation Element includes goals and policies that address opportunities to reduce solid waste generation and disposal within the City. Additionally, future developments resulting from the implementation of the proposed General Plan would be reviewed on a project-by-project basis to ensure that solid waste disposal services and landfill facilities would be available to serve the development. All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. Therefore, implementation of proposed General Plan would result in less than significant impacts.

Goals and Policies in the Proposed General Plan

Conservation Element

Goal	CON-8	<i>Reduce solid waste produced in the City.</i>
Policies	CON-8.1	Continue implementing the Source Reduction and Recycling Element as required by State legislation.
	CON-8.2	Continue to comply with the requirements mandated by the Integrated Waste Management Act and other related legislation (AB 939, AB 341, AB 1826) in order to reduce the amount of solid waste and organic waste ending up in local landfills.
	CON-8.3	Maximize public awareness of all source reduction programs and recycling programs, including opportunities for communication feedback and educational outreach.
	CON-8.4	Maximize integration of all source reduction programs.
	CON-8.5	Encourage composting as an alternative to disposal for organic wastes.
	CON-8.6	Ensure that new development and reuse projects provide adequate space for recycling and organics collection activities to support state waste reduction goals.
	CON-8.7	Continue to provide public information regarding residential collection of household hazardous wastes including paint containers, electronics, household chemicals, motor oils, and pesticides, and promote development of facilities that collect these materials.
	CON-8.8	Coordinate with the County and surrounding jurisdictions to dispose of special waste including tires, construction/demolition debris, medical waste, asbestos, household hazardous waste, and computer technology waste.

Health, Wellness and Environmental Justice Element

Goal	HW/EJ-13	<i>Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.</i>
Policies	HW/EJ-13.6	Promote waste reduction and recycling to minimize materials that are processed in landfills. Encourage residents and businesses to reduce waste and minimize consumption of goods that require higher energy use for shipping and packaging. Encourage composting to reduce food and yard waste and provide mulch for gardening.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.20.4.5 Cumulative Impacts

Development Associated with Implementation of the Proposed General Plan and Other Cumulative Development Could Result in Cumulatively Considerable Impacts Related to Solid Waste Disposal Services and Landfill Disposal Capacity.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Future development associated with buildout of the proposed General Plan and associated cumulative projects would impact solid waste collection and disposal services within the area. The City of Placentia, along with Cities in the surrounding area, would continue to use common landfill resources, thereby consuming the capacity of local landfills.

As illustrated above, the proposed General Plan would not result in a significant increase in demand for landfill capacity. However, the increase in solid waste generation from the proposed General Plan and cumulative projects together could significantly impact the available landfill capacities that would result from increased solid waste disposal. Individual development projects and related cumulative projects would be required to meet current recycling goals, reducing the amount of solid waste requiring disposal at landfills. Future developments would be reviewed on a project-by-project basis, and as such, solid waste impacts would be evaluated based on the available capacities of existing and planned disposal facilities.

All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. Pursuant to the California Integrated Waste Management Act of 1989 (AB 939), every city and county in the State is required to divert 50 percent of solid waste generated in its jurisdiction away from landfills. Furthermore, since the implementation of AB 341, the City and other jurisdictions must attempt to meet the goal to divert 75% (previously 50%) of California's waste stream away from the landfill and instead towards recycling by the year 2020. Implementation of source reduction measures, such as recycling and converting waste to energy, would be implemented on a project-by-project basis and would divert solid waste away from landfills. Ultimately, compliance with Federal, State, and local statutes and regulations related to solid waste would ensure that cumulative impacts associated with increased solid waste would be less than significant. Many jurisdictions surrounding the City, including the City itself have successfully implemented solid waste reduction measures that go above and beyond State laws enforcing that such programs and measures be implemented. Therefore, the proposed General Plan would not result in cumulatively considerable solid waste impacts.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced above (Section 4.20.4.4).

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.20.4.6 Unavoidable Significant Impacts

Solid waste impacts associated with implementation of the proposed General Plan would be less than significant by adherence to/compliance with Federal, State and local requirements as well as compliance with goals and policies in the proposed General Plan. No significant unavoidable solid waste impacts would occur as a result of buildout of the proposed General Plan.



City of Placentia

City of Placentia Wastewater Collection System Pipelines

Pipe Diameter in Inches

- 6
- 8
- 10
- 12
- 15
- 18
- 21

▽ Siphons

Other Agency Wastewater Collection System Pipelines

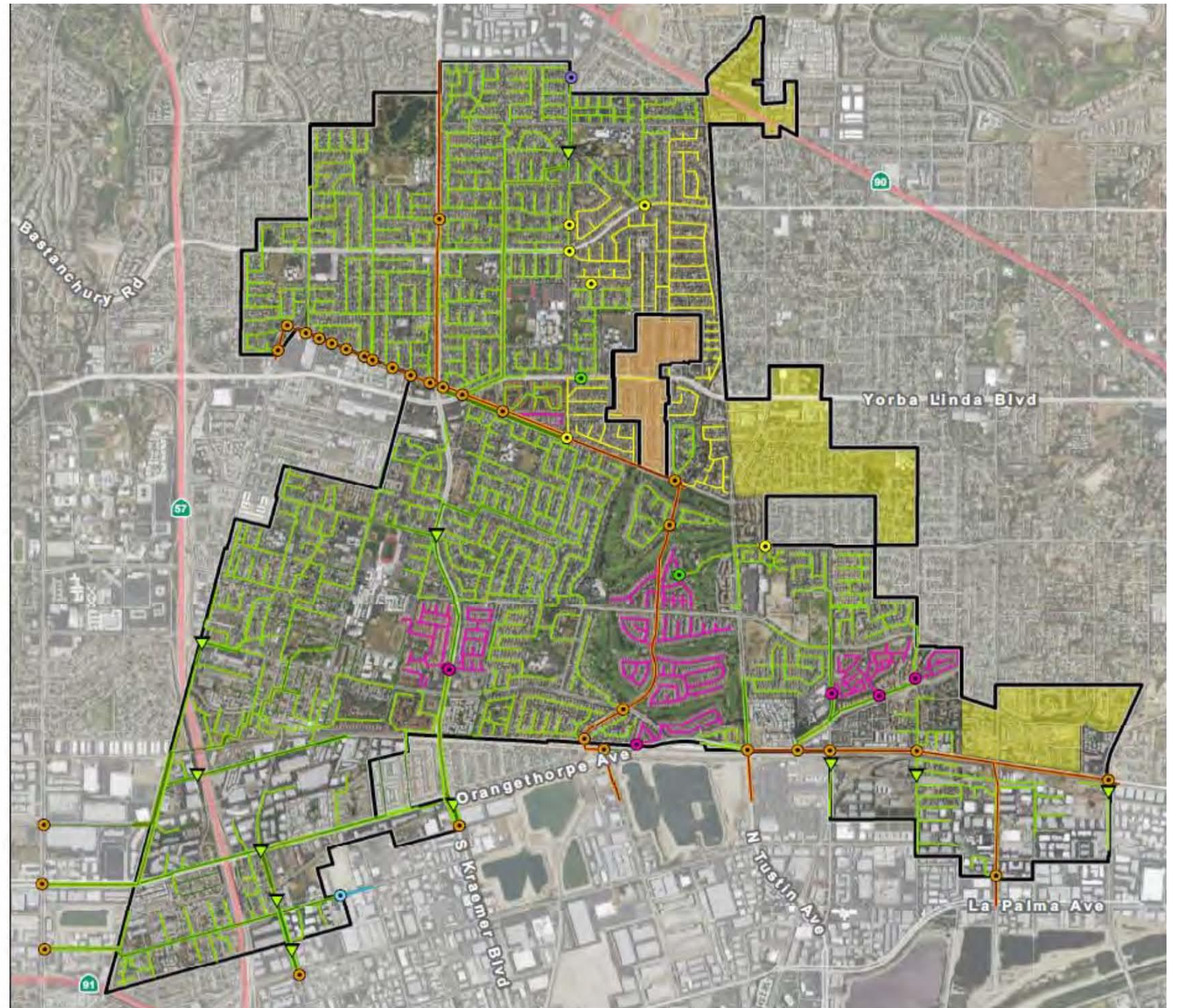
- Orange County Sanitation District (OCSD) Trunk Sewers
- Yorba Linda Water District (YLWD)
- Private
- City of Anaheim

Areas (without pipe data) Serviced by Other Wastewater Agency

- Yorba Linda Water District (YLWD)
- Orange County Sanitation District (OCSD)

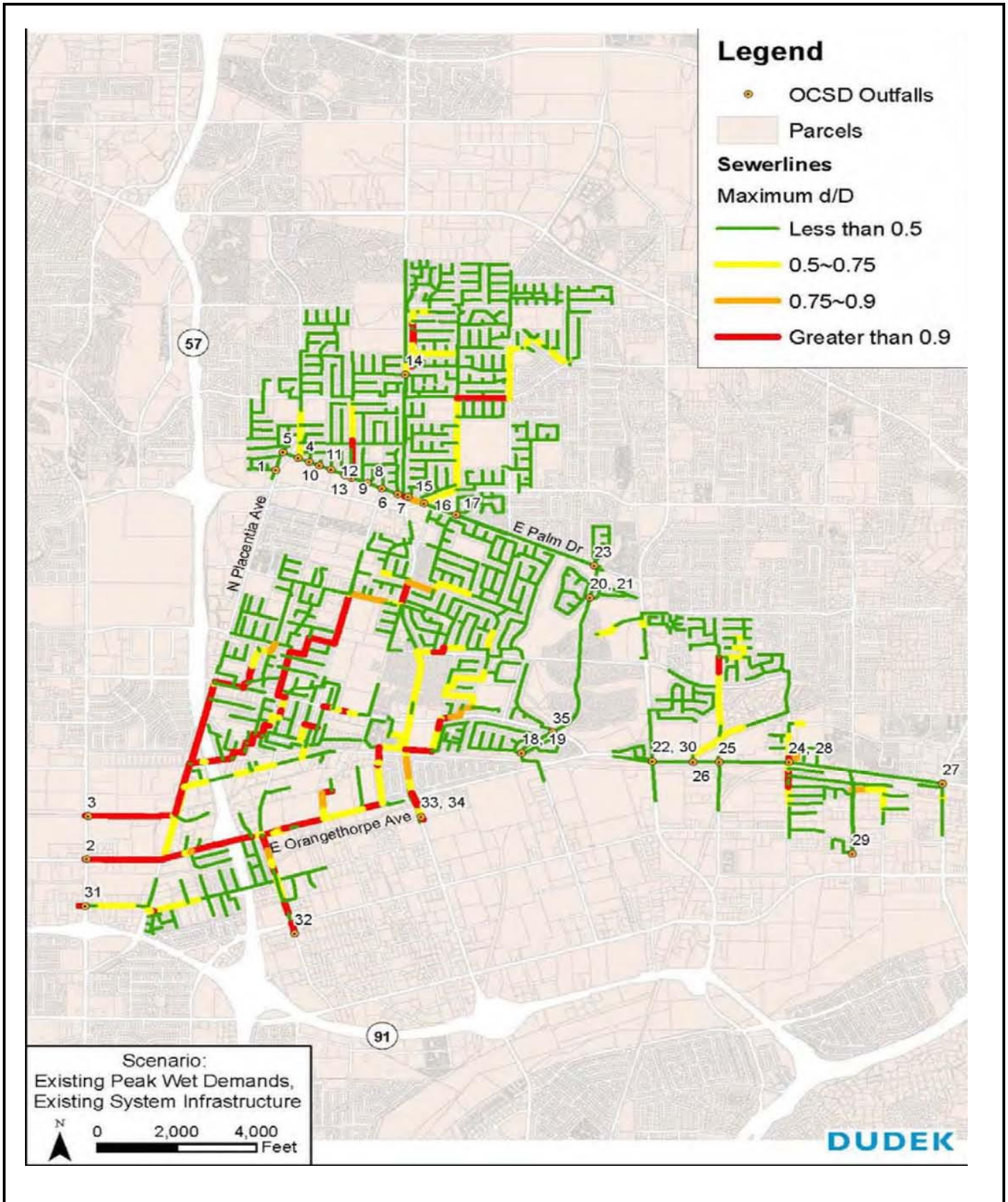
Interagency Wastewater Connections (# of Connections)

- Outfalls to Orange County Sanitation District (OCSD) (35)
- Yorba Linda Water District (YLWD) to City of Placentia (5)
- Private to City of Placentia (6)
- City of Anaheim to City of Placentia (1)
- City of Brea to City of Placentia (1)
- City of Placentia to Other (2)



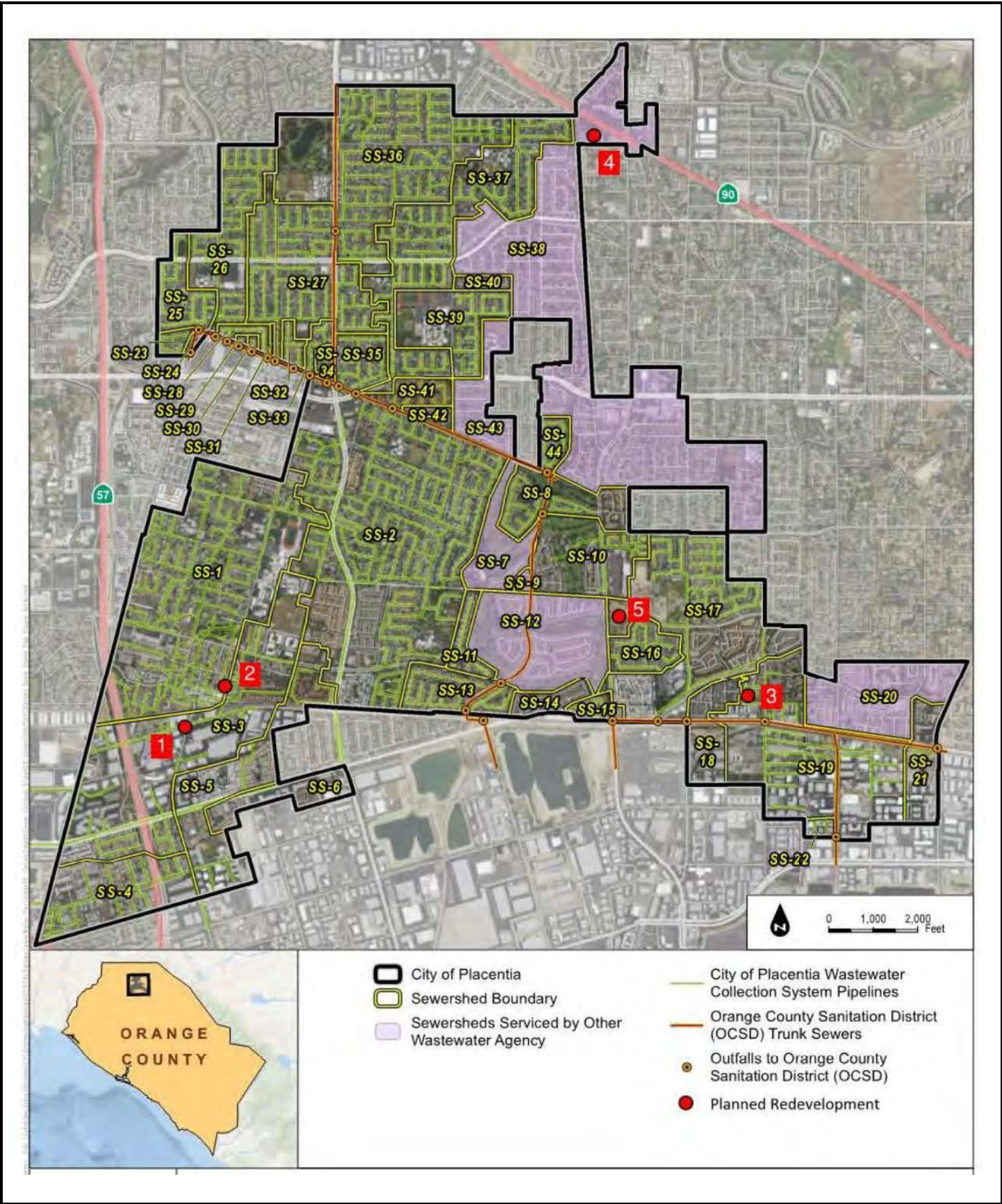
SOURCE: Sanitary Sewer Master Plan and Condition Assessment prepared by Dudek dated February 2018

FIGURE 4.20-1



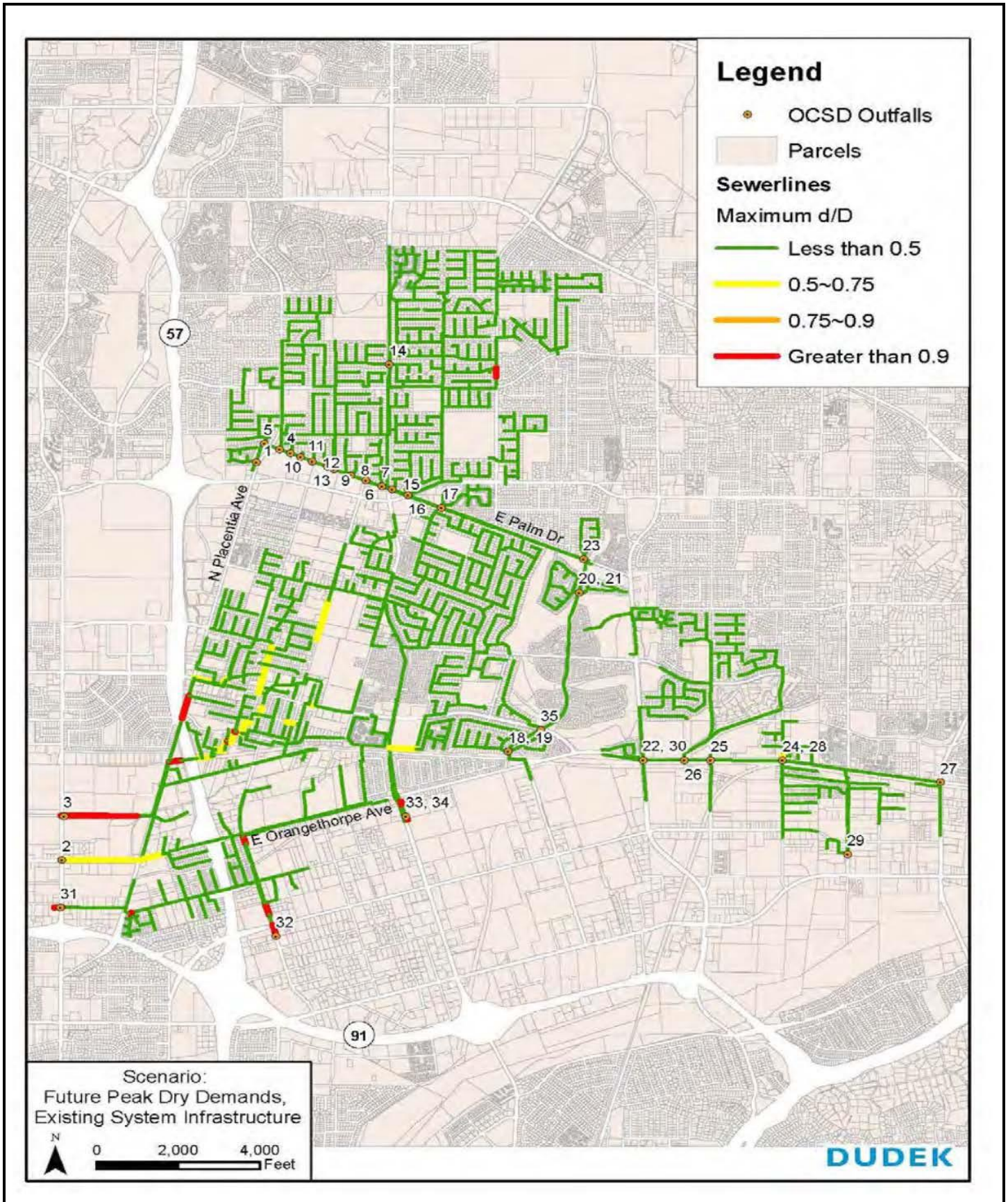
SOURCE: Sanitary Sewer Master Plan and Condition Assessment prepared by Dudek dated February 2018

FIGURE 4.20-2



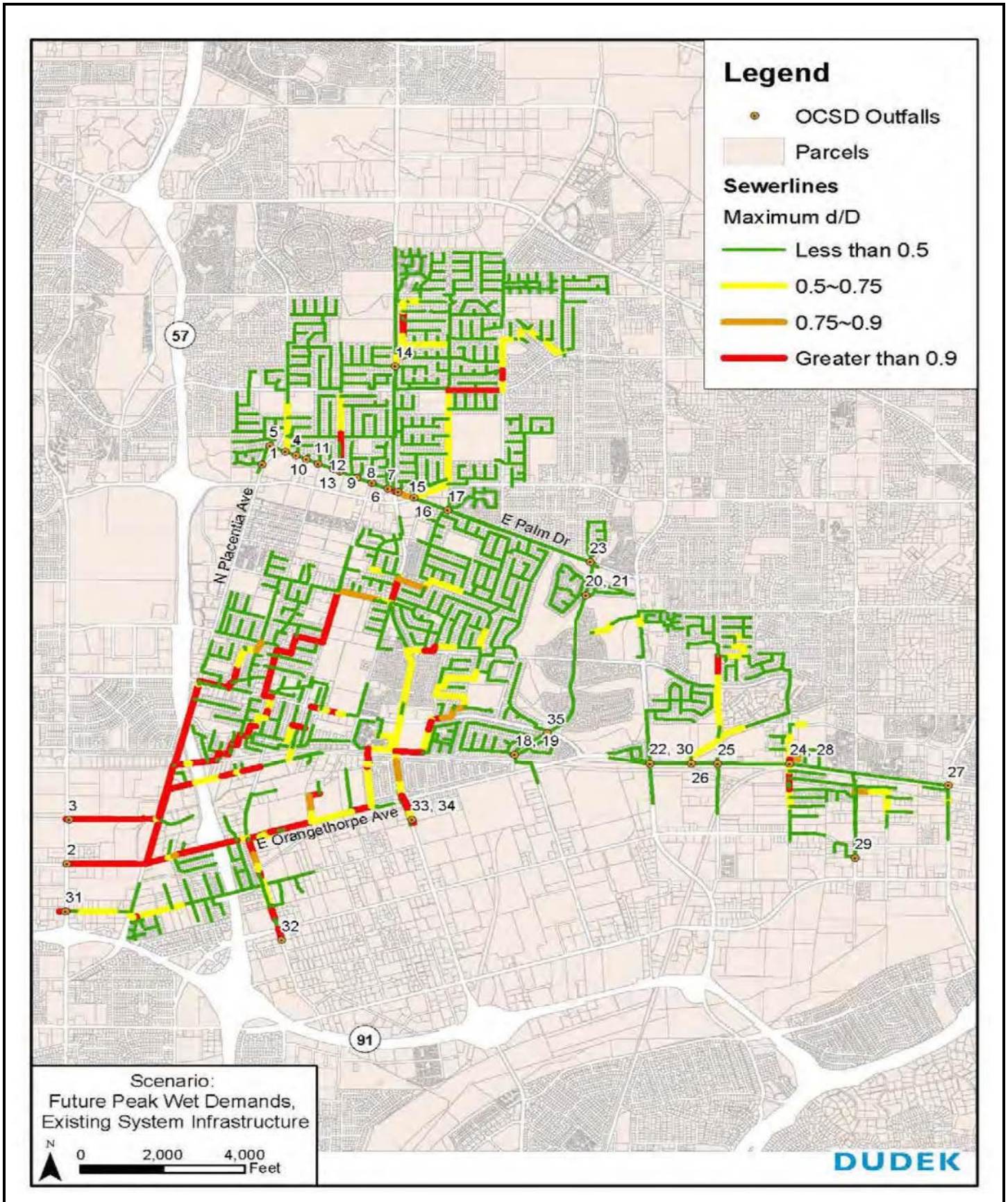
SOURCE: Sanitary Sewer Master Plan and Condition Assessment prepared by Dudek dated February 2018

FIGURE 4.20-3



SOURCE: Sanitary Sewer Master Plan and Condition Assessment prepared by Dudek dated February 2018

FIGURE 4.20-4



SOURCE: Sanitary Sewer Master Plan and Condition Assessment prepared by Dudek dated February 2018

FIGURE 4.20-5

4.21 WILDFIRE

This subchapter evaluates the environmental impacts under the new environmental issue of "Wildfire." The rationale for inclusion of this topic is not just the recent spate of severe wildfires, but to elevate the risk of wildfire to that of other major hazards, such as an active fault line or a flood hazard and the risk that society and future residents attracted to such areas incur from allowing humans to occupy areas with "high" risk.

4.21.1 Regulatory Setting

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately-owned wildland. The men and women of the California Department of Forestry and Fire Protection (CAL FIRE) are dedicated to the fire protection and stewardship of over 31 million acres of California's privately-owned wildlands. In addition, the Department provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. The Department's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. Those fires burn more than 172,000 acres annually.¹

CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program. CAL FIRE oversees enforcement of California's forest practice regulations, which guide timber harvesting on private lands. Department foresters review an average 500 to 1,400 Timber Harvesting Plans (THPs) and conduct over 6,500 site inspections each year. THPs are submitted by private landowners and logging companies who want to harvest their trees. The reviews and inspections ensure protection of watershed and wildlife, as well as renewal of timber resources. Department foresters and fire personnel work closely to encourage and implement fuels management projects to reduce the threat of uncontrolled wildfires. Vegetation management projects such as "controlled burns" take teamwork between foresters, firefighters, landowners, and the local communities. CAL FIRE Foresters promote conservation and the importance of our trees and forests to Californians of all ages.

CAL FIRE manages eight Demonstration State Forests that provide for commercial timber production, public recreation, and research and demonstration of good forest management practices. CAL FIRE foresters can be found in urban areas working to increase the number of trees planted in our cities, or preventing the spread of disease by identifying and removing infected trees.

California Public Resources Code 4291

This code is part of the overall State Fire Regulation and enforces defensible space codes. This code states (essentially) that a person who owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material, shall at all times maintain defensible space and perform other preventative maintenance activities to protect their structure from fire hazards.

¹ <http://calfire.ca.gov/about/about>

CA Code of Regulations Title 14

CA Code of Regulations Title 14 provides Fire Safe Regulations dealing with emergency access, address signage and water standards. These regulations have been prepared and adopted for the purpose of establishing minimum wildfire protection standards in conjunction with building, construction and development in State Responsibility Areas (SRA).²

California Building Code Chapter 7A

Building materials and construction methods for exterior wildfire exposure. The purpose of this section of the Code is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone within State Responsibility Areas or any Wildland-Urban Interface Fire Area to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. This code applies to new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas or any Wildland-Urban Interface Fire Area for which a building permit is submitted on or after December 1, 2005.³

CA Fire Code Chapter 47

Standards to increase a buildings ability to resist flames and burning embers. The purpose of this code is to provide minimum standards to increase the ability of a building to resist the intrusion of flame or burning embers being projected by a vegetation fire and contributes to a systematic reduction in conflagration losses through the use of performance and prescriptive requirements.⁴

Orange County Fire Authority

Orange County Fire Authority (OCFA) is a premier public safety agency providing superior services that result in no lives or property lost. OCFA protects and supports the needs of the service area, which includes the City of Placentia, to the fullest extent possible. The OCFA is a regional fire service agency that serves 23 cities in Orange County and all unincorporated areas. The OCFA protects over 1,680,000 residents from its 71 fire stations located throughout Orange County. OCFA Reserve Firefighters work 10 stations throughout Orange County.⁵ OCFA contributes to wildfire protection as well as urban fire projection.

4.21.2 Environmental Setting

The City of Placentia is near completely urbanized. The proposed General Plan indicates that the City is nearly completely built out, with only 1.3% of vacant land remaining available for development within the City. Placentia is surrounded by other built-out cities and is not adjacent to wildland areas. Therefore, the risk of Wildland-Urban Interface fires is relatively non-existent. This statement is bolstered by CAL FIRE's Fire and Resources Assessment Program Fire Hazard Severity Zones in SRA: Orange County map (Figure 4.21-1), which depicts the fire hazard severity zones as being located outside of and relatively far removed from the City of Placentia. CAL FIRE's Fire and Resources Assessment Program Very High Fire Hazard Severity Zones in Local Responsibility Areas: Orange County (Figure 4.21-2) also indicates that the City is relatively far removed from any very high fire hazard severity zone (VHFHSZ). The nearest VHFHSZ is located just north of the City's northernmost point at Rose Drive in the hills within the City of Brea.

² http://www.fire.ca.gov/fire_prevention/downloads/Title_14.pdf

³ http://www.fire.ca.gov/fire_prevention/downloads/ICC_2009_Ch7A_2007_rev_1Jan09_Supplement.pdf

⁴ http://www.fire.ca.gov/fire_prevention/downloads/2007_CBC_Ch47.pdf

⁵ <https://www.ocfa.org/AboutUs/AboutOCFA.aspx#briefhistory>

4.21.3 Thresholds of Significance

According to the new Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan?
2. 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?
3. 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?
4. 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?

Based on these significance thresholds and criteria, the proposed General Plan's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

4.21.4 Project Impacts and Mitigation Measures

WILDFIRE POTENTIAL ANALYSIS

Development in Accordance with the General Plan Could Increase the Potential for Adverse Impacts Associated with Wildfire.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: The CEQA Guidelines specify that the four Wildfire related questions are applicable "if located in or near state responsibility areas or lands classified as very high fire hazard severity zones." As shown on Figures 4.21-1 and 4.21-2, the City is located outside of state responsibility areas and outside of lands classified as very high fire hazard severity zone. However, the City is located near land classified as very high fire hazard severity zone, and as such this EIR will analyze the potential impacts associated with wildfires.

1. Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

The City of Placentia is nearly entirely built out, and is near completely urbanized. The General Plan is intended to improve circulation as the City continues to grow. The Mobility Element addresses gaps in the circulation system for underserved populations of the community, promote clean and shared mobility systems, and prepare for the emergence of innovative mobility technologies. The Safety Element of the General Plan includes goals and policies that encourage updated and improving emergency response procedures. As such, implementation of the General Plan would improve emergency response and evacuation plans and procedures. Additionally, it would promote improved emergency response as development associated with the General Plan occurs. Therefore, implementation of the General Plan would have a less than significant potential to impair an adopted emergency response plan or emergency evacuation plan.

2. Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The City of Placentia is relatively flat with hills located on the outskirts of surrounding Cities, such as those to the north near the City of Brea. Prevailing winds during the fall wildfire season are generally from the northeast, which could exacerbate fire risk to the City under extreme conditions; however, there is very little vegetation that would contribute to exposure by pollutants generated during a wildfire. As such, the risk for implementation of the General Plan to exacerbate wildfire risks is limited. Due to the distance of the City from nearby these hills, their limited size/area, the potential for exposure to significant fire pollutants is considered to be low. Finally, due to the buffer of urban structures with minimal vegetation between the City and nearby hills that contain some potential for fire risk, the City does not appear to be exposed to the uncontrolled spread of a wildfire. This finding is consistent with a careful review of Figures 4.21-1 and 4.21-2 which show no significant wildfire hazard in the City. Thus, implementation of the General Plan would have a less than significant impact under this issue.

3. Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As shown on Figures 4.21-1 and 4.21-2 and as described in the preceding analysis, the City of Placentia is located outside of state responsibility areas and outside of lands classified as very high fire hazard severity zone. The General Plan is a City-wide planning tool that provides long-term guidance for future programs, projects, and policy. As such, the development of infrastructure may be required commensurate with development associated with the General Plan, though this development would not exacerbate fire risk within the City as there are no wildfire hazard zones within the City. Therefore, impacts under this issue are considered less than significant.

4. Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The City is not immediately adjacent to any landforms that could create significant exposure to flooding or landslides. Due to the limited watershed and bedrock outcrops the potential for exposure to significant flood or landslide hazards is considered to be less than significant. Furthermore, the City of Placentia is nearly completely built-out and completely urbanized, and therefore, the potential for drainage changes or slope instability is minimal to nonexistent. Based on these circumstances, a less than significant impact for exposing 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 exists within the City.

Goals and Policies in the Proposed General Plan

Mobility Element

Goal	MOB-1	<i>Provide adequate transportation facilities Levels of Service (LOS) for existing and future inhabitants of the City, maximizing use of existing facilities and enhancing those facilities as growth occurs.</i>
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- Policies** MOB-1.4 The City shall continue to collect Traffic Impact Development Fees for improvements within its boundaries and shall work with adjacent jurisdictions through the Inter-Jurisdictional Forums to determine acceptable impact fees. These fees may be assessed and increased as necessary.
- MOB-1.5 Roadway improvements and expansions shall include prioritizing public transit and shared mobility in order to address gaps in the transit system, improve and incentivize mobility for shared vehicles, and discourage single-occupancy vehicles, and expand non-motorized transportation options.
- Goal** **MOB-2** ***Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.***
- Policies** MOB-2.1 Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City.
- MOB-2.4 Respond to transportation problem areas with efforts to implement both interim and long-term solutions.

Safety Element

❖ **Geologic and Seismic**

- Goal** **SAF-1** ***Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.***
- Policies** SAF-1.7 Continue to have and improve upon inter-jurisdictional cooperation and communication, especially in regards to safety aspects of dams, freeway structures, oil wells and pipelines, regional fault studies, and disaster response and emergency plans.

❖ **Hazardous Materials and Waste**

- Goal** **SAF-4** ***Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.***
- Policies** SAF-4.5 Continually update maps of the City's emergency facilities, evacuation routes and hazardous areas to reflect additions or modifications.

❖ **Disaster Preparedness, Response and Recovery**

- Goal** **SAF-7** ***Minimize the risk to life and property through emergency preparedness and public awareness.***
- Policies** SAF-7.1 Ensure the availability of both the Safety Element and City emergency preparedness plans to employers and residents of Placentia.
- SAF-7.2 Coordinate disaster preparedness and recovery with other governmental agencies.
- SAF-7.3 Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g. road width, road type, length of dead-end roads, etc.).

- SAF-7.4 Continue to conduct public outreach efforts to prepare the community for an emergency and provide them with guidance on how to respond to natural and man-made disasters, including the location of pre-designated evacuation routes and Transportation Assembly Points. This can be done through community newsletters, the City websites and information at community events. Ensure that outreach efforts are done in multiple languages.
- SAF-7.5 Develop an emergency communications system that will be able to inform all residents of a disaster and instructions for safety.
- SAF-7.6 Train multi-lingual personnel to assist in evacuation and other emergency response activities to meet the community need.
- SAF-7.7 Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.
- SAF-7.8 Continue to evaluate and practice preparedness through Emergency Operations Center (EOC) exercises.
- SAF-7.9 Continue and build on the existing Community Emergency Response Team (CERT) program, providing more information to the community and raising the awareness of the program via community newsletters, the city website and information at community events.
- SAF-7.10 Help residents build a stronger, broader Neighborhood Watch (America on Watch) program, seeking more participation across all neighborhoods of Placentia, prioritizing disadvantaged communities.
- SAF-7.11 Adopt a Hazard Mitigation Plan, incorporating climate change policy and coordinate with surrounding cities.
- SAF-7.12 Ensure that mutual aid agreements are in place.

Health, Wellness and Environmental Justice Element

Goal **HW/EJ-5** ***Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.***

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable

4.21.5 **Cumulative Impacts**

Development in Accordance with the General Plan and Cumulative Development Could Result in Cumulatively Considerable Increases in the Potential for Adverse Impacts Associated with Wildfire.

Level of Significance Before Mitigation: Less Than Significant Impact

Impact Analysis: Development associated with implementation of the proposed General Plan would result in limited additional urbanization of the City of Placentia, which is already nearly

completely urbanized. Nearby Cities are also nearly completely urbanized with few vacant parcels available for development. Further development within the City of Placentia would not exacerbate wildfire risks because the City itself does not contain a significant potential for wildfires to occur. Cumulative development within the surrounding area may contribute to additional development in areas containing wildfire hazards; however, projects going forward must comply with state and local laws pertaining to development in fire hazard areas, which would minimize wildfire impacts. As such, implementation of the General Plan will not add a cumulatively considerable exposure to wildfire hazards within the City or County. Thus, implementation of the General Plan will not cause any significant adverse impacts to wildfire hazard exposure or to the cause of wildfires in the general area. The project will have a less than significant cumulative adverse impact to wildfire hazards.

Goals and Policies in the Proposed General Plan: Refer to the goals and policies referenced above.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan are required.

Level of Significance After Mitigation: Not Applicable.

4.21.6 Unavoidable Significant Impacts

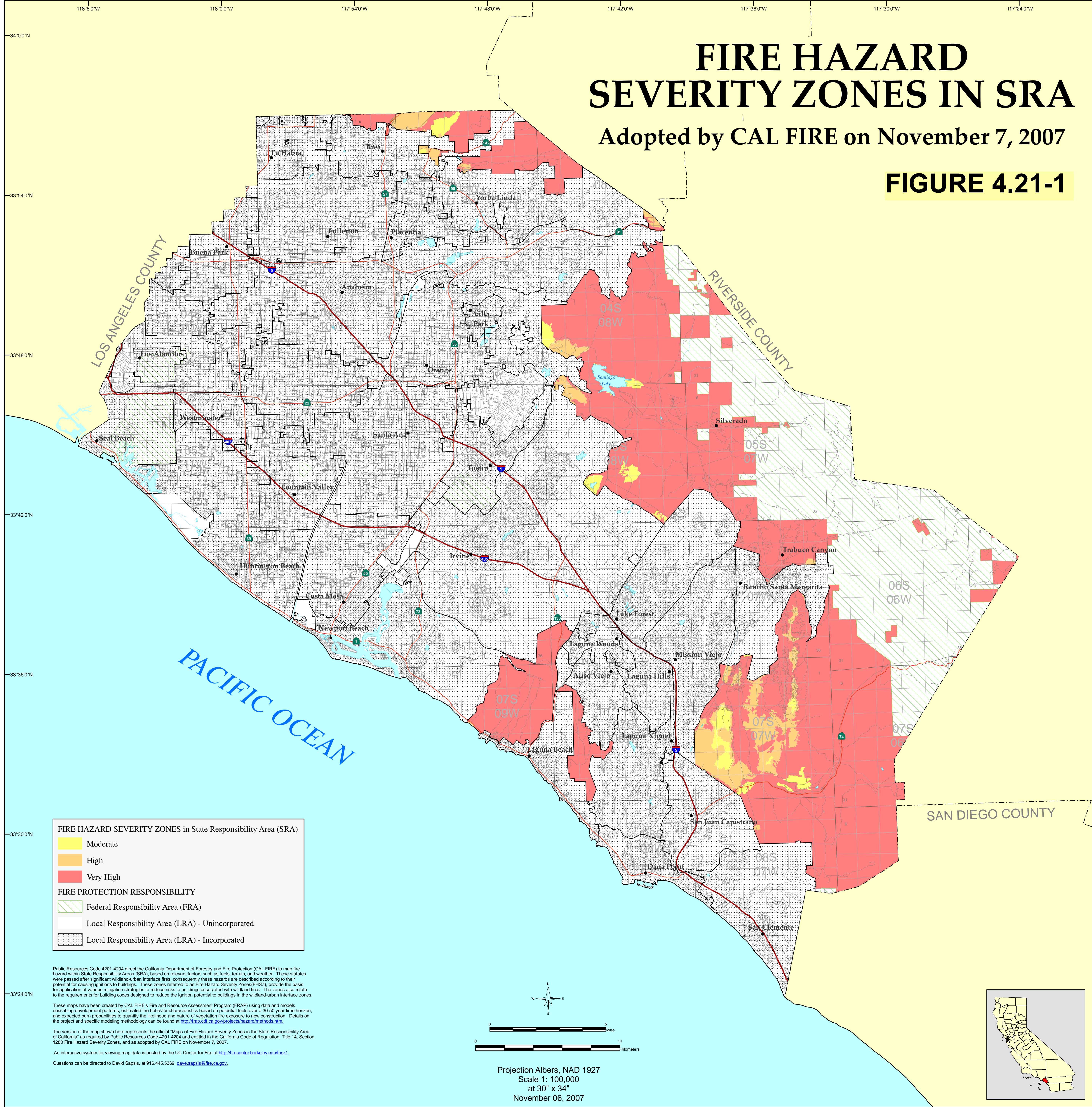
Wildfire impacts associated with implementation of the proposed General Plan would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan. No significant unavoidable wildfire impacts would occur as a result of buildout of the proposed General Plan.

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FIRE HAZARD SEVERITY ZONES IN SRA

Adopted by CAL FIRE on November 7, 2007

FIGURE 4.21-1



FIRE HAZARD SEVERITY ZONES in State Responsibility Area (SRA)

- Moderate
- High
- Very High

FIRE PROTECTION RESPONSIBILITY

- Federal Responsibility Area (FRA)
- Local Responsibility Area (LRA) - Unincorporated
- Local Responsibility Area (LRA) - Incorporated

Public Resources Code 4201-4204 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map fire hazard within State Responsibility Areas (SRA), based on relevant factors such as fuels, terrain, and weather. These statutes were passed after significant wildland-urban interface fires, consequently these hazards are described according to their potential for causing ignitions to buildings. These zones referred to as Fire Hazard Severity Zones (FHSZ), provide the basis for application of various mitigation strategies to reduce risks to buildings associated with wildland fires. The zones also relate to the requirements for building codes designed to reduce the ignition potential to buildings in the wildland-urban interface zones.

These maps have been created by CAL FIRE's Fire and Resource Assessment Program (FRAP) using data and models describing development patterns, estimated fire behavior characteristics based on potential fuels over a 30-50 year time horizon, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to new construction. Details on the project and specific modeling methodology can be found at <http://frap.cdf.ca.gov/projects/hazard/methods.htm>.

The version of the map shown here represents the official "Maps of Fire Hazard Severity Zones in the State Responsibility Area of California" as required by Public Resources Code 4201-4204 and entitled in the California Code of Regulation, Title 14, Section 1280 Fire Hazard Severity Zones, and as adopted by CAL FIRE on November 7, 2007.

An interactive system for viewing map data is hosted by the UC Center for Fire at <http://firecenter.berkeley.edu/fhsz/>.
Questions can be directed to David Sapsis, at 916.445.5369, dave.sapsis@fire.ca.gov.

Projection Albers, NAD 1927
Scale 1: 100,000
at 30" x 34"
November 06, 2007

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

Obtain FRAP maps, data, metadata and publications on the Internet at <http://frap.cdf.ca.gov>
For more information, contact CAL FIRE-FRAP, PO Box 944246, Sacramento, CA 94244-2460, (916) 327-3939.

Arnold Schwarzenegger, Governor,
State of California
Mike Chrisman, Secretary for Resources,
The Resources Agency
Ruben Grijalva, Director,
Department of Forestry and Fire Protection

MAP ID: FHSZS_MAP
DATA SOURCES
CAL FIRE Fire Hazard Severity Zones (FHSZS06_3)
CAL FIRE State Responsibility Areas (SRA05_5)
CAL FIRE Incorporated Cities (Incorp07_3)
PLSS (1:100,000 USGS, Land Grants with CAL FIRE grid)

VERY HIGH FIRE HAZARD SEVERITY ZONES IN LRA As Recommended By CAL FIRE

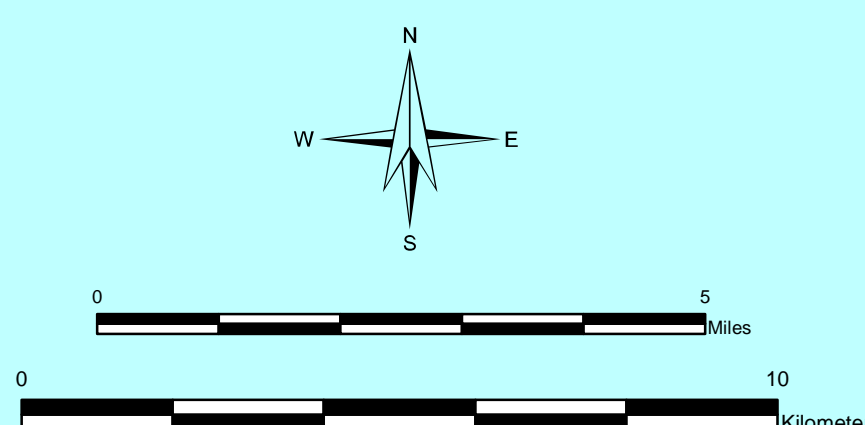
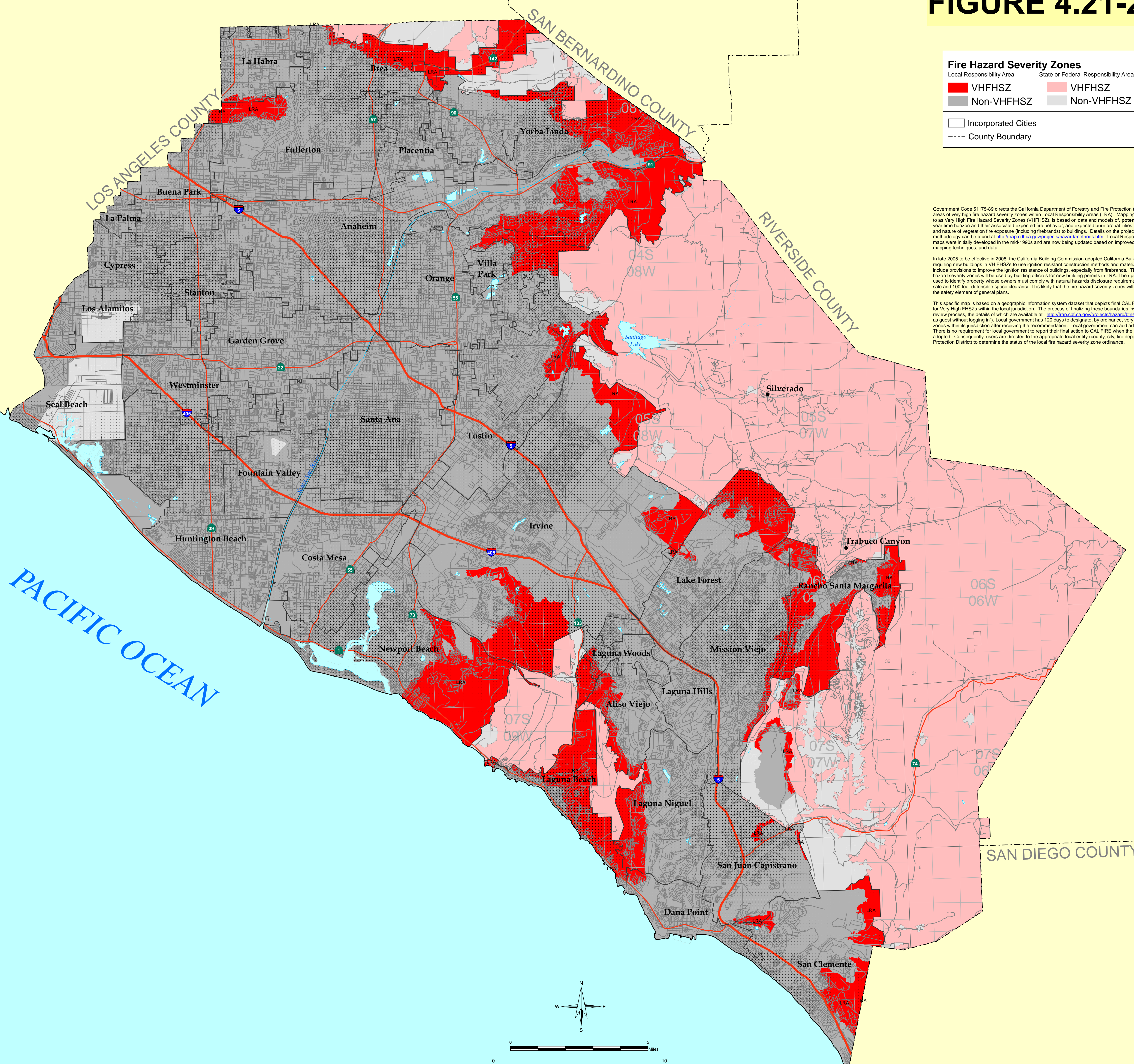
FIGURE 4.21-2

Fire Hazard Severity Zones	
Local Responsibility Area	State or Federal Responsibility Areas
 VHFHSZ	 VHFHSZ
 Non-VHFHSZ	 Non-VHFHSZ
 Incorporated Cities	
 County Boundary	

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 (LRA). 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 30-50 year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. Details on the project and specific modeling methodology can be found at <http://frap.cdf.ca.gov/projects/hazardmethods.htm>. Local Responsibility Area VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

In late 2005 to be effective in 2008, the California Building Commission adopted California Building Code Chapter 7A requiring new buildings in VHFHSZs to use ignition resistant construction methods and materials. These new codes include provisions to improve the ignition resistance of buildings, especially from firebrands. The updated very high fire hazard severity zones will be used by building officials for new building permits in LRA. The updated zones will also be used to identify property whose owners must comply with natural hazards disclosure requirements at time of property sale and 100 foot defensible space clearance. It is likely that the fire hazard severity zones will be used for updates to the safety element of general plans.

This specific map is based on a geographic information system dataset that depicts final CAL FIRE recommendations for Very High Fire Hazard Severity Zones within the local jurisdiction. The process of finalizing these boundaries involved an extensive local review process, the details of which are available at <http://frap.cdf.ca.gov/projects/hazardmethods.htm> (click on "Continue as guest without logging in"). Local government has 120 days to designate, by ordinance, very high fire hazard severity zones within its jurisdiction after receiving the recommendation. Local government can add additional VHFHSZs. There is no requirement for local government to report their final action to CAL FIRE when the recommended zones are adopted. Consequently, users are directed to the appropriate local entity (county, city, fire department, or Fire Protection District) to determine the status of the local fire hazard severity zone ordinance.



California Teale Albers, NAD 1983
Scale 1: 100,000
at 30" x 34"
October 2011



CHAPTER 5 – ALTERNATIVES

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require an evaluation of alternatives to the proposed action. The purpose of the Alternatives evaluation under CEQA is to determine whether one or more feasible alternatives is capable of reducing potentially significant impacts of a preferred project to a less than significant level. The applicable text in the State CEQA Guidelines occurs in Section 15126 as follows:

Section 15126.6 (a): Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

Section 15126.6 (b) Purpose. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.

GENERAL PLAN PROCESS

The General Plan helps the City to clearly express a vision of Placentia's future and provides the pathway to achieve it. The General Plan update was first started in 2014 and after an unforeseen need to place a hold on the project, was restarted in 2017. From 2014 to 2019, the City staff and community have eagerly been involved in this update to the General Plan. Early on in the process, the City formed a General Plan Update Leadership Team (GPULT) with representatives from every City department, including the Placentia Police and the Orange County Fire Authority. The department heads and staff from different City divisions and departments have been involved in the writing, reviewing and editing of the Plan from the start. Each department works directly with the authors to ensure that the text of the update would be relevant to the particular needs and desires of the residents these sections serve. A General Plan Advisory Committee (GPAC), comprised of commission and committee representatives met to give direction in the process along the way. In addition, the City's Housing, Planning and Economic Development Ad Hoc Committee, which contained two City Council members, has been monitoring the Plan's progress from the start of the project.

Many, if not all, City commissions and committees reviewed and commented on the document. For instance, many comments and corrections were made to the historical section, after a careful review by the Historic Commission. Other commissions commented on safety issues such as homelessness, more bicycle opportunities (dedicated bike lanes), health and wellness issues (especially healthy food options) in the disadvantaged parts of the community, improving access to parks, and improving the overall quality of life citywide. Below is a list of the City Commissions who were involved in the review and update of the General Plan:

- Veterans Advisory Committee
- Traffic Committee
- Historic Commission
- Recreations/Parks Commission
- Senior Advisory Committee
- Cultural Arts Commission
- Economic Development Committee

The community was quite involved as well. Because there are disadvantaged communities within the City, a dedicated community meeting was set up to hear from residents there. The community organization, Lot318, helped to organize and increase attendance at this very fruitful meeting. Staff from Development Services, Community Services and Public Safety joined in the conversation to listen to and gain input from this part of the community who is often not heard from. The Health, Wellness and Environmental Justice Chapter was informed greatly by this connection.

An Environmental Impact Report (EIR) Scoping Meeting and two formal community meetings were conducted as well. Other community groups were equally involved, including the following community groups and organizations:

- Placentia Santa Fe Merchants Association (representing the Old Town area)
- Placentia Rotary Club
- Placentia Chamber of Commerce
- Kiwanis Club
- Placentia Collaborative

GENERAL PLAN OBJECTIVES

The project objectives are defined in Chapter 3 as follows:

The City of Placentia’s vision, which guides the objectives for Rich Heritage, Bright Future, The Placentia General Plan (proposed General Plan), is described below:

- “The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local economy provides the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic backgrounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational and safety needs of its residents. Through the establishment of quality services, grounded in shared community values, Placentia will remain a pleasant and safe place.”

ALTERNATIVES TO BE ANALYZED

One of the alternatives that must be evaluated in an environmental impact report (EIR) is the “no project alternative,” regardless of whether it is a feasible alternative to the proposed Project, i.e., would meet the project objectives or requirements. Under this alternative, the environmental impacts that would occur if the proposed Project is not approved and implemented are identified. Under the no project alternative, the General Plan would not be implemented and the current General Plan would remain in place as the only document in which projects are compared. The City of Placentia is currently 98.7% developed, which leaves limited available vacant land for development. Given that it is not feasible for the developed land to be converted into uses that

would create less impact than exist at present, there are no feasible alternatives that would demonstrate a lesser impact than the proposed General Plan beyond the “No Project Alternative” (NPA), which can also be called the “Existing General Plan Alternative” (EGPA). No other alternatives will be considered or evaluated in this chapter since no other practical or feasible alternatives have been proposed. Thus, the alternative considered in this chapter includes:

1. No Project Alternative/Existing General Plan Alternative

The following evaluation also includes identification of an environmentally superior alternative as required by the State CEQA Guidelines. This alternative was developed during review of the project with the City of Placentia and include all components of the Project. No other plausible alternatives were identified during the review process for consideration in this DEIR.

5.1.1 CEQA Requirement

The California Supreme Court determined that examination of infeasible alternatives need not be given exhaustive evaluation. Specifically, the court case Citizens of Goleta Valley v. Board of Supervisors, 1988 the court stated:

[A] Project alternative which cannot be feasibly accomplished need not be exhaustively considered. A feasible alternative is one which can be accomplished in a successful manner within a reasonable period of time, taking into account economic, legal, social and technological factors [Citations.] Surely whether a property is owned or can reasonably be acquired by the project proponent has strong bearing on the likelihood of a project’s ultimate costs and the chances for an expeditious and successful accomplishment.

The State CEQA Guidelines, Section 15126.6(f)(1) state: *Feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of alternatives.*

5.2 NO PROJECT / EXISTING GENERAL PLAN

5.2.1 Overview of No Project Alternative

The No Project Alternative (NPA) is required under CEQA to evaluate the environmental effects associated with no action on the part of the Lead Agency. The NPA assumes that the Current General Plan will remain in place and would accurately forecast future development. The Current General Plan alternative closely adheres to the existing character of land use throughout the City and is consistent with the land use forecast assumed in the official County projections (Orange County Projections 2014, or OCP-2014). The Current General Plan Land areas in acres (and depicted on Figure 5-1) is outlined below in Table 5-1. Figure 5-1 includes zones (group of parcels) where the land use was revised from the Current General Plan to the Proposed General Plan. The parcels are grouped into ten zones with the same land use change. The area in acres and the Current/Proposed General Plan land use are listed in the follow table.

**Table 5-1
 LAND USE REVISION SUMMARY**

Zone	Current GP Land Use	Proposed GP Land Use	Area in Acres
Zone 1	Light Industrial	High Density Residential	3.65
Zone 2	Industrial	High Density Residential	4.12
Zone 3	Industrial	High Density Residential	6.37
Zone 4	Industrial	High Density Residential	5.03
Zone 5	Parks	Schools & Institution	7.27
Zone 6	Office	Schools & Institution	6.04
Zone 7	Medium Density Residential	Specific Plan	7.51
Zone 8	Planned Community	Specific Plan	17.24
Zone 9	Schools	Schools & Institution	211.51
Zone 10	Specific Plan	Parks	13
Total			281.74

Among the ten zones with revised land use only zones 1 and 4 would have a noticeable land use impact as development associated with the proposed General Plan. Zone 5 is currently the Melrose Elementary School; Zone 6 is currently the Placentia Library District; Zone 10 is currently the Placentia Champions Sports Complex. For these three zones the existing land use already matches the Proposed General Plan land use. Zone 7 is changed from medium density residential to Specific Plan. Zone 8 is changed from Planned Community to Specific Plan. The City confirmed that no detailed land use is expected to be changed. All the parcels in Zone 9 are currently used by schools or institutions. Therefore, no land use is expected to be changed either.

Aesthetics

Both the NPA/EGPA and the General Plan Update (GPU) would encourage that new development is compatible with surrounding land uses, the circulation network, and existing development constraints. The City of Placentia is over 98 percent built-out compatible uses, and as such, the overall aesthetics of the City are not anticipated to substantially change between the EGPA and that which could occur under the GPU. Both the EGPA and the GPU would allow for redevelopment, though the underlying land use of the areas that may be redeveloped could be different between the two Plans. As such, development under the GPU would be slightly more intense than that which is allowed by the GPU because the GPU anticipates a population growth within the City of about 35.8% when compared to the existing population. As such, the GPU would allow for greater intensity of development, particularly high-density residential development, which could result in a greater aesthetic impact than the EGPA. However, as discussed under Subchapter 4.2, Aesthetics, impacts from the GPU would be less than significant. Therefore, the NPA/EGPA would have lesser aesthetic impacts those of the proposed GPU, but no significant impacts would occur under either the GPU or NPA scenarios.

Agricultural Resources

Under neither the NPA/EGPA nor the GPU would impact agricultural or timberland resources because the City does not include any functional farmland and does not designate or classify (zone) any land within the City for agricultural use. With no agricultural resources at risk of undergoing a change to an alternate land use, there is no potential for adverse impacts from implementing either the GPU or the EGPA.

Air Quality

The NPA/EGPA would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed GPU. Although the amount and intensity of development would be greater under the GPU, development under either the EGPA or the proposed GPU would not result in exceedances of daily emissions thresholds related to construction emissions, regional operational emissions, AQMP consistency, and cumulative construction and operational impacts. The proposed GPU goals and policies provide for greater opportunities to protect and improve air quality including updated goals and policies that reflect current regulatory requirements, as well as providing opportunities for a better jobs/housing balance to reduce vehicle miles traveled, encouraging energy conservation and new and expanded regional and local transit opportunities, and providing future opportunities to developed mixed-use and transit-oriented developments. As such, it is anticipated that neither the NPA/EGPA nor the GPU would result in significant air quality impacts, though mitigation to reduce emissions generated by specific projects would be enforced under either alternative. The NPA/EGPA, because it would not allow for the same intensity of development, would result in slightly lesser air quality impacts than would the GPU.

Biological Resources

The NPA/EGPA and the GPU would allow for new development on existing vacant land or through redevelopment of currently developed land, which may contain biological resources. Therefore, potential impacts to habit modifications of any species identified as sensitive or special status species, riparian habitat, sensitive natural communities, federally protected wetlands, movement of native resident or migratory fish or wildlife species would be similar under the NPA/EGPA or the GPU. It is anticipated that impacts related to biological resources associated with either the EGPA or the GPU would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of either the existing or proposed General Plan. Furthermore, the City is nearly entirely built-out with very few native biological resources of importance remaining that could be disturbed. Therefore, based on this information, the NPA would have an approximately equal impact to biological resources as the GPU, but neither alternative would have any significant Biological Resource impacts.

Cultural Resources

The NPA/EGPA and the GPU would allow for new development on existing vacant land or through redevelopment of currently developed land, which may contain cultural resources. Therefore, potential impacts to known or unknown/undiscovered historical, archaeological, or paleontological resources would be similar under the NPA/EGPA and the GPU. It is anticipated that impacts related to cultural resources associated with either the EGPA or the GPU would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of either the existing or proposed General Plan. Furthermore, the City is nearly entirely built-out, which leaves very few vacant parcels of land, the development and disturbance of which could lead to the discovery of cultural resources. Therefore, based on this information, the NPA would have an approximately equal impact to cultural resources as the GPU, but neither alternative would have any significant Cultural Resource impacts.

Energy

The NPA/EGPA would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed GPU. Although the amount and intensity of development would be greater under the GPU, development under either the EGPA or the proposed GPU would require energy related to construction of new developments and operation of new developments, though this EIR determined that that the GPU would not

result in wasteful, inefficient, or unnecessary consumption of electricity resources, or could conflict with a state or local plan for renewable energy or energy efficiency. The proposed GPU goals and policies provide for greater opportunities to protect and improve energy efficiency including updated goals and policies that reflect current regulatory requirements, as well as encouraging energy conservation and sustainable building practices, as well as promoting green development. As such, it is anticipated that neither the NPA/EGPA nor the GPU would result in significant energy impacts. The NPA/EGPA, because it would not allow for the same intensity of development, would result in slightly lesser energy impacts than would the GPU.

Geology and Soils

Both the EGPA and the GPU have the potential to result in new development—increases in new residential and non-residential land uses—thereby resulting in an increase in population. Potential new development would be located throughout the City and would result in a larger number of structures/people potentially exposed to substantial adverse effects associated with severe ground shaking or ground failure. However, impacts related to geologic and seismic hazards associated with either the EGPA or the GPU would be less than significant by adherence to and/or compliance with building codes and standards and the goals and policies of either the existing or proposed General Plan. However, it should be noted that the EGPA would involve the development of fewer residential units and non-residential square footage than the proposed by the GPU, and as such though neither alternative would result in a significant impact, the NPA would result in slightly lesser impacts under geology and soils due to the reduced number of persons with residences within the City that could be exposed to geologic hazards.

Greenhouse Gas / Climate Change

The NPA/EGPA would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed GPU. Although the amount and intensity of development would be greater under the GPU, development under either the EGPA or the proposed GPU would not result in generation of significant GHG emissions. Furthermore, under the GPU, approximately 580,000 MTCO₂e of GHG emissions will be eliminated over the 20-year planning horizon. This is anticipated to be similar for the EGPA because GHG emissions are projected to generally decrease over time as clean air technology improves. The proposed GPU goals and policies provide for greater opportunities to protect and improve air quality and reduce GHG emissions including updated goals and policies that reflect current regulatory requirements, as well as providing opportunities for a better jobs/housing balance to reduce vehicle miles traveled, encouraging energy conservation and new and expanded regional and local transit opportunities, and providing future opportunities to developed mixed-use and transit-oriented developments. As such, it is anticipated that neither the NPA/EGPA nor the GPU would result in significant GHG impacts, though mitigation to reduce GHG emissions generated by specific projects would be enforced under either alternative. The NPA/EGPA, because it would not allow for the same intensity of development, would result in slightly lesser GHG impacts than would the GPU.

Hazards and Hazardous Materials

Implementation of the NPA/EGPA and the GPU could result in the expansion or development of facilities that could impact the health and safety of Placentia residents, visitors, and employees. Both the EGPA and the GPU provide goals and policies to reduce the potential threat associated with hazardous material use, disposal, and transport. More residential uses would be allowed under the GPU than under the EGPA, and as such, the potential for impacts related to routine transport, use or disposal of hazardous materials is less under the GPU. Both the EGPA and the GPU would require mitigation to address the potential for hazards and hazardous materials

impacts associated with future development and redevelopment within the City. As such, based on this information, the NPA would have an approximately equal impact related to hazards and hazardous materials as the GPU, but neither alternative would have any significant impacts under this issue.

Hydrology and Water Quality

Both the MPA/EGPA and the GPU have the potential to result in new development—increases in new residential and non-residential land uses—thereby resulting in an increase in population and development that could result in hydrology, drainage, and/or water quality impacts. The proposed GPU would allow for greater development when compared to the NPA/EGPA, which could result in greater hydrology, drainage, and water quality impacts. However, given that the City is nearly completely built-out, with only 1.3% of vacant land available for development, the difference between the development allowed under the EGPA versus the GPU is not substantial. However, due to the population increase projected in the GPU, build-out of the proposed GPU would involve greater development and greater demand for groundwater resources—due to increased growth and decreased reliance of imported water supplies—when compared to the NPA/EGPA. The Conservation Element of the GPU includes goals and policies that address stormwater management and water quality to ensure that potential impacts would be reduced. These policies provide for increased protection and provide updated and current information regarding stormwater and water quality requirements. However, compliance with the regulatory requirements and existing goals and policies would reduce impacts to a less than significant level under the NPA/EGPA. Since the NPA/EGPA would allow for less development than the GPU, the NPA/EGPA is considered the environmentally superior alternative; however, neither alternative would result in a significant impact.

Land Use / Planning

Refer to Table 5-1 above, which depicts the Land Use Revision Summary, and to Figure 5-1, which shows the revised land use zoning on a map. Several of the Land Use changes proposed by the GPU would reflect the existing uses that specific sites have been developed as. As previously stated and shown on Figure 5-1, Zone 5 is currently the Melrose Elementary School; Zone 6 is currently the Placentia Library District; Zone 10 is currently the Placentia Champions Sports Complex. For these three zones the existing land use already matches the Proposed General Plan land use. Zone 7 is changed from medium density residential to Specific Plan. Zone 8 is changed from Planned Community to Specific Plan; no detailed land use is expected to be changed. All the parcels in Zone 9 are currently used by schools or institutions, as such, no land use is expected to be changed either. Zones 1-4 would change the land use from light industrial or industrial uses to high density residential. As such, the GPU would lead to greater urbanization and potential for residential development to the extent in which vacant land is available for development or existing, developed parcels are redeveloped. The land use changes proposed are minor, and are intended to accommodate existing non-conforming uses that blend with the surrounding area, re-designate uses that are not compatible with surrounding uses, and satisfy the demand for certain uses that would be generated by the City's projected growth. As such, the GPU would preserve and improve existing and future physical development by ensuring that adjacent land uses are compatible with one another, while the NPA/EGPA would not change existing land uses and thereby would not provide the necessary changes to accommodate the projected population growth anticipated to occur within the City over time. Therefore, because the NPA/EGPA would continue to provide outdated information that does not reflect the current conditions or goals of the City, the GPU is the environmentally superior alternative under this issue.

Mineral Resources

Future development under the NPA/EGPA and proposed GPU may involve lands that contain unknown mineral resources. Therefore, potential impacts to mineral resources would be similar under the NPA/EGPA and the GPU. It is anticipated that impacts related to mineral resources associated with either the NPA/EGPA or the GPU would be less than significant by adherence to and/or compliance with goals and policies of either the existing or proposed General Plan. Therefore, based on this information, the NPA would have an approximately equal impact related to mineral resources as the GPU, but neither alternative would have any significant impacts under this issue.

Noise

The NPA/EGPA would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed GPU. Although the amount and intensity of development would be greater under the GPU, development under either the NPA/EGPA or the GPU would result in additional noise from construction activities and the resulting increase in traffic associated with future development. Cumulative long-term noise impacts would be less than significant, even with anticipated growth, particularly given that the City is nearly completely built-out, with only 1.3% of vacant land available to be developed. Therefore, based on this information, the NPA would have an approximately equal impact related to noise as the GPU, but neither alternative would have any significant impacts under this issue.

Population / Housing

One of the objectives of the GPU is to update the City's baseline conditions to project build-out conditions for dwelling units, non-residential square footage, population, and employment. The NPA/EGPA does not reflect the most current conditions for population or employment, though the GPU does not include an update of the Housing Element, given that it was recently updated in 2013. As such, given that the existing General Plan was adopted in 1973, and that—aside from the Housing Element—the most recently updated element (the Growth Management Element) was updated in 1992, it does not address current conditions or plan for anticipated growth within the City over the next few decades. Contrastingly, the GPU reflects the current priorities and conditions of the City. The NPA/EGPA does not address the need for additional residential development to accommodate the forecast population growth addressed in the GPU, nor does it address the required economic opportunities in order to achieve the priorities of to the extent of the GPU. Furthermore, the balance of jobs and housing would not accommodate the projected needs of the City as determined by the City in the proposed GPU; therefore, the GPU is the environmentally superior alternative under this issue.

Public Services

The NPA/EGPA does not reflect the true level of service demand based on existing conditions. Implementation of the proposed would GPU provide a comprehensive inventory of existing public services and the levels of service provided to the City. Growth associated with the proposed GPU would exceed the growth anticipated with the NPA/EGPA. Therefore, the level of service and demand for service would be less with NPA/EGPA than the proposed GPU. However, goals and policies in the proposed GPU would reduce potential impacts to a less than significant level for fire and emergency services, police services, parks, schools, and library services. Therefore, based on this information, the NPA would have an approximately equal impact related to public services as the GPU, but neither alternative would have any significant impacts under this issue.

Recreation

Both the NPA/EGPA and the GPU have the potential to result in new development—increases in new residential and non-residential land uses—thereby resulting in an increase in population. Growth associated with the proposed GPU would exceed the growth anticipated with the NPA/EGPA. Therefore, the level of service and demand for parks and recreation services would be less with NPA/EGPA than the proposed GPU. However, goals and policies in the proposed GPU would reduce potential impacts to a less than significant level for parks and recreation because, though under the GPU, the existing parkland acreage would be deficient by 9.4 acres for the projected City population in 2040. Because the goals and policies in the GPU establish a firm link between future population growth and acquisition of additional park land, the City will be able to acquire the additional 9.4 acres of parkland over the next approximately 20 years. As such, though the NPA would likely result in less growth within the City based on availability of land and the development allowed within existing land uses, neither the NPA/EGPA nor the GPU would result in a significant impact to recreation, and as such the NPA would have an approximately equal impact related to public services as the GPU.

Transportation / Traffic

Both the NPA/EGPA and the GPU have the potential to result in new development—increases in new residential and non-residential land uses—thereby resulting in an increase in population, which would increase the traffic circulating throughout the City. Among the ten zones with revised land use only zones 1 and 4 would have impact on traffic volumes. Review Table 5-1, which depicts the revised land use summary. Among the ten zones depicted in Table 5-1 and shown on Figure 5-1, with revised land use, only zones 1 to 4 would have impact on traffic volumes. The trip generation of the four zones is summarized in Table 5-2.

**Table 5-2
 PROPOSED GENERAL PLAN TRIP GENERATION SUMMARY**

Zone	Current GP Land Use	Proposed GP Land Use	Area in Acres	Daily Total	AM Peak (IN)	AM Peak (OUT)	AM Peak Total	PM Peak (IN)	PM Peak (OUT)	PM Peak Total
1	Light Industrial	High Density Residential	3.65	338	(10)	21	11	21	(1)	20
2	Industrial	High Density Residential	4.12	439	(1)	24	23	24	7	31
3	Industrial	High Density Residential	6.37	679	(3)	38	35	38	10	48
4	Industrial	High Density Residential	5.03	536	(3)	30	27	30	7	37
Total				1,992	(17)	113	96	113	23	136

As shown in Table 5-2, the proposed General Plan would result in greater trips generated than would the NPA/EGPA scenario based on the changes in land use that would result from the GPU. The GPU would not result in a significant transportation/traffic impact, though it would require mitigation to address deficiencies in circulation within the City as the City approaches build-out. As such, though neither the GPU or the NPA/EGPA would result in a significant transportation and traffic impact, the NPA/EGPA is the environmentally superior alternative because it would result in less growth and therefore less significant impacts to the circulation system would occur.

Tribal Cultural Resources

The NPA/EGPA and the GPU would allow for new development on existing vacant land or through redevelopment of currently developed land, which may contain tribal cultural resources.

Therefore, potential impacts to known or unknown/undiscovered resources significant to area Tribes would be similar under the NPA/EGPA and the GPU. It is anticipated that impacts related to tribal cultural resources associated with either the EGPA or the GPU would be less than significant by adherence to and/or compliance with the current regulatory requirements for future projects; however, the EGPA did not address the significance of Tribal Cultural Resources because this issue did not become a part of the CEQA process until 2015, while the GPU addresses Tribal Cultural Resources. Future projects within the City, whether under the EGPA or the GPU, would require compliance with AB 52, which would protect Tribal Cultural Resources in areas in which area Tribes believe such resources exist. Furthermore, the City is nearly entirely built-out, which leaves very few vacant parcels of land, the development and disturbance of which could lead to the discovery of tribal cultural resources. Therefore, based on this information, the NPA would have an approximately equal impact to tribal cultural resources as the GPU, but neither alternative would have any significant Tribal Cultural Resource impacts.

Utilities and Service Systems

The NPA/EGPA does not reflect the true level of service demand based on existing conditions. Implementation of the proposed GPU would provide a comprehensive inventory of existing utilities and service systems and the levels of service provided to the City. Growth associated with the proposed GPU would exceed the growth anticipated with the NPA/EGPA. Therefore, the level of service and demand for utilities and service systems would be less with NPA/EGPA than the proposed GPU. However, goals and policies in the proposed GPU would reduce potential impacts to a less than significant level for utilities and service systems. Therefore, based on this information, the NPA would have an approximately equal impact related to utilities and service systems as the GPU, but neither alternative would have any significant impacts under this issue.

Wildfire

The NPA/EGPA and the GPU would allow for new development on existing vacant land or through redevelopment of currently developed land, which may exacerbate wildfire impacts should one occur due to expanded development within the City. The GPU would allow for the potential for greater residential development than the NPA/EGPA, and as such would have a slightly greater potential to expose persons residing within the City to wildfire hazards. However, the Wildfire section of this EIR determined that the potential for wildfire to occur within the City is low due to the distance of the City from nearby hills, as well as the hills limited size/area. As such, development under either the NPA/EGPA and the GPU would have a minimal potential to experience wildfire hazards. Though the NPA/EGPA would be the environmentally superior alternative because it would not allow for as much residential development, neither the NPA/EGPA nor the GPU would result in a significant wildfire impact.

5.2.2 Summary of No Project Alternative

The NPA/EGPA would result in similar environmental impacts to those that would occur as a result of the GPU for Utilities and Service Systems, Tribal Cultural Resources, Recreation, Public Services, Noise, Mineral Resources, Hazards and Hazardous Materials, Cultural Resources, Biological Resources, and Agricultural Resources. The proposed GPU would allow for greater development and a comparable population increase when compared to the NPA/EGPA, resulting in increased Aesthetics, Air Quality, Energy, Geology and Soils, Greenhouse Gas, Hydrology and Water Quality, Transportation, and Wildfire impacts. The conditions evaluated under the NPA/EGPA would not serve the City as effectively as the proposed GPU and provides environmental data that is inferior to the GPU. Additionally, the NPA/EGPA would not provide the land use plan and policy direction to achieve the core economic development objectives of the

GPU, which focuses on guiding the development of vacant land, specifically focusing on opportunities for economic development, and providing diverse educational, housing, social, recreational and safety needs of its residents. The GPU would achieve the City's objectives to provide for the needs of the community through the proposed goals and policies, and land use changes that would accommodate the projected growth within the City.

5.3 DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires that an "Environmentally Superior Alternative" be identified among those considered; that is an alternative that would result in the fewest or least significant environmental impacts. As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment.

For several issues the NPA/EGPA would result in lesser impacts than the GPU. For other issues, such as population and housing, and land use and planning, the GPU would be the environmentally superior alternative. Finally, for many issues the impacts from either the NPA/EGPA or the GPU would be equal. However, no significant impacts are anticipated to occur as a result of implementation of the General Plan as proposed or from the NPA/EGPA. The main difference between the NPA/EGPA and the GPU is that the baseline projections for population and development required to accommodate build-out of the City are different. Under the NPA, many of the documents that make up the existing General Plan are outdated and do not reflect the existing conditions and therefore do not accurately reflect the planning needs of the City as build-out occurs, which would lead to deficiencies within the City in terms of services provided and economic opportunity, etc. As such, the proposed GPU would provide a new baseline from which the City can plan for future growth, which is seen as a benefit to the City as build-out of the City occurs. Refer to the attached Table 5-3.

**Table 5-3
 TABULAR COMPARISON OF PROJECT ALTERNATIVES**

	<i>Would the Project/Alternative Result in Significant Adverse Impacts to the Resource Issues of ...?</i>		Which Alternative is Environmentally Superior?
	Proposed Project	No Project Alternative (NPA)	
Aesthetics	No	No	NPA/EGPA
Agricultural	No	No	Alternatives are equal
Air Quality	No	No	NPA/EGPA
Biological Resources	No	No	Alternatives are equal
Cultural Resources	No	No	Alternatives are equal
Energy	No	No	NPA/EGPA
Geology and Soils	No	No	NPA/EGPA
Greenhouse Gas / Climate Change	No	No	NPA/EGPA
Hazards and Hazardous Materials	No	No	Alternatives are equal
Hydrology and Water Quality	No	No	NPA/EGPA
Land Use / Planning	No	No	GPU
Mineral Resources	No	No	Alternatives are equal
Noise	Yes	No	Alternatives are equal
Population / Housing	No	No	GPU
Public Services	No	No	Alternatives are equal
Recreation	No	No	Alternatives are equal
Transportation / Traffic	No	No	NPA/EGPA
Tribal Cultural Resources	No	No	Alternatives are equal
Utilities and Service Systems	No	No	Alternatives are equal
Wildfire	No	No	NPA/EGPA
<i>Would Meet Project Objectives?</i>	Yes	No	-

CHAPTER 6 –TOPICAL ISSUES

6.1 GROWTH-INDUCING IMPACTS

CEQA requires a discussion of the ways in which a project could be growth-inducing. (Pub. Resources Code, §21100, subd.(b)(5); CEQA Guidelines, §§15126, subd.(d), 15126.2, subd.(d)) The CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Under CEQA, growth inducement is not considered necessarily detrimental or beneficial. (CEQA Guidelines §15126.2, subd.(d))

A project may indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. Projects that induce growth directly would include commercial or industrial development that hire new employees and residential development that provides housing. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in an area. Growth inducement may also occur if a project provides infrastructure or service capacity that accommodates growth beyond the levels currently permitted by local or regional land use plans. However, a project's potential to induce growth does not automatically result in growth. Growth only happens when the private or public sector responds to a change in the underlying development potential of an area with capital investment.

Typically, significant growth is induced in one of three ways. In the first instance, a project developed in an isolated area may bring sufficient urban infrastructure to cause new or additional development pressure on the intervening and surrounding land. This type of induced growth leads to conversion of adjacent acreage to higher intensity uses, either unexpectedly or through accelerated development. This conversion occurs because the adjacent land becomes more suitable for development and, hence, more valuable because of the availability of the new infrastructure. This type of growth inducement is termed "leap frog" or "premature" development because it creates an island of higher intensity developed land within a larger area of lower intensity land use.

The second type of significant growth inducement is caused when development of a large-scale project, relative to the surrounding community or area, produces a "multiplier effect" resulting in substantial indirect community growth, although not necessarily adjacent to the development site or of the same type of use as the project itself. This type of stimulus to community growth is typified by the development of major destination facilities, such as Disney World near Orlando, Florida, or around military facilities, such as the Marine Corps Air Ground Combat Center, near Twentynine Palms.

A third, and more subtle, type of significant growth inducement occurs when land use plans are established that create a potential for growth because the available land and the land uses permitted result in the attraction of new development. This type of growth inducement is also attributed to other plans developed to provide the infrastructure necessary to meet the land use objectives, or community vision, contained in the governing land use agency's general plan. In this type of growth inducement, the ultimate vision of future growth and development within a project area is established in the City General Plan or other comprehensive land use plan, such as a Specific Plan. The net effect of a General Plan's land use designations is to establish a set of expectations regarding future land use and growth that may or may not occur in the future, depending upon the actual demand and other circumstances when development is proposed.

Thus, a plan may assign an area 100,000 square feet of commercial space, but if actual development does not ultimately generate demand for this much retail square footage, it will never be established.

Placentia's proposed General Plan Update will not expand infrastructure because the City is essentially built-out (98.7% of all land in the City is currently developed) and all basic infrastructure systems (circulation, energy, water, wastewater, communication, and drainage) are in place and functioning. No expansion of infrastructure is anticipated or required based on the analyses in Chapter 4 of this Draft Environmental Impact Report (DEIR). Due to the limited amount of available land (about 54.5 acres in the City), the dispersed nature of these undeveloped parcels, and the speculative nature of any future redevelopment that may occur, the potential for a large development on the scale of a Disney World to occur under the proposed General Plan is highly unlikely. Such a development is clearly not likely to occur given the vision contained in the proposed General Plan, which envisions a continuation of the existing pattern of land use with a goal of modestly increasing the residential and commercial sectors of the City in the future.

As discussed in Subchapter 4.11, Land Use and Planning, the proposed project envisions limited growth in the City's population over the next 20 years. Further, as discussed in the Transportation Subchapter, certain only ten small areas have revised land uses in the proposed General Plan, and as indicated only four of these properties would result in a change in land use and the other six changes in land use recognize the existing developed condition of these sites. As a result, the proposed General Plan vision does not substantially deviate from the existing pattern of land use and the current General Plan land use designations in the essentially built-out City.

In summary, the proposed General Plan Update would not induce growth within the City of Placentia. In addition, the proposed General Plan would not induce population growth beyond that which has been planned for in SCAG planning documents. Implementation of the proposed Project would not result in the extension of major infrastructure into an area not currently served, and therefore, would not indirectly induce population growth by extending infrastructure which may cause adjacent land to become more suitable for development. The proposed Project would not be a new large project with the potential to create a "multiplier effect" that has not already been provided for in the local land use planning documents and that could induce growth beyond that anticipated in those planning documents. Finally, the project would not cause a substantial change a land use that might initiate a new cycle of growth. Thus, while the proposed General Plan Update would allow for limited future growth, it would not be substantially growth inducing.

6.2 SIGNIFICANT IRREVERSIBLE CHANGES

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented:

Uses of nonrenewable resources, such as petroleum products, by future development are considered irreversible since a commitment of such resources is consumptive with no potential to renew such resources on a limited time scale. The Land use vision of the proposed General Plan is not an irreversible commitment because future generations can modify these land uses and redevelop already developed areas with sufficient funds and motivation. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

In the case of the proposed General Plan Update, its implementation would involve limited future land use of both residential and non-residential land uses. Potential irreversible changes that could be caused by implementation of the proposed General Plan Update would be:

- Construction activities that would require the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels.
- Operation that would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water.

The commitment of resources required for the construction and operation of the project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (e.g., police, fire, sewer, and water services) to serve the projects new residents and employees.
- Employment growth related to project implementation would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designations for ozone, and particulate matter (PM₁₀ and PM_{2.5}) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO₂) under the California AAQS.
- The City has no known endangered species or natural habitat whose loss would be considered irreversible.
- Long-term commitment of vacant parcels of land in the City of Placentia.

The proposed General Plan Update would generally commit future generations to the environmental changes associated with development of 54.5 acres of undeveloped land in the City. However, these parcels are already identified for future development, and served by existing infrastructure. The future commitment of resources in the proposed General Plan Update is not large due to the small amount of undeveloped acreage remaining in the City. However, once these land use commitments are made, it is improbable that the project area would revert back to its current condition. Based on the preceding findings, the proposed General Plan Update would not result in significant irreversible changes to the environment.

6.3 CUMULATIVE IMPACTS

Cumulative impacts for all 20 environmental issues are discussed in the respective Subchapters of Chapter 4 of this DEIR. These individual cumulative impact analyses collectively determined that implementing the proposed General Plan will not result in any cumulatively considerable adverse environmental impacts. Please refer to the individual Subchapters in Chapter 4 for detailed information.

6.4 UNAVOIDABLE SIGNIFICANT IMPACTS

Significant impacts for all 20 environmental issues are discussed in the respective Subchapters of Chapter 4 of this DEIR. These individual significant impact analyses collectively determined that implementing the proposed General Plan will not result in any unavoidable significant adverse environmental impacts. Please refer to the individual Subchapters in Chapter 4 for detailed information.

CHAPTER 7 – PREPARATION RESOURCES

7.1 REPORT PREPARATION

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CHAPTER 8 – APPENDICES

8.1 NOTICE OF PREPARATION / NOP DISTRIBUTION LIST

8.2 SCOPING MEETING

8.3 NOP COMMENT LETTERS

APPENDIX 8.1

**NOTICE OF PREPARATION /
NOP DISTRIBUTION LIST**

The People are the City



Mayor
CHAD P. WANKE

Mayor Pro Tem
RHONDA SHADER

Councilmembers:
CRAIG S. GREEN
WARD L. SMITH
JEREMY B. YAMAGUCHI

City Clerk:
PATRICK J. MELIA

City Treasurer
KEVIN A. LARSON

City Administrator
DAMIEN R. ARRULA

401 East Chapman Avenue – Placentia, California 92870

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE CITY OF PLACENTIA GENERAL PLAN UPDATE

DATE: OCTOBER 15, 2018

TO: Responsible and Trustee Agencies, Interested Organizations and Parties

FROM: City of Placentia – Development Services Department

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR RICH HERITAGE, BRIGHT FUTURE, THE PLACENTIA GENERAL PLAN

The City of Placentia (City) will be the Lead Agency and will prepare an EIR for the Rich Heritage, Bright Future, The Placentia General Plan (proposed Project) identified below. The City is seeking input from the general public, public agencies, and interested parties regarding the scope and content of the environmental information that should be analyzed in the EIR, including input regarding any topics or specific issues that are germane to a particular agency's statutory responsibilities in connection with the proposed Project. A short description of the proposed Project, as well as the location and potential environmental effects, are discussed below. The enclosed maps show the location of the proposed Project. In accordance with Section 15060(d) of the State CEQA Guidelines the City has determined that an EIR will be prepared to address all of the standard issues identified in the Standard Environmental Assessment Form/Initial Study. Thus, no Initial Study accompanies this Notice of Preparation.

PROJECT CASE NO./TITLE: New replacement General Plan, termed Rich Heritage, Bright Future, The Placentia General Plan (proposed General Plan)

PROJECT PROPONENT: City of Placentia

PROJECT LOCATION: The City of Placentia is located in northern Orange County, and encompasses about 4,238 acres (6.62 square miles). Surrounding cities include Anaheim to the south, Yorba Linda to the East, Brea to the North, and Fullerton to the west. The Los Angeles County line lies to the west and north beyond the cities of Fullerton and Brea, the San Bernardino County line lies to the northeast beyond the city of Yorba Linda and unincorporated Orange County, and Riverside County lies to the east beyond unincorporated Orange County. Regional access to the City is provided by California State Routes 91 and 57.

PROJECT DESCRIPTION: See attached summary Project Description.

SCOPING MEETING: The City of Placentia, in its role as Lead Agency, held a scoping meeting for this project on June 20, 2018.

THIRTY DAY COMMENT PERIOD: Pursuant to State CEQA Guidelines (Cal Code Regs., Title 14 para. 15000 *et seq.*) Section 15082(a), any response and comments must be submitted to this office as soon as possible but **not later than thirty (30) days** after the date upon this notice. The Notice of Preparation comment period begins on October 15, 2018 and ends on November 15, 2018.

Please send your written responses to this Notice, including any comments you may have on this project, by regular mail or e-mail, to:

Mr. Joe Lambert, Director of Development Services, Development Services Department
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870
714.993-8234
jlambert@placentia.org

Please include the name of a contact person at your agency in ant submitted comments.

If you have any questions, please contact Mr. Joe Lambert, Director of Development Services, at (714) 993-8234 or jlambert@placentia.org.



Joe Lambert, Director of Development Services
City of Placentia

PROJECT DESCRIPTION

ENVIRONMENTAL LOCATION AND SETTING

The City of Placentia is located in northern Orange County, and encompasses about 4,238 acres (6.62 square miles). Surrounding cities include Anaheim to the south, Yorba Linda to the East, Brea to the North, and Fullerton to the west. The Los Angeles County line lies to the west and north beyond the cities of Fullerton and Brea, the San Bernardino County line lies to the northeast beyond the city of Yorba Linda and unincorporated Orange County, and Riverside County lies to the east beyond unincorporated Orange County. Regional access to the City is provided by California State Routes 91 and 57. Exhibit 1 shows the regional location of the City of Placentia.

BACKGROUND

The City's existing General Plan was adopted in 1973, however, individual Elements have been updated periodically since that time. The General Plan currently consists of the following State Mandated and optional elements:

- Land Use Element 1989
- Circulation Element 1982
- Housing Element 2013
- Growth Management Element 1992
- Open Space Element 1973
- Seismic Safety Element 1975
- Noise Element 1974
- Parks and Recreation Element 1988

The City's proposed General Plan (2018) will consist of the following elements:

- Land Use Element
- Mobility Element
- Housing Element
- Conservation Element
- Economic Development Element
- Noise Element
- Open Space Element
- Safety Element
- Sustainability Element
- Health, Wellness and Environmental Justice Element

PROJECT OBJECTIVES

The City of Placentia's vision, which guides the objectives for Rich Heritage, Bright Future, The Placentia General Plan (proposed General Plan), is described below:

- "The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local economy provides the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic back-

grounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational and safety needs of its residents. Through the establishment of quality services, grounded in shared community values, Placentia will remain a pleasant and safe place.”

PROJECT CHARACTERISTICS

The proposed General Plan is a comprehensive update of the previous General Plan and its elements. The General Plan expresses the relationship between community values and vision with how we utilize public land, private land and other community resources. It serves as a long-term document that provides guidance for future programs, projects, and policy.

The focus of a General Plan Environmental Impact Report (GPEIR) is different than a project specific EIR. The GPEIR examines the impacts from aggregate growth that is identified within the General Plan Land Use Element. As an example, this document examines the total population at build-out of the new General Plan relative to the existing level of build-out. Also, we will be looking at the aggregate level of development at build-out of the General Plan and the related trip generation. The first step in making such a forecast is to identify the existing conditions for each of these aggregate issues and compare it with the General Plan growth assumptions. This information is summarized in the following table, Table 1. Note that at the present time the City is about 98 percent built-out. Out of 3,473.5 acres, only 64 acres are either vacant or considered under developed (type of development is less than could be supported at a specific location).

**Table 1
PROPOSED GENERAL PLAN GROWTH ASSUMPTIONS**

Land Use Designation	Density Standard ¹ (du/ac) or Total Acres	Intensity Standard (FAR) ¹	Total Buildout Dwelling Units ²	Total Buildout Square Footage ²
Low Density Residential	6 du/ac		7,596	
Medium Density Residential	15 du/ac		5,895	
High Density Residential	25 du/ac		3,875	
Commercial	137 acres	1.0 FAR		*1,986,210
Old Town ³	30-65 du/ac		810	181,250
Transit Oriented Development ⁴	65-95 du/ac		564	30,000
Commercial-Manufacturing	44 acres	1.0 FAR		441,465
Office	25 acres	1.0 FAR		*573,145
Industrial	293 acres	1.0 FAR		*5,073,288
Specific Plans ⁵	322 acres	varies	3,690	570,200
Residential Planned Community	7.1 du/ac		2,272	
TOTAL			24,702	8,285,358

Source: City of Placentia, May 2018

Notes:

- ¹ Density standards represent the maximum gross density allowed. Net densities would be lower, dependent on zoning requirements and other regulatory considerations that limit the full development potential.
 - ² Total dwelling units and square footage estimates based upon existing acreage multiplied by gross density/intensity standards.
 - ³ Based on the Mitigated Negative Declaration, May 22, 2017, the Old Town area would consist of addition of up to 525 residential units, 85,000 square feet of commercial use, 40,000 square feet of retail use, and a 50- room hotel to the existing area.
 - ⁴ Based on Mitigated Negative Declaration, February 2017, which assumed a 5,000 net vehicle trip cap. The cap of 5,000 vehicle trips (net) at buildout assumes that an estimated 752 dwelling units (DU) could be constructed under an all residential development scenario and stay within the 5,000 vehicle trip cap or, alternatively, a mix of 75% residential (564 DU) and 25% commercial (30,000 square feet of gross leasable area (GLA)) could also stay within the 5,000 vehicle trip cap. This table assumes the mix scenario. Any additional development above the 5,000 trip cap would require further environmental analysis and is not permitted until that is completed.
 - ⁵ Specific Plan category represents both residential and commercial development and was calculated taking potential buildout of each specific plan area and then totaling, as below:
 - SP 1- SFD=1 Unit
 - SP 2- SFD =1 Unit
 - SP 3- Assisted Living – 5.80 45du/ac for 261 units
 - SP 4- 8 affordable units
 - SP 5- 19 acres of retail, hotel, dealership 0.5 FAR assumption for 413,820 sf of commercial
 - SP 6- 4.1 acres, 6 du/ac for 24 units
 - SP 7- 300 acres residential and commercial:
 - Low Density—163.85 ac 6 du/ac = 983 units
 - Medium Density—11.40 ac at 15du/ac = 171 units
 - Medium-High Density—36.97ac at 20du/ac (assumption) =739 units
 - High Density—37.34ac at 25du/ac = 933 units
 - Commercial—7.18ac 0.5 FAR (assumption) =156,380sf
 - SP 8- 7 acres at 10.3 du/ac = 72 units
 - SP 9- 10.35 ac at 40.5 du/ac = 419 units
 - SP 10- 7.82 ac at 10 du/ac = 78 units
- * The City assumes that 12 of the remaining 64 undeveloped acres within the City's boundary will be developed with Non-residential uses at a FAR up to 1.0. This equates to an estimated 525,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. For planning purposes regarding future development, 175,000 square feet of new development is allocated to commercial uses, 175,000 square feet to office uses, and 175,000 square feet to industrial uses.

**Table 2
FUTURE BUILD-OUT CHANGES BASED ON NEW LAND USE DESIGNATIONS**

Topic	Existing Condition 2018	Proposed General Plan Buildout	Realistic Assumption of Development or Change
Population (persons)	52,263	57,041	4,778
Housing (dwelling units)	18,179	19,875	1,696
Household Size (person/household)	2.87	2.87	No Change
Non-Residential development (square feet)	7,519,169	Appx. 8,041,000	Appx. 525,000
Employment (jobs)	20,158	21,498	1,407
Vacant Acreage (acres)	64.3*	0	N/A
Notes: * The City assumes that 12 of the remaining 64 undeveloped acres within the City's boundary will be developed with Non-residential uses at a FAR up to 1.0. This equates to an estimated 525,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. For planning purposes regarding future development, 175,000 square feet of new development is allocated to commercial uses, 175,000 square feet to office uses, and 175,000 square feet to industrial uses.			

The City has only 64.3 acres of vacant land and the total number of residences within the City is forecast to increase by less than 10% (an increase of 1,696 dwelling units over the life of the proposed General Plan, resulting in a forecast total population of about 57,041 persons). Assuming that 12 of the 64.3 acres that remain within the City will be developed with non-residential uses at a FAR up to 1.0, this equates to an estimated 525,000 square feet of new non-residential uses within the City of Placentia based on the proposed General Plan designations. Refer to Table 3. This assumption further implies that if future redevelopment occurs within the City in non-residential areas additional environmental review will be necessary since no redevelopment is incorporated in this analysis. Non-residential development is forecast to marginally increase over the life of the proposed General Plan and for planning purposes it is assumed that 175,000 square feet of commercial, office and industrial development will occur for impact forecast purposes.

The proposed General Plan would increase the floor area ratio (FAR)¹ for future non-residential development from 0.4 to 1.0 to allow for this potential growth. Since most of existing land in the City is developed, this implies substantial redevelopment of the acreage allocated to non-residential uses can occur, but such redevelopment will be evaluated in the for impacts in the future on a case-by-case basis. Assuming the future rate of employment remains about one job per 373 SF of non-residential development, the future square footage of non-residential development would result in future employment within the City rising from the current level of about 20,158 jobs to about 21,498 jobs. The information in Table 1 is abstracted from the two tables compiled in the new General Plan that summarize Existing Land Use Distribution (Table 3) and proposed General Plan Land Use Designation Density/Intensity Standards (Table 4).

¹ Floor Area Ratio is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built.

The proposed General Plan is a comprehensive update of the 1973 General Plan that updates existing elements and adds three new elements for a total of ten elements. The element for Growth Management has been deleted in the update. Major components of the General Plan 2035 include:

- Update of the existing conditions with 2018 serving as the baseline year
- Update of General Plan development projections to the year 2035. Projections for population, employment, residential, and non-residential development have been updated for the Plan's horizon year (2035).
- Update of the Land Use Element with reorganized and new land use designations.
- Amendment of the remaining General Plan Elements to reflect current conditions and account for development projections to year 2035. This includes the addition of three new elements: Economic Development Element, the Sustainability Element and a Health, Wellness and Environmental Justice Element.

**Table 3
EXISTING LAND USE DISTRIBUTION**

Land Use Designation	Existing Acreage	Percentage¹	Number of Units
Low Density Residential	1,266	30%	6,900
Medium Density Residential	400	9%	3,676 ²
High Density Residential	136	3%	2,503
Commercial	137	3%	--
Planned Community (Alta Vista Golf Course)	337	8%	1,614
Old Town	29	1%*	285
Transit Oriented Development (TOD)	22	1%*	11
Commercial-Manufacturing	47	1%	--
Office	32	1%	--
Industrial	326	8%	--
Schools	212	5%	--
Park	94	2%	--
Specific Plan	310	7%	2,281
ROW - Railroad	25	0.7%*	--
ROW - Parkway Vista	18	0.5%*	--
ROW - Local Streets	798	19%	--
ROW - Freeways, Flood Control, Highway	49	1%	--
TOTAL AREA OF CITY W/O ROW	3,348		
TOTAL AREA OF CITY	4,238	100%	17,259

Notes:

¹ Percentages based on 4,238 acres of total land area within City limits, which includes the right-of-way acreage. Percentage figures are rounded to closest whole numbers. The symbols * means that the percentage is less than 1 percent.

² 569 mobile homes are principally located in the Medium-Density district.

**Table 4
PROPOSED GENERAL PLAN LAND USE DESIGNATION DENSITY / INTENSITY STANDARDS**

Land Use Designation	Density Standard¹ (du/ac)	Intensity Standard (FAR)¹	Total Dwelling Units²	Total Square Footage²
Low Density Residential	6 du/ac		7,596	
*Medium Density Residential	15 du/ac		5,895	
High Density Residential	25 du/ac		3,875	
Commercial	137 acres	1.0 FAR		11,456,280*
Old Town	30-65 du/ac		810	
Transit Oriented Development	65-95 du/ac		564	
Mixed Use				
Live Work				
Commercial-Manufacturing	44 acres	1.0 FAR		814,572*
Mixed Use				
Specific Plans ³	322 acres	Varies	3,690	
Residential Planned Community	7.1 du/ac		2,272	
Office	25 acres	1.0 FAR		1,159,567*
Industrial	311 acres	1.0 FAR		13,277,088*
Schools		N/A		
Open Space		N/A		
TOTAL			24,702	27,051,631*

Source: City of Placentia / Lilley Planning Group, April 2014

Notes:

¹ Density standards represent the maximum gross density allowed. Net densities may be lower, dependent on zoning requirements and other regulatory considerations.

² Total dwelling units and square footage estimates based upon existing acreage multiplied by gross density/intensity standards.

* Based on the development cap identified above, maximum non-residential development under the new General Plan (1.0 FAR) will be 750,000 square feet

³ Specific Plan category represents both residential and commercial development and was calculated taking potential buildout of each specific plan area and then totaling, as below:

SP 1- SFD= 1 Unit

SP 2- SFD= 1 Unit

SP 3- Assisted Living—5.8acres, 45du/ac for 261 units

SP 4- 8 affordable units

SP 5- 19 acres of retail, hotel, dealership 1.5 FAR assumption for 413,820 sf of commercial

SP 6- 4.1 acres, 6 du/ac for 24 units

SP 7- 300 acres residential and commercial:

Low Density—163.85ac at 6 du/ac = 983 units

Medium Density—11.40ac at 15 du/ac = 171 units

High Density—37.34ac at 25 du/ac = 933 units

Commercial—7.18ac, 0.5FAR (assumption) = 156,380sf

SP 8- 7 acres at 10.3 du/ac = 72 units

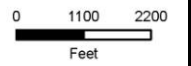
SP 9- 10.35 acres at 40.5 du/ac = 419 units

SP10- 7.82 acres at 10 du/ac = 78 units

The detailed Goals and Policies incorporated in the proposed General Plan will be detailed in the Draft EIR.



PLACENTIA
Rich Heritage, Bright Future



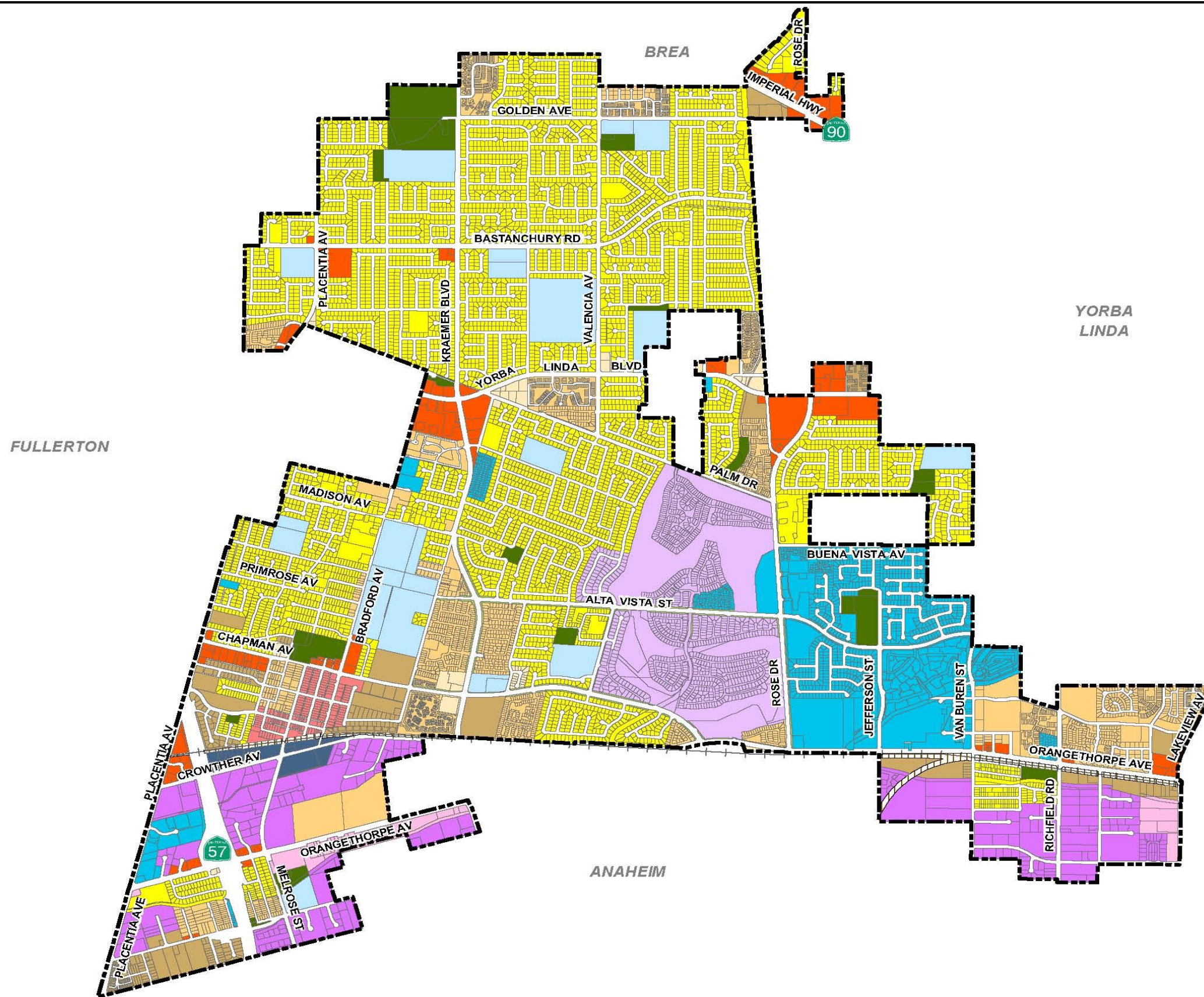
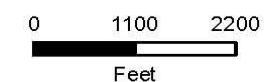
SOURCE: City of Placentia, 2018



PLACENTIA
Rich Heritage, Bright Future

LEGEND

- Land Use Description
- Low Density Residential (1266 acres)
 - Medium Density Residential (400 acres)
 - High Density Residential (155 acres)
 - Planned Community (320 acres)
 - Office (26 acres)
 - Commercial (137 acres)
 - Commercial-Manufacturing (44 acres)
 - Industrial (309 acres)
 - Parks (99 acres)
 - Parkway Vista (18 acres)
 - Railroad (25 acres)
 - Schools/Institutional (225 acres)
 - Specific Plan (322 acres)
 - Old Town (29 acres)
 - TOD (22 acres)
 - Live-work (0 acres)
 - Mixed-use (0 acres)
 - Railroad
 - City Boundary



SOURCE: City of Placentia, 2018

EXHIBIT 2

OFFICE OF PLANNING & RESEARCH
STATE CLEARINGHOUSE
1400 TENTH STREET
SACRAMENTO CA 95814

(15 copies - CD sent FedEx)

CALTRANS DISTRICT 12
ENVIRONMENTAL REVIEW
1750 EAST 4TH STREET SUITE 100
SANTA ANA CA 92705

CITY OF FULLERTON
CITY MANAGER
393 W COMMONWEALTH AVENUE
FULLERTON CA 92832

METROLINK / SCRAA
ENVIRONMENTAL REVIEW
1 GATEWAY PLAZA 12TH FLOOR
LOS ANGELES CA 90012

ORANGE COUNTY PUBLIC WORKS -
OC FLOOD
ENVIRONMENTAL REVIEW
PO BOX 4048
SANTA ANA CA 92702-4048

REGIONAL WATER QUALITY CONTROL
BOARD – SANTA ANA REGION
ENVIRONMENTAL REVIEW
3737 MAIN STREET SUITE 500
RIVERSIDE CA 92501-3339

SOUTHERN CALIFORNIA EDISON
ENVIRONMENTAL REVIEW
2244 WALNUT GROVE AVENUE
ROSEMEAD CA 91770

BNSF RAILWAY COMPANY
WALTER SMITH, GENERAL DIRECTOR
ENGINEERING & CONSTRUCTION
740 EAST CARNEGIE DRIVE
SAN BERNARDINO CA 92408

CITY OF ANAHEIM
CITY MANAGER
200 SOUTH ANAHEIM BLVD
ANAHEIM CA 92805

CITY OF YORBA LINDA
CITY MANAGER
4845 CASA LOMA
YORBA LINDA CA 92886

ORANGE COUNTY
ENVIRONMENTAL HEALTH DIVISION
ENVIRONMENTAL REVIEW
1241 EAST DYER ROAD SUITE 120
SANTA ANA CA 92705

ORANGE COUNTY
SUPERVISOR SHAWN NELSON
4TH DISTRICT
HALL OF ADMINISTRATION
333 W SANTA ANA BLVD
SANTA ANA CA 92701

SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT
ENVIRONMENTAL REVIEW
21865 COPLEY DRIVE
DIAMOND BAR CA 91765

SOCAL GAS
ENVIRONMENTAL REVIEW
1919 S STATE COLLEGE BLVD
ANAHEIM CA 92806

CALIFORNIA DEPT OF FISH & WILDLIFE
SOUTH COAST REGION
ENVIRONMENTAL REVIEW
3883 RUFFIN ROAD
SAN DIEGO CA 92123

CITY OF BREA
CITY MANAGER
1 CIVIC CENTER CIRCLE
BREA CA 92821

GOLDEN STATE WATER COMPANY
GENERAL MANAGER
121 N EXCHANGE PLACE
SAN DIMAS CA 91773-2608

ORANGE COUNTY FIRE AUTHORITY
1 FIRE AUTHORITY ROAD
IRVINE CA 92602

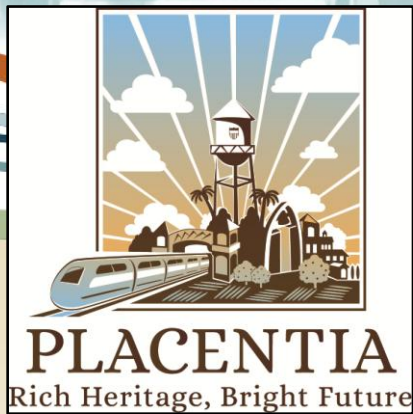
ORANGE COUNTY TRANSPORTATION
AUTHORITY (OCTA)
ENVIRONMENTAL REVIEW
PO BOX 14184
ORANGE CA 92863-1584

SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS
ENVIRONMENTAL REVIEW
OCTA BUILDING
600 SOUTH MAIN STREET SUITE 1233
ORANGE CA 92868

APPENDIX 8.2
SCOPING MEETING



City of Placentia General Plan

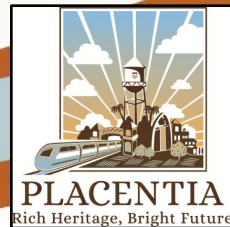


Community and Scoping Meeting

June 20, 2018

Agenda

- Overview/Background
- General Plan Elements
- Environmental Review
- Overview of General Plan Schedule
- Questions



City's Vision

Mission Statement

The City Council is committed to keeping Placentia a pleasant place by providing a safe family atmosphere, superior public services and policies that promote the highest standards of community life.

Vision Statement

The City of Placentia will maintain an open, honest, responsive and innovative government that delivers quality services in a fair and equitable manner while optimizing available resources.



Overview: What is a General Plan?

- Comprehensive, long-range vision
- Direction for private and public development
- Provides goals and policies for City services
- State requires specific topics/elements:

Land Use

Housing

Noise

Environmental Justice

Open Space/Recreation

Mobility

Conservation

Safety

Air Quality



Background: Existing General Plan

- Elements were adopted between 1973 and 1992
- A real need to update this Plan to make sure it reflects the needs and vision of the community.
- Land Use Map - last updated in 1977



Proposed Elements

- Land Use
- Mobility
- Open Space & Recreation
- Conservation
- Noise
- Safety
- Economic Development
- Health, Wellness & Environmental Justice
- Housing
- Sustainability



Land Use Maps

The updated General Plan will have a NEW Land Use Map.

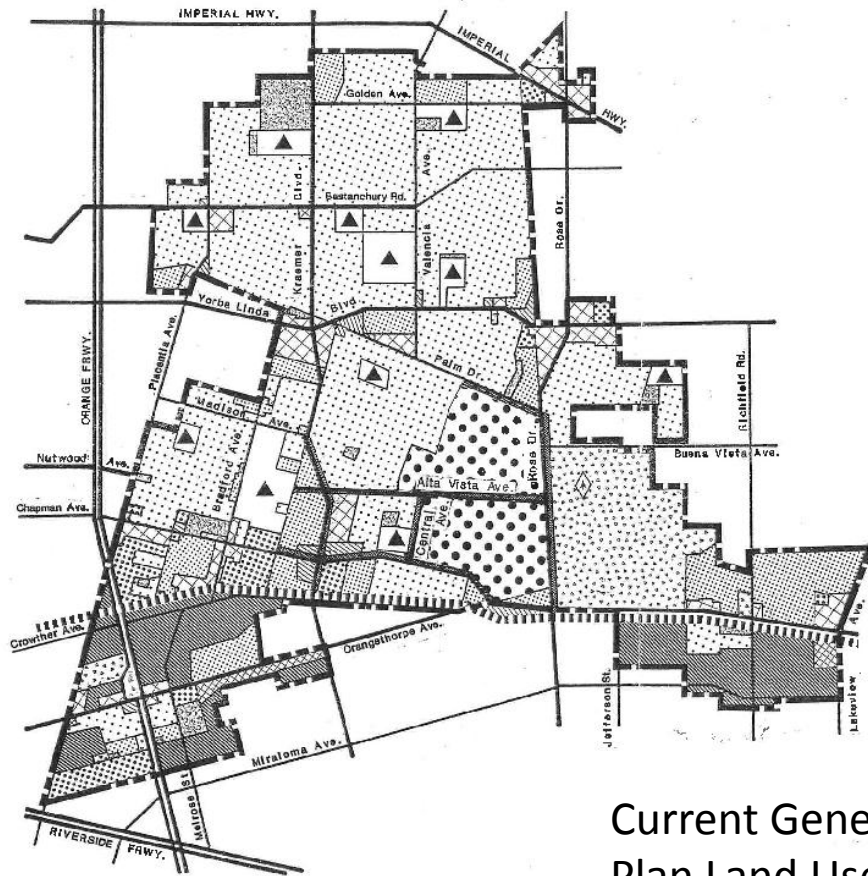
Why is this important?

It tells us how specific areas of the city can be used for what purposes.

Land uses are separated to reduce impacts and to provide for orderly, efficient development of land.

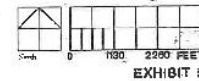


Current Land Use Map (1977)

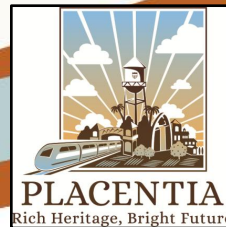


- Legend**
- LOW DENSITY RESIDENTIAL
5.0 DU/Ac Maximum
 - MEDIUM DENSITY RESIDENTIAL
15.0 DU/Ac Maximum
 - HIGH DENSITY RESIDENTIAL
25.0 DU/Ac Maximum
 - PLANNED COMMUNITY
7.1 DU/Ac Average
 - OFFICE
 - COMMERCIAL
 - COMMERCIAL - MANUFACTURING
 - INDUSTRIAL
 - PARKS/ OPEN SPACE
 - SCHOOLS
 - SPECIFIC PLAN
 - CITY BOUNDARY
 - RAILROAD
 - PARKWAY VISTA
 - PLANNED PARK

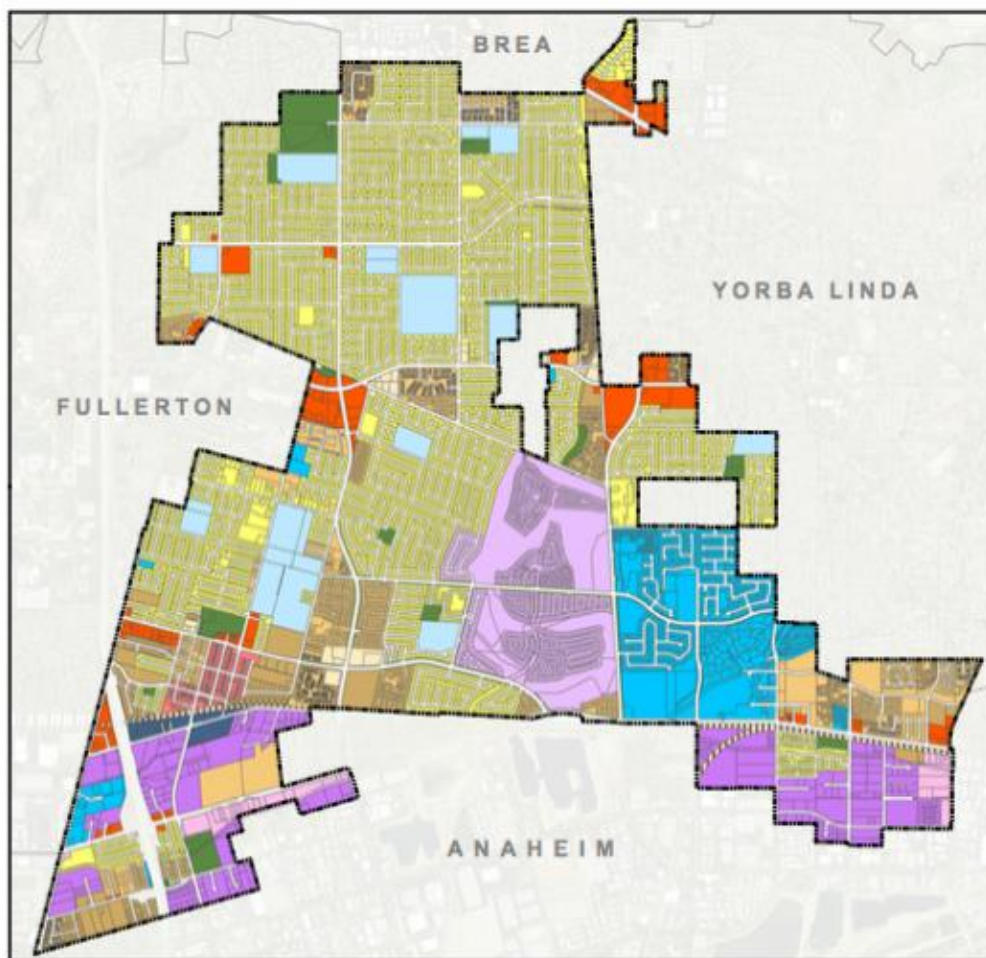
Land Use Map
Land Use Element
City of Placentia



Current General
Plan Land Use Map



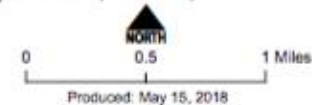
30 Land Use Amendments Since 1977



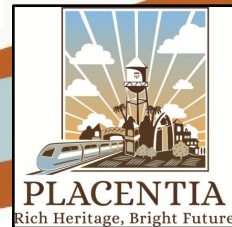
Existing General Plan Land Use Map

Land Use Description

- Low Density Residential (1265.62 acres)
- Medium Density Residential (400.34 acres)
- High Density Residential (136.26 acres)
- Planned Community (337.03 acres)
- Office (31.54 acres)
- Commercial (137.13 acres)
- Commercial-Manufacturing (47.21 acres)
- Industrial (308.44 acres)
- Parks (93.51 acres)
- Parkway Vista (17.56 acres)
- Railroad (25.14 acres)
- Schools (211.50 acres)
- Specific Plan (310.46 acres)
- Old Town (28.59 acres)
- TOD (21.73 acres)
- Live-work (0.00 acres)
- Mixed-use (0.00 acres)



Proposed Land Use Map



Improving and Expanding the Plan

Update will address contemporary policy issues and new regulatory requirements:

- Autonomous Vehicles, Complete Streets, Bike Master Plan
- Water Conservation Measures
- Stronger Safety Policies to address flooding and fires
- Old Town and Transit Oriented Development
- Economic Development
- Sustainable Development Growth
- Sustainable Financing – Balanced Budget
- Health & Wellness
- Environmental Justice for Disadvantaged Communities

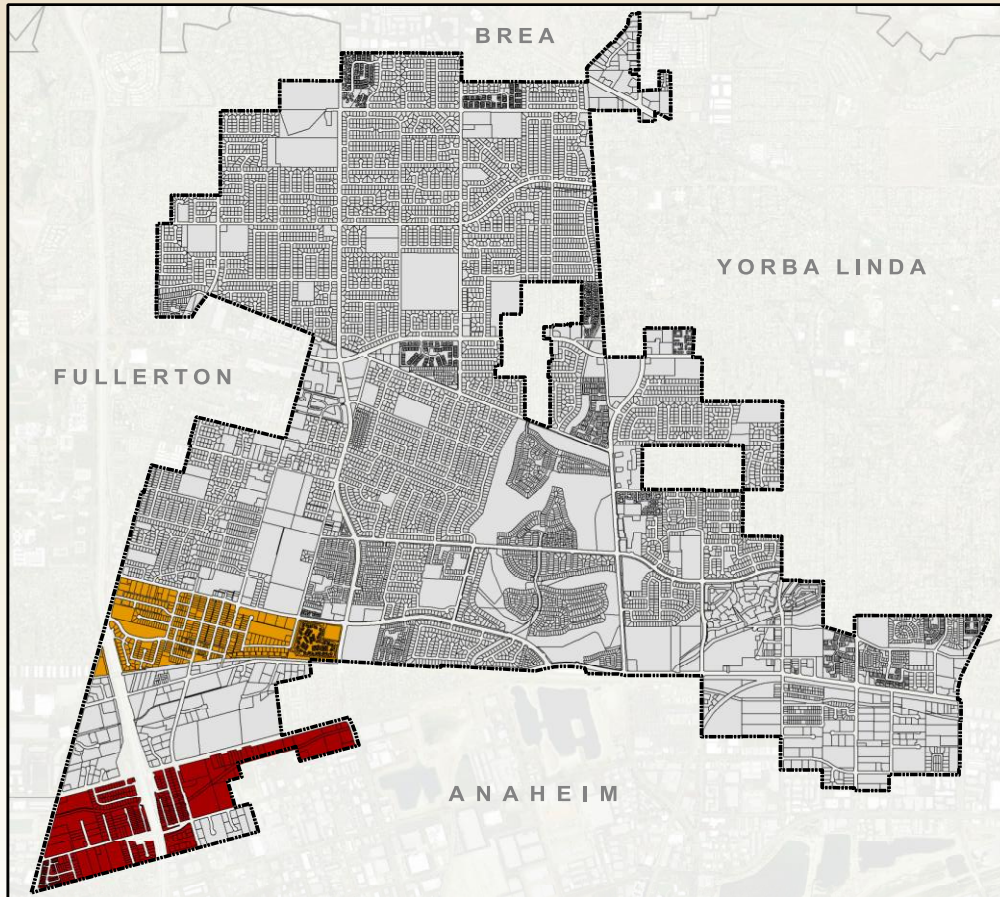


Health, Wellness and Environmental Justice Element

- State requires any City with a **disadvantaged community (DAC)** to incorporate environmental justice policies that help those communities improve their environments.
- A DAC is a **low-income area** that is disproportionately affected by **environmental pollution** and other hazards that can lead to negative health effects, exposure, or environmental degradation.”



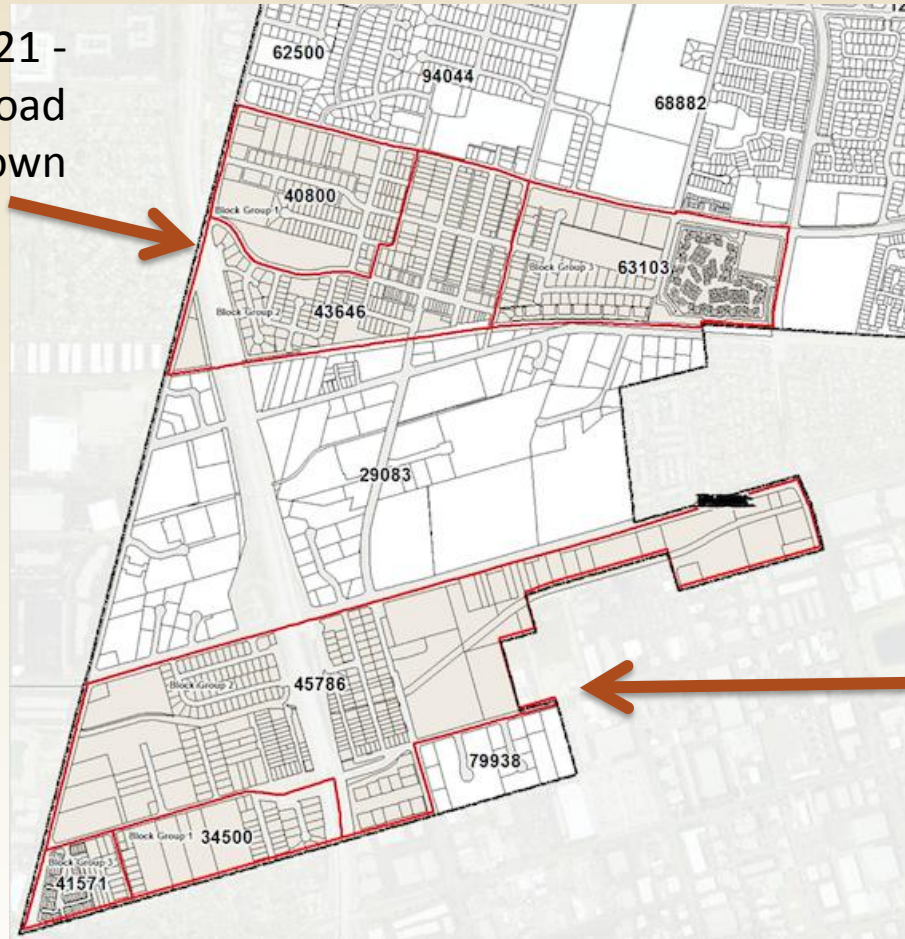
Health, Wellness and Environmental Justice



CalEPA identified 2
Census Tracts:
117.20 (red)
117.21 (orange)
that meet the criteria for
DAC, including low
income and areas
burdened by pollution
sources.

Health, Wellness and Environmental Justice

Census Tract 117.21 -
North of railroad
tracks, near Old Town



Census Tract 117.20 –
La Jolla area

Health, Wellness and Environmental Justice Element

- Environmental Justice policies must focus on 8 topics for the disadvantaged communities:
 - Reducing environmental health risks;
 - Reducing pollution exposure and improving air quality;
 - Promoting public facilities;
 - Promoting health food access;
 - Promoting safe and sanitary homes;
 - Promoting physical activity;
 - Promoting “civil engagement” in the public decision-making process; and
 - Prioritizing improvements and programs that address the needs of disadvantaged communities.



Health, Wellness and Environmental Justice Element

Health & Wellness policies are aimed at:

- Improving physical activity;
- Improving nutrition and weight status (obesity);
- Promoting healthy food choices;
- Promoting overall healthy living for all residents;
- Focusing on health education and community-based programs;
- Reducing chronic diseases, such as diabetes and heart disease; and
- Ensuring access to safe, clean and convenient open spaces.



Sustainability Element

Sustainability policies are aimed at:

- The City's fiscal responsibility to **maintain a balanced budget**;
- Promote a **many different types of businesses**;
- Encourage residents to **buy within Placentia**;
- Encourage **tourism in the Old Town** commercial area;
- Ensure all residents can participate in **decision-making processes**;
- Promote **placemaking design principles**;
- Provide services necessary to **meet residents' basic needs** and options for **healthy lifestyle** choices;
- **Minimize impacts to the environment** and natural resources;
- Reduce reliance on **single-occupancy private vehicles**; and
- Locate higher-density development **near the Metrolink station**.





Preliminary Rendering of Metrolink Parking Structure



Economic Development Element

Focus on economic vitality is more important than ever for many California cities.



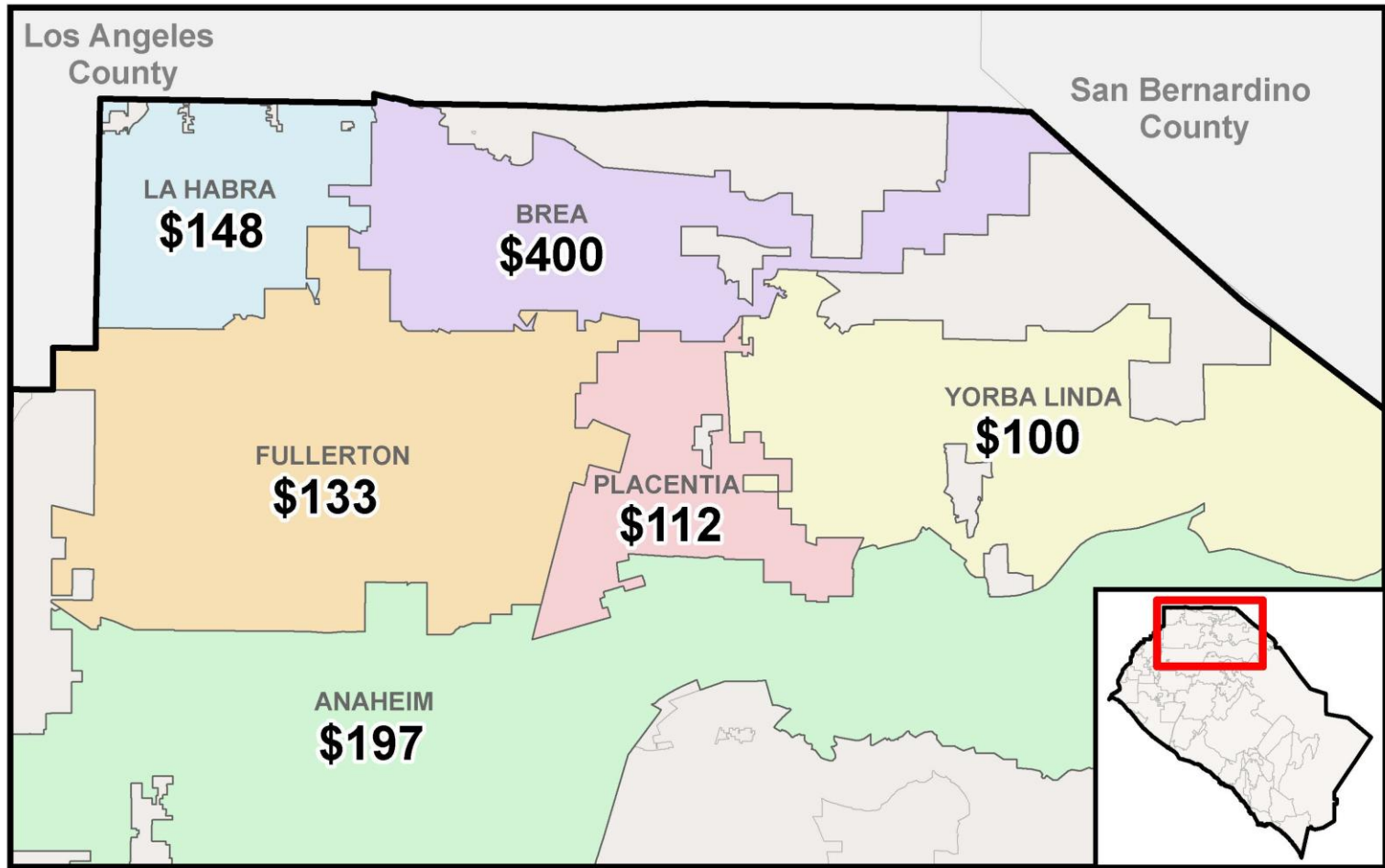
Important to Placentia – to provide high quality services to its residents and businesses.

Economic Development Element

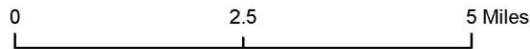
- Sales tax from brick & mortar trending down.
 - Cities can no longer simply react, must be proactive to development opportunities.
- Provide jobs balance and diverse businesses for the community- a balanced economy.



2017 Sales Tax per Capita



City of Placentia



Other GP Elements

- Safety- covers earthquakes, flooding, fires
- Mobility (transportation)
 - ways to lower congestion, use of bikes, ride share, self driving vehicles
- Noise – identifies ways to reduce noise issues



Other GP Elements

- Conservation & Historic – conserve water resources and historic buildings
- Open Space & Recreation – maintain and improve our parks
- Housing – identifies City's housing needs and policies to promote the right type of housing.



Environmental Review

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

- Environmental review is done on the new General Plan to address environmental issues such as air quality, water quality, noise, etc.
- This review is contained in a document called an Environmental Impact Report (EIR)



Environmental Review

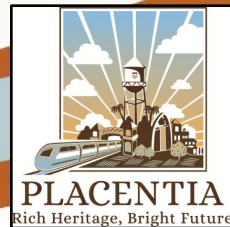
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

- This EIR will define all potential environmental effects of implementing the new general plan for consideration by city decision-makers and citizens
-
- A total of 19 environmental issues will be evaluated in the EIR.



General Plan Update Schedule

- GPAC briefing May 2018
- Community input June 2018
- Finalize draft General Plan elements Summer 2018
- CEQA Review Summer-Fall 2018
- Planning Commission and
• City Council hearings Late 2018 target date
- **Adoption of Updated General Plan** **December 2018 target date**
(could extend to early 2019)



City of Placentia General Plan



Please give us your input
– comments, questions,
concerns.
Thank you!!!

APPENDIX 8.3
NOP COMMENT LETTERS



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

Notice of Preparation

October 12, 2018

To: Reviewing Agencies

Re: New Replacement General Plan, termed Rich Heritage, Bright Future, the Placentia General Plan (proposed General Plan)
SCH# 2018101031

Attached for your review and comment is the Notice of Preparation (NOP) for the New Replacement General Plan, termed Rich Heritage, Bright Future, the Placentia General Plan (proposed General Plan) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Joe Lambert
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2018101031
Project Title New Replacement General Plan, termed Rich Heritage, Bright Future, the Placentia General Plan (proposed General Plan)
Lead Agency Placentia, City of

Type **NOP** Notice of Preparation
Description The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local economy provides the needs of community and also attracts people from surrounding communities. People of all ages and with a variety of ethnic backgrounds will be proud to live and work in Placentia. As a balanced community, Placentia will provide for the diverse educational, housing, social, recreational and safety needs of its residents. Through the establishment of quality services, grounded in shared community values, Placentia will remain a pleasant and safe place.

Lead Agency Contact

Name Joe Lambert
Agency City of Placentia
Phone (714) 993-8234 **Fax**
email
Address 401 East Chapman Avenue
City Placentia **State** CA **Zip** 92870

Project Location

County Orange, Los Angeles, San Bernardino, Riverside
City Placentia, Anaheim, Yorba Linda, Brea, Fullerton
Region

Cross Streets

Lat / Long

Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways SR 91 and 57

Airports

Railways

Waterways

Schools

Land Use Low Density Residential/Medium Density Residential/High Density Residential/ commercial/ old town/ transit oriented development/ commercial manufacturing/ office/ industrial/ specific plans/ residential planned community

Project Issues Landuse; Growth Inducing; Noise; Recreation/Parks; Geologic/Seismic; Housing

Reviewing Agencies Resources Agency; Department of Conservation; Cal Fire; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Office of Emergency Services, California; Department of Housing and Community Development; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 12; Air Resources Board; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

Date Received 10/12/2018 **Start of Review** 10/12/2018 **End of Review** 11/13/2018

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH 2018101031

Project Title: New General Plan Update, termed Rich Heritage, Bright Future, The Placentia General Plan

Lead Agency: City of Placentia Contact Person: Joe Lambert
Mailing Address: 401 E. Chapman Avenue Phone: (714) 993-8234
City: Placentia Zip: 92870 County: Orange County

Project Location: County: Orange County City/Nearest Community: Placentia

Cross Streets: SH 91 and SH 57 Zip Code: 92870

Longitude/Latitude (degrees, minutes and seconds): 33 ° 52 ' 10 " N / 117 ° 51 ' 46 " W Total Acres: 4,238

Assessor's Parcel No.: N/A Section: N/A Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: SH 91 and SH 57 Waterways: N/A

Airports: N/A Railways: BNSF Railway Schools: _____

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR Final Document
 Neg Dec (Prior SCH No.) _____
 Mit Neg Dec Other: _____

Gov. Office of Planning & Research

OCT 12 2018

Local Action Type:

General Plan Update Specific Plan Redevelopment
 General Plan Amendment Master Plan Prezone Annexation
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

STATE CLEARINGHOUSE

Development Type: Not Applicable

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type _____
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:

Not Applicable

Project Description: (please use a separate page if necessary)

The City of Placentia's vision, which guides the objectives for Rich Heritage, Bright Future, The Placentia General Plan (proposed General Plan), is described below:

"The citizens of Placentia aspire to maintain a beautiful, safe, and balanced community that provides a variety of community and cultural activities. Placentia will be a place where the local economy provides the needs of the community and also attracts people from surrounding communities. People of all ages and with a variety of.....continued page 2

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

County: orange ^{OK}

SCH# 2018101031

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Denise Peterson

California Coastal Commission
Allyson Hitt

Colorado River Board
Elsa Contreras

Dept. of Conservation
Crina Chan

Cal Fire
Dan Foster

Central Valley Flood Protection Board
James Herota

Office of Historic Preservation
Ron Parsons

Dept of Parks & Recreation
Environmental Stewardship Section

S.F. Bay Conservation & Dev't. Comm.
Steve Goldbeck

Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

Depart. of Fish & Wildlife
Scott Flint
Environmental Services Division

Fish & Wildlife Region 1
Curt Babcock

Fish & Wildlife Region 1E
Laurie Harnsberger

Fish & Wildlife Region 2
Jeff Drongesen

Fish & Wildlife Region 3
Craig Weightman

Fish & Wildlife Region 4
Julie Vance

Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program

Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program

Fish & Wildlife Region 6 I/M
Heidi Calvert
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Wildlife M
William Paznokas
Marine Region

Other Departments

California Department of Education
Lesley Taylor

OES (Office of Emergency Services)
Monique Wilber

Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

Dept. of General Services
Cathy Buck
Environmental Services Section

Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

Delta Protection Commission
Erik Vink

Delta Stewardship Council
Anthony Navasero

California Energy Commission
Eric Knight

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Supervisor

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Jennifer Deleong

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

Caltrans - Division of Aeronautics
Philip Crimmins

Caltrans - Planning HQ LD-IGR
Christian Bushong

California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Susan Zanchi

Caltrans, District 4
Patricia Maurice

Caltrans, District 5
Larry Newland

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Dianna Watson

Caltrans, District 8
Mark Roberts

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board

Airport & Freight
Jack Wursten

Transportation Projects
Nesamani Kalandiyur

Industrial/Energy Projects
Mike Tollstrup

California Department of Resources, Recycling & Recovery
Kevin Taylor/Jeff Esquivel

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Cindy Forbes - Asst Deputy
Division of Drinking Water

State Water Resources Control Board
Div. Drinking Water # _____

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Phil Crader
Division of Water Rights

Dept. of Toxic Substances Control Reg. # _____
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other _____

Conservancy



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

November 7, 2018

jlambert@placentia.org

City of Placentia

Attn: Joe Lambert, Director of Development Services,
Development Services Department
401 E. Chapman Avenue
Placentia, CA 92870

Notice of Preparation of a Draft Environmental Impact Report for the proposed Rich Heritage, Bright Future, The Placentia General Plan project

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

On March 3, 2017, SCAQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board on March 23, 2017. Built upon

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NO_x) emissions in 2023 and an additional 55 percent NO_x reduction beyond 2031 levels for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the proposed project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the Draft EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the Draft EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers),

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to SCAQMD's regional air quality CEQA operational thresholds to determine significance.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the proposed project, including:

- Chapter 11 “Mitigating the Impact of a Project” of SCAQMD’s *CEQA Air Quality Handbook*.
- SCAQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAG’s MMRP for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy available here: http://scagtrpccs.net/Documents/2016/peir/final/2016FP_EIR_ExhibitB_MMRP.pdf
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit SCAQMD’s webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD’s Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via SCAQMD's webpage (<http://www.aqmd.gov>).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions, please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402.

Sincerely,

Daniel Garcia

Daniel Garcia

Program Supervisor

Planning, Rule Development & Area Sources

DG/AM

ORC181016-07

Control Number



November 7, 2018

City of Brea

Mr. Joe Lambert
Development Services Director
City of Placentia
401 E Chapman Avenue
Placentia, CA 92870

Dear Mr. Lambert:

I am writing in regard to the Notice of Preparation (NOP) for the proposed City of Placentia General Plan Update. The City of Brea appreciates this opportunity to comment on the NOP and provide input for the environmental review. Our comments regarding the NOP are provided below:

1. Transportation/Traffic—The City of Brea respectfully requests that the EIR provide a complete analysis of potential traffic impacts from the proposed project upon Brea streets and intersections. Appropriate mitigation measures and conditions of any project approval should be proposed to address any identified impacts.

The City of Brea appreciates the early dialog that the City of Placentia have provided us regarding this project and we look forward to continuing our communication as the project moves forward.

Thank you again for the opportunity to comment on the NOP. If you have any questions regarding Brea's response, please feel free to reach me at 714/990-7146.

Sincerely,

David M. Crabtree, AICP
Community Development Director

cc: Bill Gallardo, City Manager
Tony Olmos, Public Works Director
Jennifer Lilley, City Planner
Michael Ho, City Engineer

City Council

Glenn Parker
Mayor

Christine Marick
Mayor Pro Tem

Cecilia Hupp
Council Member

Marty Simonoff
Council Member

Steven Vargas
Council Member



November 15, 2018

Mr. Joe Lambert, Director of Development Services
City of Placentia Development Services Department
401 E. Chapman Avenue
Placentia, California 92870
Phone: (714) 993-8234
E-mail: jlambert@placentia.org

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Rich Heritage, Bright Future, the Placentia General Plan [SCAG NO. IGR9759]

Dear Mr. Lambert,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Rich Heritage, Bright Future, the Placentia General Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Rich Heritage, Bright Future, the Placentia General Plan in Orange County. The proposed project includes a city-wide General Plan update for the horizon year 2035.

When available, please send environmental documentation to SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
RICH HERITAGE, BRIGHT FUTURE, THE PLACENTIA GENERAL PLAN [SCAG NO. IGR9759]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
<small>*SCAG does not yet have an agreed-upon security performance measure.</small>	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Placentia Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	53,100	58,500	58,400
Households	6,458,000	7,325,000	7,412,300	17,000	18,900	18,900
Employment	8,414,000	9,441,000	9,871,500	21,600	23,200	23,500

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST FOURTH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6368

FAX (657) 328-6510

TTY 711

www.dot.ca.gov*Making Conservation
a California Way of Life.*

November 15, 2018

Joseph Lambert
City of Placentia
401 East Chapman Avenue
Placentia, CA 92870

File: IGR/CEQA
SCH: #2018101031
12-ORA-2018-00991
General Plan Replacement

Dear Mr. Lambert,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) for the New Replacement General Plan, termed Rich Heritage, Bright Future, the Placentia General Plan, Draft Environmental Impact Report (EIR) for the City of Placentia. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The City's existing General Plan was adopted in 1973, however, individual elements have been updated periodically since that time. The General Plan currently consists of the following State Mandated and optional elements: Land Use Element 1989; Circulation Element 1982; Housing Element 2013; Growth Management Element 1992; Open Space Element 1973; Seismic Safety Element 1975; Noise Element 1974; Parks and Recreation Element 1988.

The City's proposed General Plan (2018) will consist of the following elements: Land Use Elements; Mobility Element; Housing Element; Conservation Element; Economic Development Element; Noise Element; Open Space Element; Safety Element; Sustainability Element; Health, Wellness and Environmental Justice Element.

The City of Placentia is located in northern Orange County and encompasses about 6.62 square miles. Surrounding cities include: Anaheim to the south, Yorba Linda to the East, Brea to the North, and Fullerton to the west. The Los Angeles County line lies to the west and north beyond the cities of Fullerton and Brea, the San Bernardino County line lies to the northeast beyond the city of Yorba Linda and unincorporated Orange County, and Riverside County lies to the east beyond unincorporated Orange County. Regional access to the City is provided by California State Routes 91 and 57.

The project includes the areas surrounding State Routes (SR) 91 and 57. SR 91 and SR 57 are overseen by Caltrans. Caltrans is the responsible agency and has the following comments:

Traffic Operations Comments:

1. SR 57 is located within the City's Sphere-of-Influence. Refer to Caltrans's Guide For the Preparation of Traffic Impact Studies, located at: <https://transplanning.onramp.dot.ca.gov/ld-igr-procedures-technical-guidance>

2. Traffic Operations requests the use of the latest version of the Highway Capacity Manual (HCM) methodologies when analyzing traffic impacts on State Transportation Facilities (STF) along/within SR 57.
STF include and are not limited to:
 - Freeway Segments
 - Weaving Areas
 - Ramps and Ramp Junctions
 - Signalized Intersections
 - Pedestrian Routes
 - Bicycle Routes
3. The use of either Synchro or Highway Capacity Software (HCS) is preferred. All input sheets, assumptions and volumes on State Facilities should be submitted to Caltrans for review and comment.

Project Management

The following are a list of projects that will be taking place during 2019. Please contact Caltrans if any elements of the New Replacement General Plan will be directly or indirectly impacting our upcoming projects.

Route	Post Mile	Description
57	16.39-20.88	In Orange County in Fullerton, Placentia and Brea on SR 57 from Orangethorpe Avenue to Lambert Road
57	11.00-22.5	In Orange County in Fullerton, Placentia and Brea on SR 57 from Orangethorpe Avenue to Lambert Road
57	16.44-19.8	In Brea on Route 57 from Orangethorpe Ave to Route 90.
57	11.27-14.74	In Anaheim and Orange, Route 57 from Chapman Avenue to Lincoln Ave.
57	0.00-22.5	In Brea on Route 57 from Orangethorpe Ave to Route 90.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, do not hesitate to contact Julie Lugaro at 657-328-6368 or Julie.lugaro@dot.ca.gov.

Sincerely,



SCOTT SHELLEY
Branch Chief, Regional-IGR-Transit Planning
District 12



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director
9211 Oakdale Avenue
Chatsworth, California 91311



Edmund G. Brown Jr.
Governor

October 22, 2018

Mr. Joe Lambert
Director of Development Services
Development Services Department
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR RICH HERITAGE, BRIGHT FUTURE, THE PLACENTIA GENERAL PLAN (PROJECT)

Dear Mr. Lambert:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of a Draft Environmental Impact Report (EIR) for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The draft EIR needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The draft EIR needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Mr. Joe Lambert
October 22, 2018
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or Pete.Cooke@dtsc.ca.gov.

Sincerely,



Pete Cooke
Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Dave Kereazis
Hazardous Waste Management Program, Permitting Division
CEQA Tracking
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



City of Anaheim
PLANNING AND BUILDING DEPARTMENT

November 15, 2018

Joe Lambert
Director of Development Services
City of Placentia
401 E. Chapman Avenue
Placentia, CA 92870

by email to:
jlambert@placentia.org

Subject: Notice of Preparation of a Draft Environmental Report for Rich Heritage,
Bright Future, The Placentia General Plan

Dear Mr. Lambert:

Thank you for the opportunity to review and comment on the above-referenced document. The City of Anaheim staff offers the following comments:

Planning Services Division:

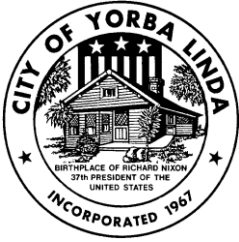
Please contact Charles Guiam at (714) 765-5149 or cguiam@anaheim.net with questions pertaining to these comments.

- On Table 1, the Total for “Total Buildout Square Footage” does not include 570,200 from the Specific Plans > Should the General Plan total build out sq. ft. include sq. ft. of the Specific Plans?
- Table 2: person per household is 3.14 provisional 1/1/18 per [CA DOF demographics Table E-5](#)
- Table 3: Total area of city for “Number of Units” is missing 11 units.
- I would be interested to know more on the scope of work for the additional three new elements: Economic Development Element, Sustainability Element, and Health, Wellness and Environmental Justice Element.
 - For environmental justice components, is the City considering using resources from SCAG?
 - <http://www.scag.ca.gov/programs/Pages/EnvironmentJustice.aspx>
 - http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf

If you have any questions regarding this response, please do not hesitate to contact me at (714) 765-5238 or irincon@anaheim.net.

Sincerely,

Ignacio Rincon
Associate Planner – CEQA Compliance



COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF YORBA LINDA

4845 Casa Loma Avenue

Yorba Linda, CA 92886

E-Mail to “jlambert@placentia.org” and U.S. MAIL

November 15, 2018

Mr. Joe Lambert
City of Placentia
Development Services Department
401 E. Chapman Avenue
Placentia, CA 92870

Re: Notice of Preparation (NOP); Draft Environmental Impact Report (EIR) for Rich Heritage, Bright Future, The Placentia General Plan

Dear Mr. Lambert:

The City is in receipt of the above-referenced NOP, received through U.S. Mail by our office on October 16, 2018. The following comments constitute the response of the City of Yorba Linda pertaining to the NOP, the response made in accordance with the provisions of Sections 15082 and 15103 of Title 14 of the California Code of Regulations (a.k.a., CEQA Guidelines).

As indicated in the project description for the NOP, the Rich Heritage, Bright Future Placentia General Plan Update (the “Project”) involves a comprehensive update to the existing City of Placentia General Plan. The comprehensive General Plan update proposes amendments to the Land Use Element, Housing Element, Open Space Element, and Noise Element, as well as the introduction of a Mobility Element, Conservation Element, Economic Development Element, Safety Element, Sustainability Element, and Health, Wellness and Environmental Justice Element. The project description further analyzes the forecast changes in population as a result of changes in land use development policy proposed by the General Plan.

Pursuant to the mandates of CEQA pertaining to responses to a NOP, specific issues to be included in the scope and content of the EIR to address the review responsibilities and concerns of the City of Yorba Linda would include the following:

- Total Buildout Estimates – We have noted some discrepancies in the estimates for total dwelling units. Table 2 states the existing number of dwelling units is 18,179, while Table 3 states there are 17,259 existing dwelling units. Table 2 states the projected number of dwelling units based on the proposed General Plan is 19,857 units; an increase of 1,696 dwelling units and 4,778 persons. Whereas Table 4 states the proposed number of dwelling units based on the proposed General Plan is 24,702

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units; an increase of 6,523 dwelling units and approximately 18,721 persons based on the 2.87 persons per dwelling unit household size estimate. This is a significant difference in anticipated growth between the two projections. The Initial Study should provide more detail on the projection methodology to explain the discrepancy between the projected increase in number of dwelling units. Furthermore, Table 2 and Table 3 offer different metrics for the number of existing dwelling units. Table 2 states there are 18,179 existing dwelling units, and Table 3 states there are 17,259 existing dwelling units. It may be pertinent to include a discussion of the population and growth projection methodology in the discussion of General Plan Goals and Policies in the Draft EIR to clarify this discrepancy.

Thank you for the opportunity to discuss the Notice of Preparation. The City of Yorba Linda requests that we be provided regular updates as to the status of the project. The contact person for this project shall be:

Ashanti Mason-Warren
City of Yorba Linda
4845 Casa Loma Avenue
Yorba Linda, CA 92886
(714) 961-7130
amason@yorbalinga.gov

Thank you for your cooperation. We look forward to your continued correspondence in regard to this matter.

Sincerely,

Ashanti Mason-Warren
Planning Aide

cc:

David Brantley
Greg Rehmer
Nate Farnsworth
Jamie Smith