

*Draft Initial Study
Proposed Mitigated Negative Declaration*

**ALDI FOOD MARKET
951 & 1001 EAST IMPERIAL HIGHWAY**

*City Of La Habra
Community Development Department
201 East La Habra Boulevard
La Habra, CA 90631*

Prepared by:

*Keeton Kreitzer Consulting
P. O. Box 3905
Tustin, CA 92781-3905*

September 2016

**DRAFT INITIAL STUDY
PROPOSED MITIGATED NEGATIVE DECLARATION**

**ALDI FOOD MARKET
951 & 1001 East Imperial Highway**

Prepared for:

**City of La Habra
Community Department
201 East La Habra Boulevard
La Habra, CA 90631
Contact: Roy Ramsland, Planning Manager (562) 383-4100**

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September 2016

**ALDI FOOD MARKET
951 & 1001 EAST IMPERIAL HIGHWAY**

TABLE OF CONTENTS

		<u>Page</u>
1.0	INTRODUCTION AND PURPOSE.....	1-1
1.1	CEQA Compliance	1-1
1.2	Determination of No Significant Impacts.....	1-1
2.0	PROJECT DESCRIPTION.....	2-1
2.1	Project Location	2-1
2.2	Environmental Setting	2-1
2.3	Project Characteristics/Description	2-6
2.4	Project Timing.....	2-9
2.5	Project Objectives/Discretionary Approvals.....	2-9
2.6	Regulatory Permits/Approvals.....	2-10
3.0	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION	3-1
3.1	Environmental Factors Potentially Affected.....	3-1
3.2	Environmental Determination	3-2
4.0	ENVIRONMENTAL CHECKLIST AND ANALYSIS.....	4-1
4.1	Aesthetics	4-1
4.2	Agriculture and Forest Resources	4-5
4.3	Air Quality	4-7
4.4	Biological Resources.....	4-14
4.5	Cultural Resources	4-18
4.6	Geology and Soils	4-21
4.7	Greenhouse Gas.....	4-27
4.8	Hazards and Hazardous Materials	4-31
4.9	Hydrology and Water Quality	4-37
4.10	Land Use and Planning.....	4-49
4.11	Mineral Resources.....	4-53
4.12	Noise.....	4-55
4.13	Population and Housing.....	4-59
4.14	Public Services.....	4-61
4.15	Recreation.....	4-64
4.16	Transportation/Circulation	4-65
4.17	Utilities and Service Systems.....	4-83
5.0	CONCLUSIONS	5-1
5.1	Mandatory Findings of Significance.....	5-1
5.2	Mitigation Monitoring and Reporting Program.....	5-2

Appendix

A	Air Quality Analysis
B	Geotechnical Engineering Report
C	Phase I ESA/Vapor Survey
D	Preliminary Water Quality Management Plan
E	Traffic Impact Analysis

CHAPTER 1.0 – INTRODUCTION AND PURPOSE

1.0 INTRODUCTION AND PURPOSE

1.1 CEQA Compliance

The City of La Habra is the lead agency under the California Environmental Quality Act (CEQA) for the proposed ALDI Grocery Store development (the “Project”) located at 951 and 1001 East Imperial Highway. In accordance with Section 15070 through Section 15075 (Negative Declaration Process) of the CEQA Guidelines, this Initial Study/Proposed Mitigated Negative Declaration has been prepared by the City of La Habra. Section 15070 of the CEQA Guidelines states the following with respect to the preparation of a Mitigated Negative Declaration:

"A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency that the project as revised may have a significant effect on the environment.

As prescribed in Section 15070, an Initial Study has been prepared that analyzes the potential project-related impacts anticipated to occur as a result of constructing an 18,783 square foot ALDI Food Market as proposed by the project applicant. Pursuant to Section 15071 of the CEQA Guidelines, the Initial Study/Proposed Mitigated Negative Declaration includes:

- The location and a description of the proposed project (refer to Section 2.0);
- A comprehensive analysis of each environmental topic included in the City's environmental checklist (refer to Chapter 4.0);
- A proposed finding that the project will not have a significant effect on the environment (refer to Section 5.1); and
- Mitigation measures (refer to Section 5.2).

1.2 Determination of No Significant Impacts

This Initial Study/Mitigated Negative Declaration has been prepared pursuant to Section 15070 through Section 15075 of the CEQA Guidelines as prescribed in Section 1.1, above. As indicated in Chapter 5.0 (Conclusions) of the document, no significant impacts will occur as a result of project implementation with the incorporation of mitigation measures and conditions of approval that will be incorporated into the project design. The La Habra Planning Commission and City Council and, if necessary, other responsible agencies identified in the Initial Study/Mitigated Negative Declaration will consider the information contained in this document prior to making a final decision on the proposed ALDI Grocery Store.

CHAPTER 2.0 – PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

2.1 Project Location

The 1.96-acre Project site is located at 951 and 1001 East Imperial Highway in the southeast corner of the City of La Habra, in northwestern Orange County (Exhibit 2-1). The subject property encompasses two parcels (AP 019-111-80 and AP 019-111-60) located approximately 400 feet west of the northwest corner of the Imperial Highway/Harbor Boulevard intersection and is located approximately five miles north of the Santa Ana Freeway (I-5)/Riverside Freeway (SR-91) interchange and approximately three miles west of the Orange Freeway (SR-57). The location of the site and key 13 study intersections are shown on Exhibit 2-2.

2.2 Environmental Setting

Surrounding Land Use

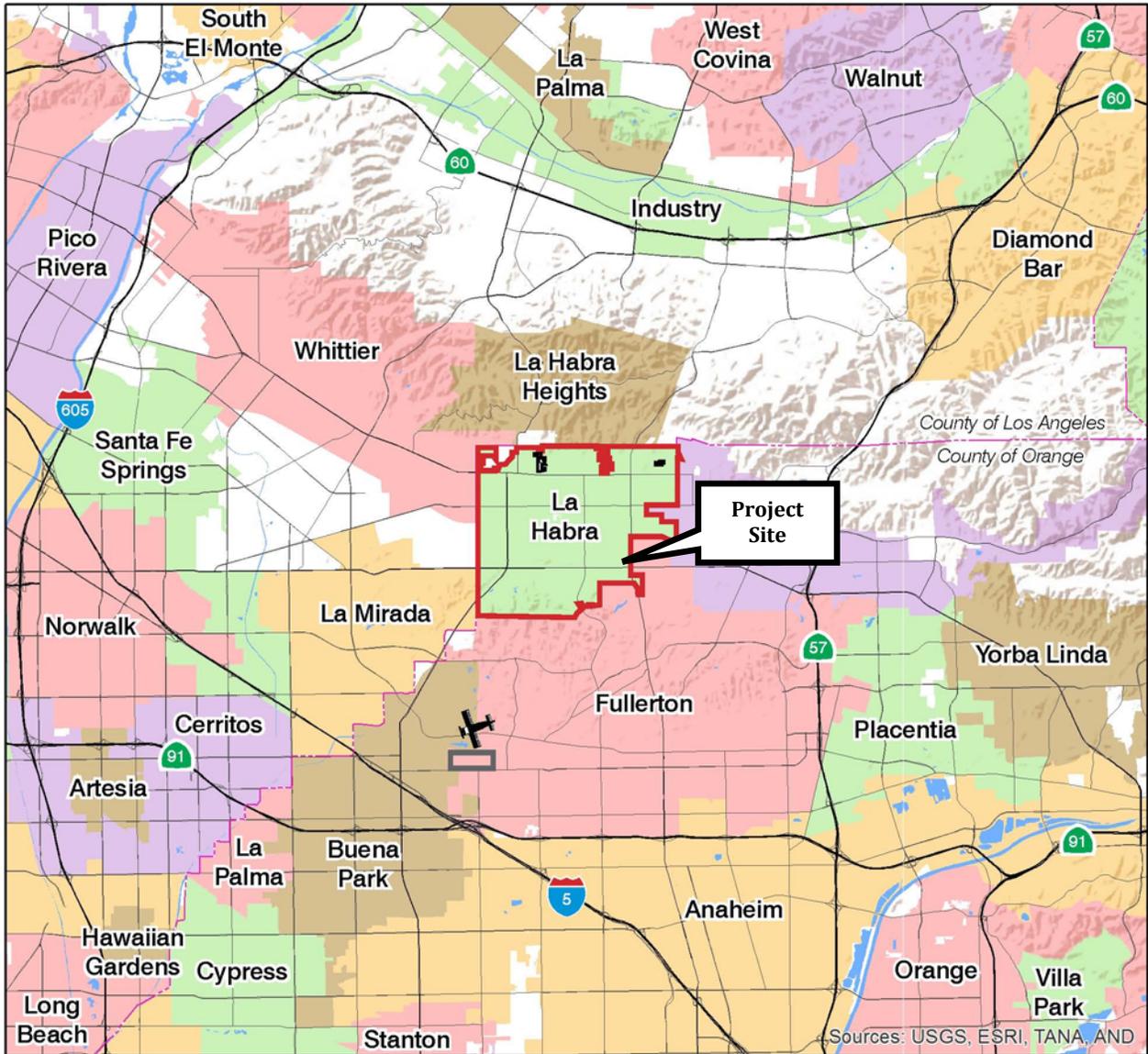
The subject property comprises two parcels. While the subject property is currently vacant, the western half of the site is developed with a vacant 2,500 square foot fast food and drive-through restaurant with surface parking previously occupied by Alberto's, which closed in early 2015 (refer to Exhibit 2-3 – Aerial Photograph). The easterly parcel was previously developed with an entertainment venue. The area surrounding the 1.96-acre property is generally developed with commercial and industrial/warehouse development. These land uses include the recently constructed CVS Drug Store at the northwest corner of Imperial Highway and Harbor Boulevard and the CVS Distribution facility to the north. Other existing land uses include Howard's Appliances to the west, Walmart to the south, and the Pepper Shaker restaurant immediately to the east. Although no residential development is located in the immediate vicinity of the subject property, multiple-family development exists south of Imperial Highway approximately 200 feet west of the site.

Climate and Air Quality

The project site is located within the South Coast Air Basin (SCAB), a 6,600 square mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Regional meteorology is largely dominated by a persistent high-pressure area that commonly resides over the eastern Pacific Ocean. The distinctive climate of this area is determined primarily by its terrain and geographic location. Local climate is characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity. Ozone and pollutant concentrations tend to be lower along the coast, where the constant onshore breeze disperses pollutants toward the inland valley of the SCAB and adjacent deserts. However, as a whole, the SCAB fails to meet national standards for several criteria pollutants, including ozone (O₃), carbon monoxide (CO), and particulates (PM₁₀), and is classified as a "non-attainment" area for those pollutants.

Geology and Seismicity

The project site is located in the seismically active southern California region. There are no active faults or fault systems known to exist on or in the immediate vicinity of the subject property. In addition, no Alquist-Priolo Earthquake Fault Zones as illustrated on the maps issued by the State Geologist are identified to extend through the project area. Although there are no active faults or fault systems known to exist on or in the immediate vicinity of the project vicinity (and no Alquist-Priolo Earthquake Fault Zones traverse the immediate area), it is subject to seismic shaking resulting from earthquakes occurring on one or more of the regional faults.



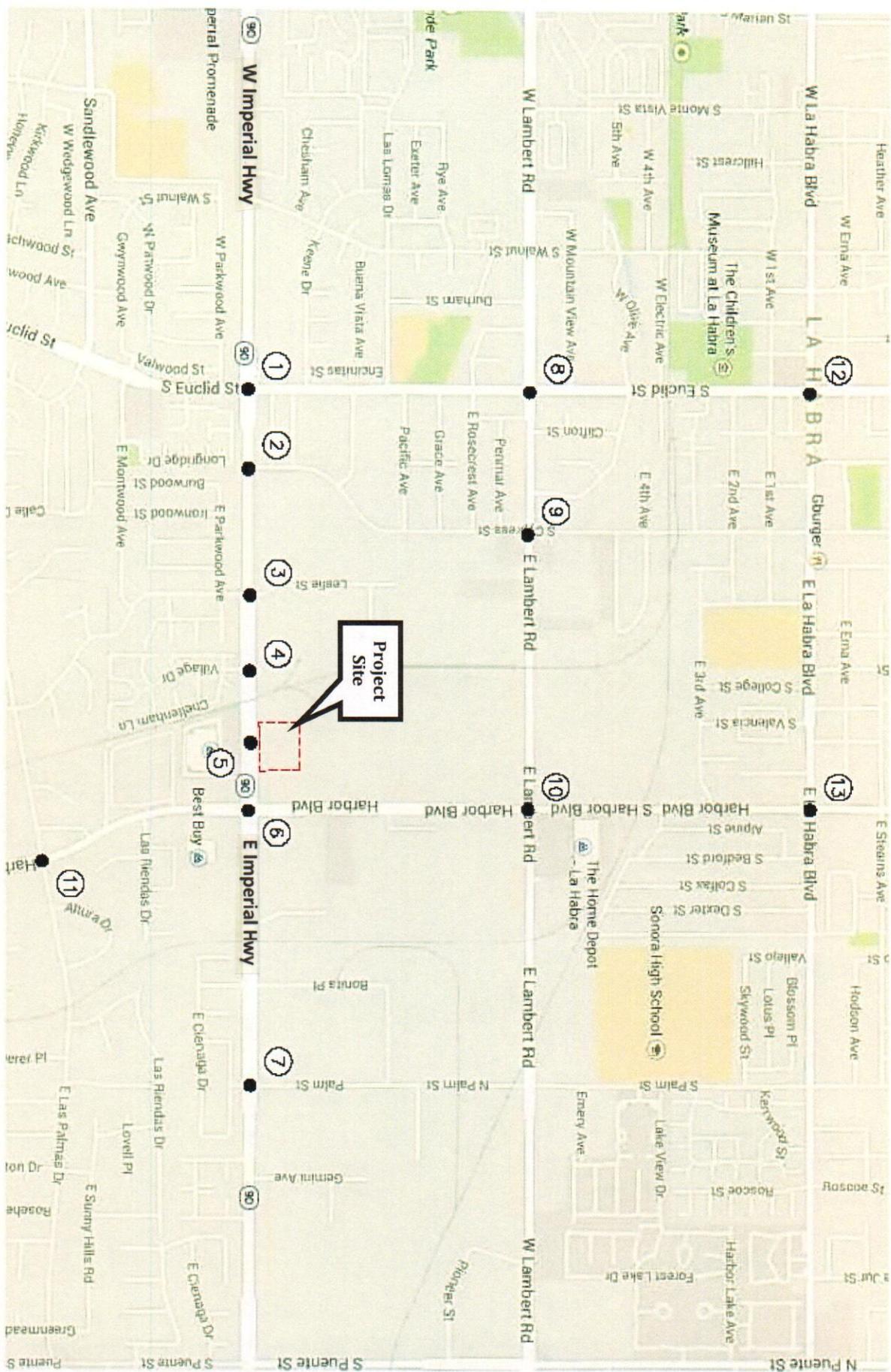
-  City Boundary
-  County Boundary
-  Fullerton Municipal Airport




North

**Exhibit 2-1
Regional Location**

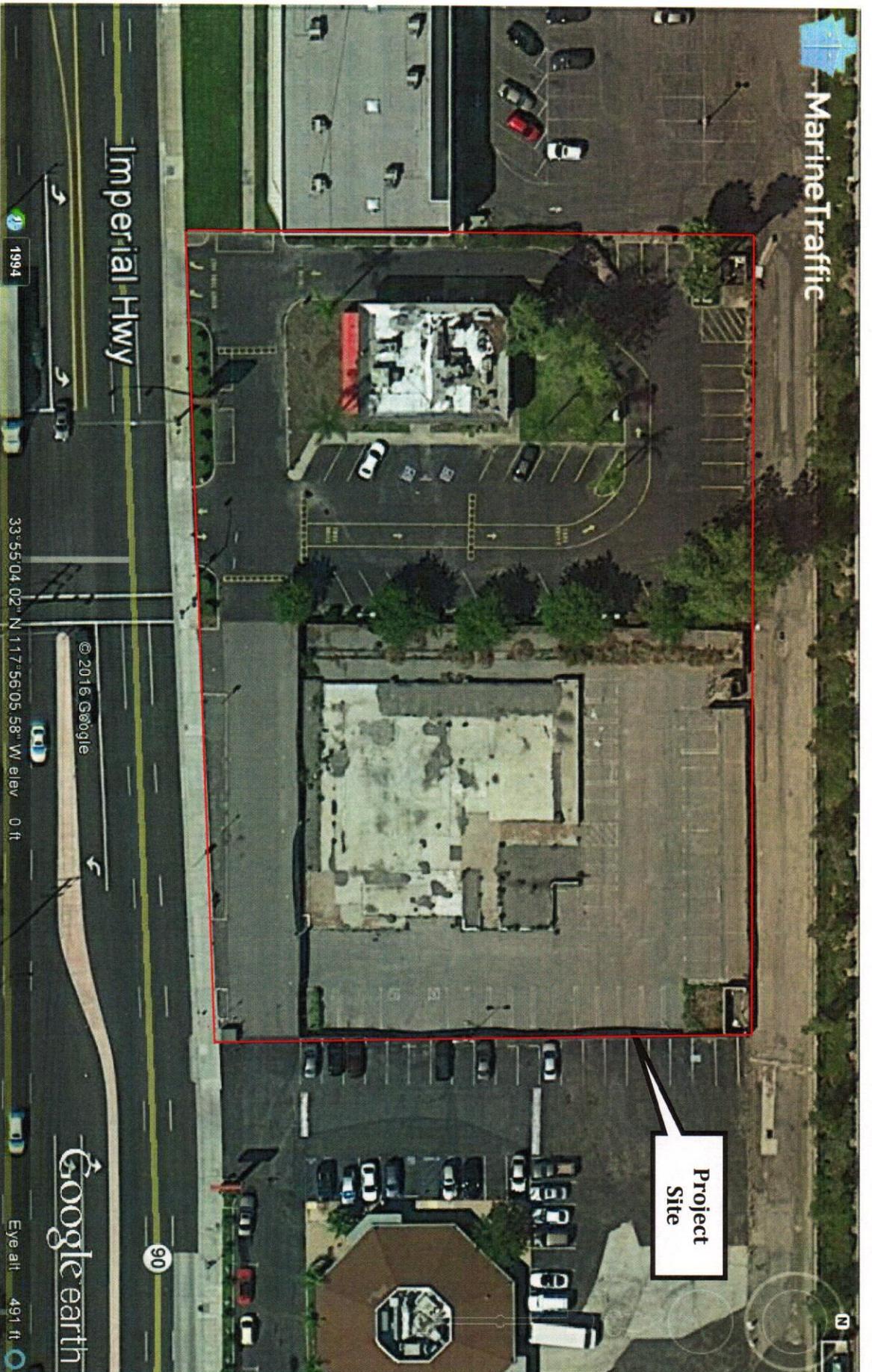
SOURCE: La Habra General Plan 2035



North

SOURCE: Linscott, Law & Greenspan, Engineers, Inc.

Exhibit 2-2
Vicinity Map



North
No Scale

Exhibit 2-3
Aerial Photograph

CHAPTER 2.0 – PROJECT DESCRIPTION

Ground shaking of generally moderate intensity from either of the two main active fault zones may be expected within the City of La Habra as indicated by an analysis of regional seismicity. The San Andreas Fault zone, which is located approximately 35 miles from the project area, as well as the Sierra Madre and Newport-Inglewood fault zones are identified as the most probable sources of seismic activity in the regional area. Other active regional faults include the San Jacinto fault, Palos Verdes fault, Elsinore fault, Whittier fault, and Norwalk fault. It is expected that the maximum credible Richter magnitudes associated with regional fault activity range from 7.0 to 8.0. As a result, the City and project area would be subject to potential moderate to severe ground shaking from a potential earthquake in the region. The City is also subject to potential groundshaking associated with seismic activity on these and other regional faults. Six (6) significant earthquakes (i.e., quake moment magnitude >4.5 Mw) have been recorded within the last 100 years that may have affected the City of La Habra and the project site. The most recent of these historic earthquakes was a 6.7 event that occurred on March 29, 2014.¹

Drainage and Hydrology

The project site drains to Imperial Highway to the south and an existing alleyway to the north. Storm drain facilities exist in that roadway and project environs. The subject property is not located within the 100-year flood plain as delineated on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency (FEMA) for the City of La Habra. Further, neither the subject property nor the surrounding properties are located in an area of the City that is subject to flooding resulting from the failure of a levee or dam.

Transportation and Circulation

As indicated above, the subject property is located west of the Imperial Highway/Harbor Boulevard intersection. The project area encompasses several streets that serve existing development in the immediate vicinity of the site. Other arterial roadways located in the vicinity of the subject property include Harbor Boulevard to the east, Euclid Street to the west, and Lambert Road to the north. In the immediate vicinity of the subject property, Harbor Boulevard is improved as a six-lane divided (i.e., median) roadway between La Habra Boulevard and Imperial Highway. Imperial highway is also improved with six lanes and a median.

Public Services and Utilities

Fire protection facilities and service in the City of La Habra are provided by the Los Angeles County Fire Department (LACFD) under contract with the City of La Habra. The LACFD operates and maintains four fire stations to respond to emergency calls throughout the City. The La Habra Police Department (LHPD) is responsible for providing police and law enforcement services within the corporate limits of the City. The Police Department headquarters is located at 150 North Euclid Street. Police and law enforcement service in the City is provided by patrols with designated “beats.”

The City of La Habra owns and maintains several sewer and water mains in the vicinity of the subject property. The project site receives electrical and natural gas service from Southern California Edison and Southern California Gas Company, respectively.

Social Environment

The City of La Habra is a nearly entirely developed community. The City can be generally characterized as a balanced community, comprising a broad range of residential development types and styles. The City also encompasses a variety of employment, including retail development, professional offices and related

¹Terracon Consultants, Inc.; letter dated July 6, 2016.

CHAPTER 2.0 – PROJECT DESCRIPTION

commercial and industrial uses. As indicated in the La Habra General Plan 2035 La Habra can be described as a “bedroom community” in that the labor force is larger than the employment base within the City and most of those residing in La Habra are employed in other areas of the larger Los Angeles and Orange County metropolitan areas.

2.3 Project Characteristics/Description

Proposed Site Plan

The project applicant, Lake Union Investors, LP, is proposing to redevelop two parcels totaling 1.96 acres with an ALDI Food Market. The proposed market would have a gross floor area of 18,783 square feet. The project would result in a floor area ratio (FAR) of 0.217 and is consistent with the 0.3 FAR allowed by the C-2 zoning. A surface parking lot is provided on the westerly portion of the site that provides 81 parking spaces (4.36 spaces/1,000 square feet), which exceeds the City’s parking requirement of 4 spaces per 1,000 square feet of retail floor area. Two driveways are provided, including a signalized intersection on Imperial Highway. This driveway is proposed for fully left- and right-turn ingress and egress. The second driveway at the southwestern corner of the site is for right-turn ingress and egress only. Loading and unloading bays are located in the rear of the proposed structure along with a trash enclosure. The proposed Site Plan is illustrated on Exhibit 2-4.

The proposed ALDI Food Market has been designed to reflect the corporate image created by ALDI for its stores. Specifically, the proposed structure will be characterized by stucco and manufactured stone veneer with metal and some metal trim. In addition, the structure would be accented with some low trellises planted with vines along the south, east and west elevations. The Conceptual Landscape Plan incorporates a variety of trees, including crepe myrtle and tipu trees in the parking lot, and brisbane box species along the Imperial Highway frontage. Shrubs would include red bird of paradise, red yucca, Texas sage, and dwarf weeping bottlebrush, among others. Ground covers proposed for the project include varieties of fescue and lantana. The Conceptual Landscape plan is illustrated in Exhibit 2-5.

Store Hours and Products

The store will operate between the hours of 9:00 AM to 9:00 PM, seven days a week (hours subject to change). The store will have a total of approximately 20 employees, with 3-6 employees per shift. The ALDI Food Market stocks more than 1,300 of the most commonly purchased grocery items, including fresh meats, fruits, vegetables and bakery items at reduced costs. In addition, beer and wine will be sold at the proposed ALDI Food Market.

Loading/Deliveries

Approximately 12-15 deliveries are anticipated per week. Of those deliveries, 6-7 deliveries will come to the site on WB-67 trucks before and after regular business hours Monday through Sunday. The remaining deliveries are from outside vendors (e.g., milk, tortillas, and other products) and will typically occur during regular store hours.

PROJECT TEAM

DATE	DESCRIPTION
10.07.2019	Planning Submittal
11.17.2019	Callsheet Submittal
03.03.2024	Callsheet Revisions
05.03.2024	Callsheet Revisions
08.23.2024	Callsheet Revisions
01.08.2024	Final Permit Submittal

ISSUE/REVISION RECORD

DATE	DESCRIPTION
10.07.2019	Planning Submittal
11.17.2019	Callsheet Submittal
03.03.2024	Callsheet Revisions
05.03.2024	Callsheet Revisions
08.23.2024	Callsheet Revisions
01.08.2024	Final Permit Submittal

PROFESSIONAL SEAL



PROFESSIONAL IN CHARGE

JAMES SHIR
LICENSE NO. C13882
PROJECT MANAGER
NICHOLE WISER
QUALITY CONTROL
IL

DRAWN BY

WJ

PROJECT NAME

**ALDI
STORE #5
La Habra, CA
CITY OF LA HABRA
CALIFORNIA
1001 EAST IMPERIAL HWY**

PROJECT NUMBER

2024AD078

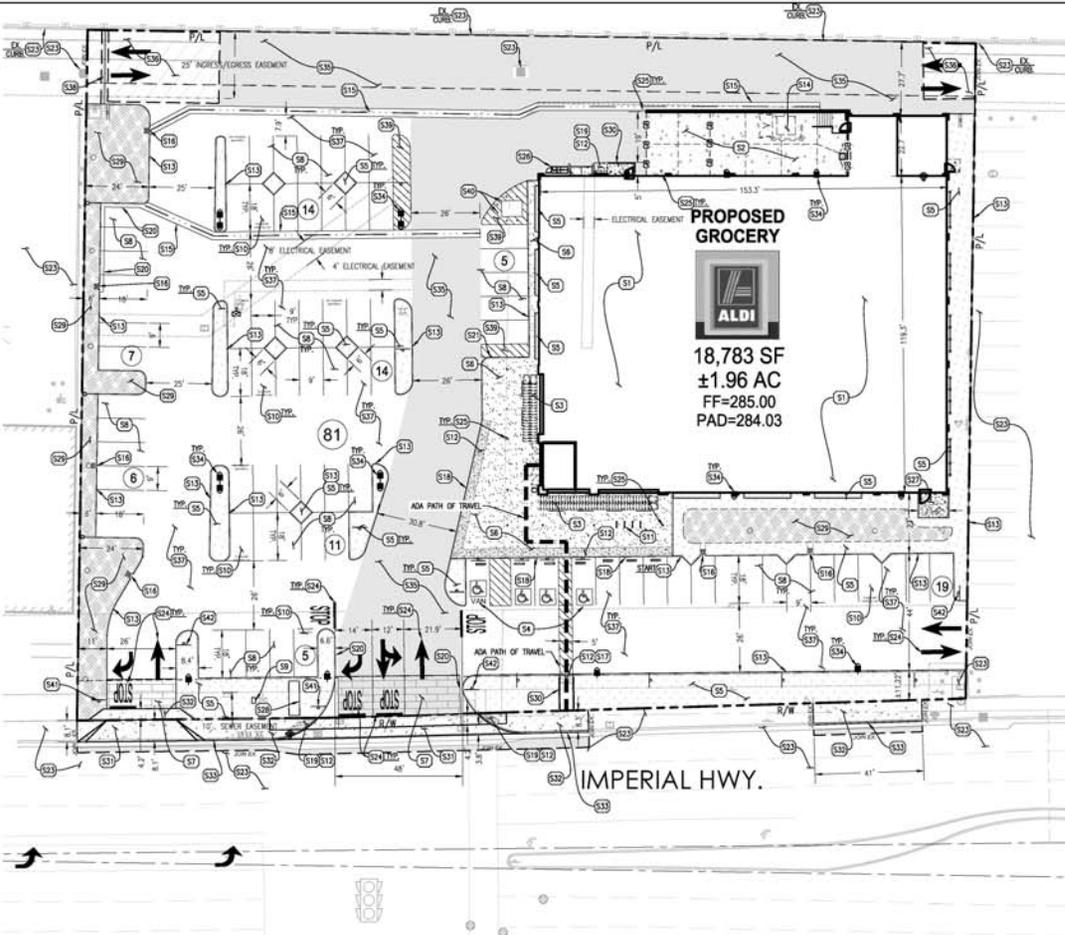
SHEET TITLE

**PRELIMINARY
SITE PLAN**

SHEET NUMBER

C-03

NOT ISSUED FOR CONSTRUCTION



GENERAL SITE NOTES:

- CONTRACTOR MUST SECURE ALL NECESSARY PERMITS PRIOR TO STARTING WORK.
- IF THE CONTRACTOR, IN THE COURSE OF THE WORK, FINDS ANY DISCREPANCIES BETWEEN THE PLANS AND THE PHYSICAL CONDITIONS OF THE LOCALITY, OR ANY ERRORS OR OMISSIONS IN THE PLANS OR IN THE LATEST AS OVEN BY THE ENGINEER, IT SHALL BE HIS DUTY TO IMMEDIATELY INFORM THE ENGINEER, IN WRITING, AND THE ENGINEER WILL PROMPTLY VERIFY THE SAME. ANY WORK DONE AFTER SUCH A DISCOVERY, UNLESS AUTHORIZED, WILL BE AT THE CONTRACTOR'S RISK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SETBACKS, EASEMENTS, AND DIMENSIONS SHOWN HEREON BEFORE BEGINNING CONSTRUCTION.
- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE TO THE STATE AND LOCAL GOVERNMENT AGENCY'S LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
- ALL ADA SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE AND LOCAL CODES.
- NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
- THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS, AND STAKES.
- ARCHITECTURAL PLANS ARE TO BE USED FOR BUILDING STAKE OUT.
- ALL DIMENSIONS ARE FROM FACE OF BUILDING, CURB, AND WALL UNLESS OTHERWISE SPECIFIED ON PLANS.
- CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SO THAT WORKMEN AND PUBLIC SHALL BE PROTECTED FROM INJURY, AND ADDING PROPERTY PROTECTED FROM DAMAGE.
- CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCTION OPERATION.
- ALL STREET SURFACES, DRIVEWAYS, CURBS AND GUTTERS, ROADSIDE DRAINAGE DITCHES AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STATE AND LOCAL GOVERNMENT AGENCY SPECIFICATIONS.

SITE KEY NOTES:

- (S1) PROPOSED BUILDING, SEE ARCHITECTURAL PLANS
- (S2) PROPOSED TRUCK DOCK, PER ARCHITECTURAL PLANS
- (S3) PROPOSED CART CORRAL, PER ARCHITECTURAL PLANS
- (S4) PROPOSED ADA PARKING SPACE WITH SIGNAGE
- (S5) PROPOSED LANDSCAPING, PER LANDSCAPE PLANS
- (S6) PROPOSED P.C.C. SIDEWALK, SEE DETAIL ON SHEET C-08
- (S7) PROPOSED P.C.C. DECORATIVE PAVING
- (S8) PROPOSED PARKING SPACES
- (S9) EXISTING Pylon SIGN TO BE REPLACED WITH 'ALD' BRANDED SIGN
- (S10) PROPOSED CLEAN AIR/WASH POOL STRIPING
- (S11) PROPOSED BIKE RACKS
- (S12) PROPOSED TRUNCATED DOMES, SEE DETAIL ON SHEET C-08
- (S13) PROPOSED 4" CURB, SEE DETAIL ON SHEET C-08
- (S14) PROPOSED 10'x15' TRASH ENCLOSURE, SEE ARCHITECTURAL PLANS
- (S15) PROPOSED 3" VALLEY GUTTER, SEE DETAIL ON SHEET C-08
- (S16) PROPOSED SMALLEARD BY OLGCASTLE STORMWATER SOLUTIONS AT 2'-FOOT CURB SPACING, SEE DETAIL ON SHEET C-07
- (S17) PROPOSED ACCESSIBLE CURB RAMP PER CITY STANDARD
- (S18) PROPOSED 0" CURB FACE, SEE DETAIL ON SHEET C-08
- (S19) PROPOSED ACCESSIBLE RAMP
- (S20) PROPOSED 4" CURB & GUTTER, SEE DETAIL ON SHEET C-08
- (S21) PROPOSED 0'-8" TRANSITIONAL CURB
- (S22) EXISTING MONUMENT SIGN TO BE REPLACED
- (S23) EXISTING TO REMAIN, PROTECT IN PLACE.
- (S24) PROPOSED PAVEMENT MARKINGS
- (S25) PROPOSED 6" CONCRETE BOLLARD PER ARCHITECTURAL PLANS
- (S26) PROPOSED BIKE LOCKER PER ARCHITECTURAL PLANS
- (S27) PROPOSED AREA OF REFUGE
- (S28) PROPOSED MONUMENT SIGN PER ARCHITECTURAL PLANS
- (S29) PROPOSED BROUGHTON WITH UNDERDRAIN SYSTEM, PER DETAILS ON DETAIL SHEET AND SEE LANDSCAPE PLANS FOR PLANT MATERIALS
- (S30) PROPOSED HANDBAR PER S.F.P.C.C. STANDARD PLAN NO. 606-4
- (S31) CONSTRUCT 8" THICK PCC DRIVEWAY APPROACH FOR MODIFIED CALTRANS STANDARD PLAN ABA-CARL "A" AND DETAIL ON SHEETS C-07, AND C-04.
- (S32) CONSTRUCT PCC 4" THICK SIDEWALK WITH MAXIMUM CROSS SLOPE 1.50% PER CALTRANS STANDARD PLANS ABA & ABA.
- (S33) CONSTRUCT PCC 8" CURB AND GUTTER FOR CALTRANS STANDARD PLAN ABA-TYPE A2-8
- (S34) PROPOSED LIGHT PER PHOTO-METRIC PLAN BY OTHERS
- (S35) PROPOSED HEAVY DUTY AC PAVEMENT, PER GEOTECHNICAL REPORT AND DETAIL ON SHEET C-08
- (S36) CONSTRUCT MIN. 1.5" OF GRAD AND OVERLAY LIMITS AND ELEVATION FOR GROUND SHEET C-04
- (S37) PROPOSED STANDARD DUTY AC PAVEMENT, PER GEOTECHNICAL REPORT AND DETAIL ON SHEET C-08
- (S38) PROPOSED NONDEMAND TRENCH DRAIN
- (S39) PROPOSED STOPKING STRIPING
- (S40) PROPOSED TRANSFORMER WITH BOLLARDS BY SIZE
- (S41) PROPOSED STOP SIGN
- (S42) PROPOSED SIGN ARM/ SIGN PER CBC SECTION 11B-002A, SEE DETAIL ON SHEET C-08

ADA ACCESSIBILITY NOTES:

- THE ADA PATH OF TRAVEL SHALL BE 4' WIDE, MINIMUM, PER CBC SECTION 11B-002.
- THE LONGITUDINAL SLOPE OF THE PATH OF TRAVEL SHALL NOT EXCEED 5%. SLOPES GREATER THAN 5% SHALL BE DESIGNED AND COMPLY WITH CBC SECTION 11B-002.2.
- THE CROSS SLOPE ALONG ANY ADA PATH OF TRAVEL SHALL NOT EXCEED 2%.
- ACCESSIBLE PARKING SPACES AND THE LOADING-UNLOADING AREAS SHALL HAVE A SLOPE NO GREATER THAN 2% IN ANY DIRECTION PER CBC SECTION 11B-002.4.
- PAINT 12" HIGH "NO PARKING" ON THE GROUND WITHIN EACH 5' x 8' IF WIDE LOADING AREAS OF THE DISABLED PARKING SPACES PER CBC FIGURE 11B-002.3.1.

PARKING ANALYSIS		RATIO REQ'D BY CITY	PROMISED
ALDI STORE:	418,783 S.F.	4 SP/1000 SF: 75 SP	77 SPACES
STANDARD SPACES:	(IF CLEAN AIR/WASH POOL SPACES)		4 SPACES
ACCESSIBLE SPACES:	(IF VAN SPACE)		1 VAN SPACE
TOTAL ALDI PARKING:		75 SP	81 SPACES
BIKE RACKS:		5% OF VISITOR PARKING SP	5 RACKS

LEGEND:

- PROPERTY LINE
- EASEMENT LINE
- X---X--- PROPOSED CONTOUR
- M---M--- RIDGELINE
- 0--- GRACE BREAK
- X---X--- PROPOSED CONTOUR
- X---X--- PROPOSED DRAINAGE SLOPE
- X---X--- TOP OF CURB FINISH SURFACE
- X---X--- EXISTING TOP OF CURB
- X---X--- EXISTING FLOW LINE
- X---X--- PROPOSED TRUNCATED DOMES
- X---X--- PROPOSED LANDSCAPE
- X---X--- PROPOSED HEAVY DUTY AC PAVEMENT
- X---X--- PROPOSED SIDEWALK
- X---X--- PROPOSED DECORATIVE PAVING PER CITY STANDARD
- X---X--- PROPOSED CONCRETE PAVEMENT
- X---X--- 1.5-INCH GRAD & OVERLAY
- X---X--- PROPOSED BMP DRAIN BROUGHTON WITH UNDERDRAINS
- X---X--- PROPOSED SMALLEARD
- X---X--- PARKING COUNT
- X---X--- EXISTING TRAFFIC SIGN



NOT FOR CONSTRUCTION



GreenbergFarrow

19000 MacArthur Blvd, Suite 250
Irvine, CA 92612
t: 949 296 0450 f: 949 296 0479

PROJECT INFORMATION

SITE AREA	
NET SITE AREA	± 1.96 ACRES
STREET DEDICATION	± 0 ACRES
TOTAL GROSS SITE AREA	± 1.96 ACRES

* NOTE: NO STREET DEDICATION REQUIRED

BUILDING AREA

ALDI	18,783 SF
TOTAL BLDG AREA	18,783 SF

PARKING SUMMARY

USER	RATIO REQUIRED	SPACES REQD	SPACES PROV'D
ALDI	1 SP/250 SF	73	81
TOTAL		73	81
TOTAL RATIO PROVIDED		4.36 SP/1,000 SF	

NOTE:
CITY STANDARD PARKING SPACE IS 9'x16'

LANDSCAPING

PARKING LOT AREA	LANDSCAPING REQD	LANDSCAPING PROV'D
38,195 sq. ft.	2,674 sq. ft.	7,470 sq. ft.
PERCENTAGE:	7%	19.56%

* NOTE: DOES NOT INCLUDE 15 FT. FRONT SETBACK

ZONING INFORMATION

JURISDICTION:	CITY OF LA HABRA
EXISTING ZONING:	C-2 BASE ZONE
PROPOSED ZONING:	C-2 BASE ZONE

SETBACKS

FRONT / STREET	15'
INTERIOR REAR	20'
INTERIOR SIDE	NONE
ADJACENT TO RESIDENTIAL	N/A

PROJECT NOTES

1. REQUIRED LANDSCAPING, 7% OF PARKING FIELD IN ADDITION TO THE FRONT AND SIDE STREET SETBACK AREAS.
2. LANDSCAPE VARIANCE REQUIRED WITH THIS LAYOUT.

⚠️ 30' WIDE INGRESS-EGRESS EASEMENT PER O.R. 10201-945.

⚠️ 10' WIDE EASEMENT FOR SEWER PURPOSES PER O.R. 12445-1814

⚠️ 25' WIDE INGRESS-EGRESS AND PUBLIC UTILITIES EASEMENT PER O.R. 10201-945.

DRAWING ISSUE/REVISION RECORD

DATE	NARRATIVE	INITIALS
02.08.2014	PRELIMINARY SITE PLAN SP 1	DT
02.11.2014	REVISIONS TO PARKING LAYOUT SP 2	MV
02.17.2014	REVISED PARKING LAYOUT PER ALDI SP 3	MV
02.25.2014	REVISED LAYOUT PER ALDI SP 4	MV
03.04.2014	REVISED LAYOUT PER ALDI SP 4	MV
02.23.2015	NEW SITE PLAN SP 5	MV
04.10.2015	NEW SITE PLAN SP 6	AY
04.13.2015	NEW SITE PLAN SP 7	AY
05.01.2015	NEW SITE PLAN SP 8	AY
05.01.2015	NEW SITE PLAN SP 9	AY
05.06.2015	NEW SITE PLAN SP 10	AY
02.06.2015	REVISED SITE PLAN SP 15.1	AY
02.23.2016	ENTIREMENT RESUBMITTAL	AY

CLIENT REPRESENTATIVE

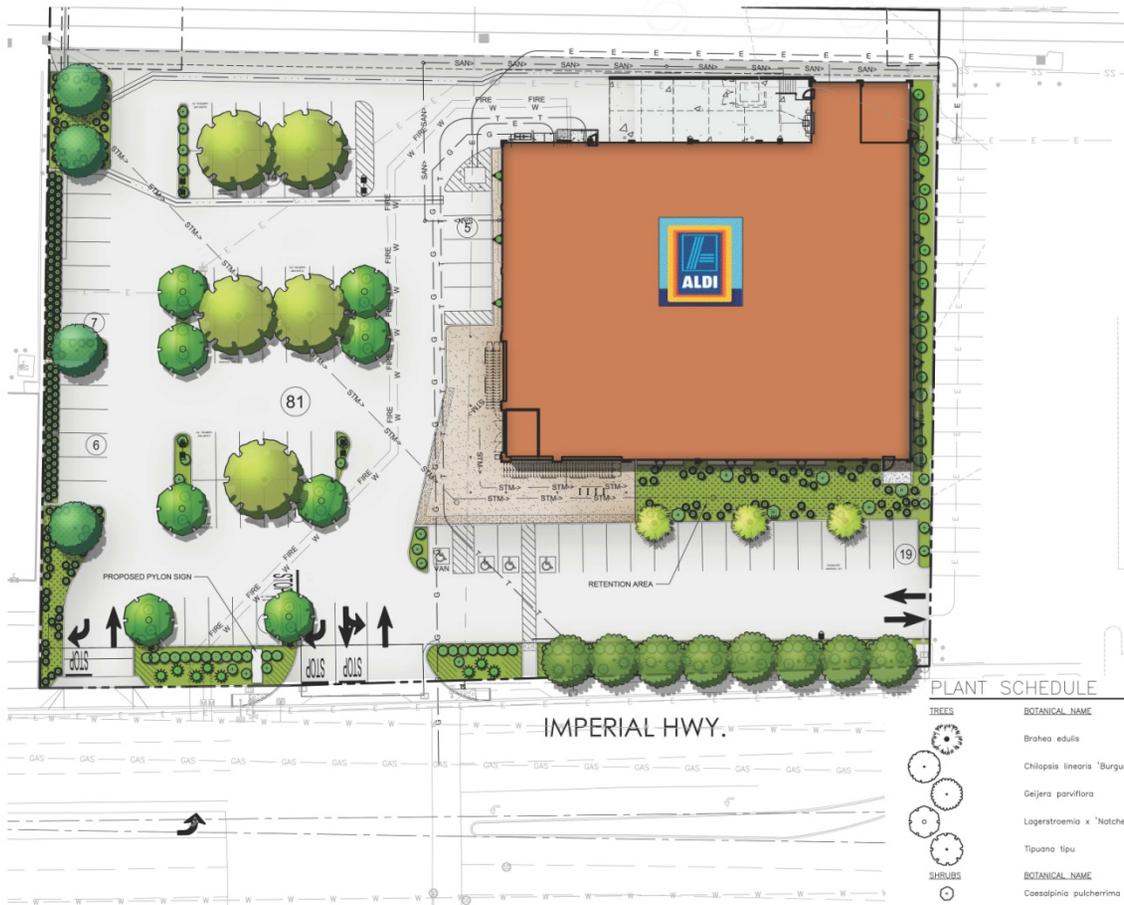
CLIENT REPRESENTATIVE	MATTHEW BACA
SITE PLANNER	BL
SITE DEV. COORDINATOR	VT

LA HABRA, CA
1001 EAST IMPERIAL HWY

GFA PROJECT NUMBER 20140077.0



LCP-2



NOTES:

ALL LANDSCAPE AREAS SHALL BE WATERED BY AN AUTOMATIC IRRIGATION SYSTEM. ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.

A LANDSCAPE DOCUMENT PACKAGE AS PER A.B.1881 SHALL BE PROVIDED.

PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL OF THE CITY.

ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.

WHERE TREES ARE WITHIN 5 FEET OF WALKWAYS AND / OR PAVING SURFACES, ROOT BARRIERS SHALL BE INSTALLED.

ONSITE AND PARKWAY LANDSCAPE SHALL BE MAINTAINED BY BUSINESS OWNERS.

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT.	WUCOLS	
	<i>Brahea edulis</i>	Guadalupe Palm	12" BTH	L	
	<i>Chilopsis linearis</i> 'Burgundy'	Desert Willow	24"box	VL	
	<i>Geijera parviflora</i>	Australian Willow	24"box	L	
	<i>Lagerstroemia</i> x 'Natchez'	Crape Myrtle	24"box	M	
	<i>Tipuana tipu</i>	Tipu Tree	24"box	L	
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT.	WUCOLS	
	<i>Coccolinia pulcherrima</i>	Red Bird Of Paradise	5 gal	L	
	<i>Callistemon viminalis</i> 'Little John'	Dwarf Weeping Bottlebrush	5 gal	L	
	<i>Carissa macrocarpa</i>	Natal Plum	5 gal	L	
	<i>Dasyliroa wheeleri</i>	Grey Desert Spoon	5 gal	VL	
	<i>Dodonaea viscosa</i> 'Purpurea'	Purple Leafed Hopseed Bush	5 gal	L	
	<i>Hesperaloe parviflora</i>	Red Yucca	5 gal	VL	
	<i>Muhlenbergia rigens</i>	Deer Grass	1 gal	L	
VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	CONT.	WUCOLS	
	<i>Bignonia capreolata</i> 'Tangerine Beauty'	Tangerine Beauty Cross Vine	5 gal	M	
GROUND COVERS	BOTANICAL NAME	COMMON NAME	ROOT	WUCOLS	SPACING
	<i>Festuca mairei</i>	Atlas Fescue	1 gal	L	24" o.c.
	<i>Lantana</i> x 'New Gold'	New Gold Lantana	1 gal	VL	30" o.c.

ALL LANDSCAPE AREAS EXCEPT RETENTION AREA TO BE COVERED WITH MINIMUM 2" THICK 3/4 MINUS DECOMPOSED GRANITE - COLOR: 'CALIFORNIA GOLD'

CITY LANDSCAPE REQUIREMENTS:

LANDSCAPE AREA SHALL BE EQUAL TO THE SUM OF SEVEN PERCENT OF THE AREA OF THE PARKING LOT IN ADDITION TO THE REQUIRED FRONT AND SIDE STREET LANDSCAPE SETBACK AREA OF THE PARCEL.

-PARKING LOT AREA 38,195 SQ. FT.
-REQUIRED LANDSCAPE AREA 7% OR 2,674 SQ. FT.
-PROVIDED LANDSCAPE AREA 19,896 OR 1,470 SQ. FT.

1 PARKING LOT TREE FOR EVERY 10 PARKING SPACES
-81 PARKING SPACES PROVIDED
-81 10' x 8.1'

-TREES REQUIRED: 8
-TREES PROVIDED: 17

PARKING AREAS ADJACENT TO A PUBLIC SIDEWALK OR PUBLIC RIGHT-OF-WAY SHALL BE SCREENED WITH A THIRTY-SIX INCH HIGH SOLID HEDGE OF LIVE PLANT MATERIAL TO BE PLACED AT THE REAR OF THE REQUIRED LANDSCAPE SETBACK.

WITHIN THE LANDSCAPE AREA ALONG THE STREET FRONTAGE SHALL BE ONE TREE FOR EVERY TWENTY FEET OF TOTAL STREET FRONTAGE, EXCLUDING DRIVE APPROACHES AND DRIVEWAYS.

-STREET FRONTAGE = 330 FT.
-DRIVE APPROACH AND DRIVEWAYS = 96 FT.
-TOTAL STREET FRONTAGE = 239' 20" = 11.95

-REQUIRED TREES: 12
-PROVIDED TREES: 8

NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Owner, and Governmental Agency approvals. No warranties or guarantees are given or implied by the Architect.

CHAPTER 2.0 – PROJECT DESCRIPTION

Cart Containment

The proposed ALDI Food Market will utilize a “cart rental system” and will have one cart corral located adjacent to the store entrance. Carts are interlocked with each other using a coin lock located on the handle of each cart, which is chained to the coin lock of the cart in front of it. In order for a customer to release a cart, a quarter must be deposited in the coin lock that will release the cart from the chain. The cart must be brought back to the designated cart corral and connected to the chain, which will release the quarter and return it to the customer. This coin system creates an incentive for customers to return their carts to the designated cart corral and receive their deposit back. A reimbursement fee will be assessed to the ALDI Food Market for carts collected by Public Works and returned to the store.

Beer and Wine Sales

The project is proposing the sale of beer and wine for off-site consumption (Type 20 license) as an incidental use. A Conditional Use Permit will be required to permit this request. The project site is located in Orange County Census Tract 14.04. According to the State of California Department of Alcohol and Beverage Control, two (2) off-sale licenses are permitted in census tract 14.04 and seven (7) off-sale licenses are active (as of 9/17/15). However, it should be noted that of the seven (7) off-sale licenses in this tract, two (2) are located in Fullerton and one (1) is in Brea.

2.4 Project Timing

It is anticipated that the site would be developed in a single phase following grading and site preparation. It is anticipated that the project would be completed within one year from the issuance of the grading permit, with opening anticipated to occur in 2018.

2.5 Project Objectives/Discretionary Approvals

Project Objectives

Implementation of the proposed project will achieve the following intended specific objectives, which have been identified by the project applicant.

- To develop the subject property in accordance with the adopted General Plan land use designation and zoning.
- To develop a quality development of retail commercial development that is compatible with the adjacent commercial and industrial development within the project area.
- To increase the City's inventory of retail commercial development.
- To provide convenient and readily accessible grocery shopping to serve existing and future residents in the City.
- Increase employment opportunities within the City of La Habra.

CHAPTER 2.0 – PROJECT DESCRIPTION

Discretionary Approvals

Project implementation will necessitate the approval of the following discretionary actions by the La Habra City Council:

- Mitigated Negative Declaration
- Planned Unit Development
- Design Review
- Conditional Use Permit (Alcohol Sales)
- Conditional Use Permit (Pylon Sign)

The applicant is also proposing a “Lot Tie” Agreement, which does not require discretionary approval by the La Habra City Council.

2.6 Regulatory Permits/Approvals

- California Department of Beverage Control
- California Department of Transportation

CHAPTER 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

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

Chapter 4.0 (Environmental Analysis) analyzes the potential environmental impacts associated with the proposed ALDI Food Market development. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in Section 4 is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of La Habra in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study’s preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development’s impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.

CHAPTER 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development’s physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, such that impacts may be avoided or reduced to insignificant levels.

3.2 Environmental Determination

On the basis of this initial evaluation:

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

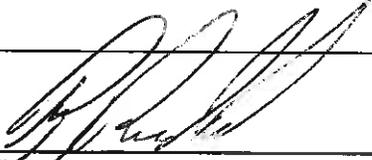
I find that although the proposal **COULD** have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

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

I find that the proposal **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

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

CHAPTER 3.0 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION



Signature

City of La Habra

Agency

Roy Ramsland, Planning Manager

Printed Name/Title

9/14/16

Date

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

4.0 ENVIRONMENTAL ANALYSIS

The purpose of Chapter 4.0 of this Initial Study/Proposed Mitigated Negative Declaration for the proposed 18,783 square foot ALDI Food Market is to provide an analysis of the potential environmental consequences that are anticipated to occur as a result of implementation of that project in accordance with the environmental review process as implemented by the City of La Habra. Specifically, the analysis contained in this chapter includes a discussion of the impacts associated with the development of the commercial project proposed on a 1.96-acre property located at 951 and 1001 East Imperial Highway and any impacts that result from that development, as described in Chapter 2.0 (Project Description).

4.1 Aesthetics

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			<input checked="" type="checkbox"/>	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			<input checked="" type="checkbox"/>	

Significance Criteria:

A project may be deemed to have a significance adverse aesthetic impact if it results in any of the following:

- Changes at the site substantially degrade the character of the site, degrade an existing public viewshed, or alter the character of a public viewshed by the introduction of anomalous structures or elements.
- Changes at the site would result in changes in the expectations of viewers (measured against the relative importance of those views) and would result in a negative impression of the viewshed. (The emphasis of this criterion is on views from public areas, not views from individual lots unless view easements are involved.)
- Changes at the site substantially conflict with and/or do not uphold the scenic and visual quality objectives for development, as articulated in the City’s General Plan goals, objectives and policies.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Analysis:

- a. Have a substantial adverse effect on a scenic vista?

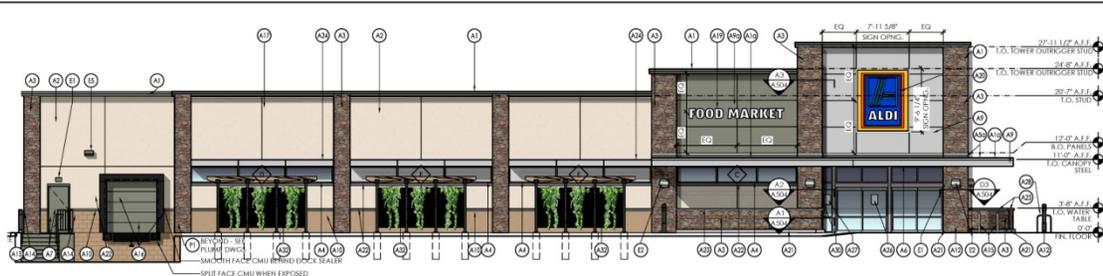
Less than Significant Impact. The subject property is not located along a scenic highway or other designated scenic vista. The 1.96-acre site is located within a commercial and industrial area along a heavily traveled arterial roadway (Imperial Highway) in the eastern limits of the City of La Habra. Imperial Highway is not designated a scenic corridor. Further, this project site is not located near any designated scenic highways or scenic routes, and no scenic vistas exist along either of the affected roadways. The project is located within a highly urbanized area of Orange County and the roadways in the project area are not designated as or located near any scenic corridors acknowledged by the La Habra General Plan 2035. The area in which the project site is located is intensively developed with warehousing to the north, and retail commercial to the east, south and west. The project has been designed in accordance with the standards established by the Planned Unit Development (PUD) overlay requirements. In addition, landscaping will be provided around the perimeter of the project site as indicated in Exhibit 2-4. The character of the proposed ALDI Food Market is illustrated in Exhibit 4-1. Neither the subject property nor the adjacent areas possess any significant visual or aesthetic resources that would be adversely affected, either directly or indirectly, by project implementation. No significant adverse visual impacts are anticipated as a result of converting the existing commercially-zoned property¹ to a retail commercial development (ALDI Food Market) that is consistent with the existing long-range plans and programs as well as the existing development in the project environs.

- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As indicated above, the project is located in an urbanized area and the site neither possesses nor would affect any significant aesthetic resources, rock outcroppings and/or historic buildings. Although the subject property is vacant and does not support existing uses, the parcels have been developed in the past and the vacant restaurant building and parking improvements remain on the site. In addition, a row of non-native trees extends in a north-south direction between the two parcels and other trees and landscaping exists. The non-native trees and other non-native landscaping are not considered to be important aesthetic amenities. Although conversion of the site from a property previously developed with a drive-through restaurant to a retail commercial development encompassing approximately 18,783 square feet in a single building and associated parking will change the character of the site, project implementation would not result in damage to any important open space, recreational, or scenic resources. As indicated above, the project has been designed in accordance with the applicable PUD requirements and the architectural character of the proposed structure will be compatible with the existing commercial and industrial development in the project area. Therefore, no impacts to scenic resources are anticipated; no mitigation measures are required.

¹The parcel at 951 East Imperial Highway supports a closed/unoccupied fast food restaurant (Alberto's Mexican Food) and the parcel at 1000 East Imperial Highway is undeveloped.

EXTERIOR FINISH SCHEDULE			
KEY	MATERIAL / MFG.	COLOR / NO.	NOTES
A1	EDGE METAL BY FRIESTONE	A1 - SILVER GRAY A1D - SILVER METALLIC	FLASHING TO BE CAPPED AT I.O. BUILDING AND PARAPETS
A2	STUCCO	COLOR TO MATCH "BSCUP" (SW6112)	
A3	MANUFACTURED STONE VENEER	ELBORADO "RUSTIC LEDES" - SAWTOOTH BLEND	PLASTERS
A4	SCOREPANT	ANODIZED ALUM.	RE: DWG. A402
A5	MEMBRANE ROOFING	A5 - GRAY A5D - WHITE	AT BACK OF A1D LOGO SIGN TOWER, FOOD MARKET SIGN TOWER AND CANOPY ROOF - SEE SPECIFICATIONS APPENDIX "B"
A6	METAL SOFFIT PANELS	SOLID SOFFIT - SEE SPEC	RE: DWG. A201-A304
A7	EXTERIOR PAINT BY SHERWIN-WILLIAMS	PF-15 / CL-5	RE: DWG. A403
A8	DAMPSTER ENCLOSURE		RE: DWG. A456
A9	ALUMINUM COMPOSITE PANEL	A9 - BRIGHT SILVER A9D - SLATE GRAY	PROVIDE PANEL JOINTS AS SHOWN - AT A1D LOGO SIGN FIELD AND FOOD MARKET SIGN FIELD. PROVIDE ONE PIECE RIGHT-IF-EXPANDED MOLDING INSTALLATION SYSTEM WITH CENTER REVEAL TRIM BETWEEN PANELS AND 1/8" RAMP AT PANEL EDGES. AT CANOPY TARGA, PROVIDE CLIP AND CAULK INSTALLATION SYSTEM.
A10	STUCCO	COLOR TO MATCH "CANOPY" (SW7724)	WEATHER TABLE FIELD; USE WHEN EXPOSED BELOW F.F.
A11	BIRD-2	PF-15 / CL-4	RE: DWG. A403
A12	BIRD-4	FACTORY FINISH - CHARCOAL	RE: DWG. A403
A13	GUARD RAIL TYPE "A"	PF-16 / CL-5	RE: DWG. A3A503, A403
A14	GUARD RAIL TYPE "B"	PF-16 / CL-5	RE: DWG. A3A503, A403
A15	GUARD RAIL & STARTER POST	GALVANIZED	
A16	DOCK LEVELER / SEAL AND BUMPERS	SEALER - FACTORY FINISH / SEAL AND BUMPERS - FACTORY FINISH - BLACK	PROVIDE SMOOTH CMU BEHIND DOCK SEAL IN LEOU OF CASEI STONE SILL
A17	CONTROL JOINT		INSTALL AS INDICATED ON DRAWINGS AND PER ALUM. - C1063 RE: DWG. A304
A18	COVERFLOW SCRAPPER	PF-15 / CL-5	RE: DWG. C3A503
A19	FOOD MARKET SIGNAGE	BY SIGN VENDOR	14'-2 3/4" w. x 1'-4".
A20	ALDI TOWER SIGN	BY SIGN VENDOR	7'-11 5/8" w. x 9'-5 1/2" h. SEE DETAIL B3A504 VERIFY SIGN SIZE PRIOR TO FRAMING OPENING
A21	CRIB	NATURAL	RE: DWG. A403 - SEE STRUCTURAL DWGS
A22	STUCCO SILL	COLOR TO MATCH "NETWORK GRAY" (SW7078)	RE: C3A505
A23	PRECAST STONE COPING BY STANBORO CUSTOM PRECAST	ALD-GREY	RE: C3A501 - LIGHT SAND BLAST FINISH
A24	PREFABRICATED SUN SHADE	SILVER POWDER COAT	MANUFACTURED BY C.R. LAURENCE; RE: DWG. B2-C2A305
A25	ROOFTOP SCREENING	PESTY	RE: DWG. A121
A26	ACCESSIBLE ENTRANCE SIGN	SIGN TO BE IN COMPLIANCE WITH CBC: 11B.703.7.2.1	OWNER PROVIDED
A27	ENVIRONMENTAL TOBACCO SMOKE CONTROL SIGN	SIGN TO BE IN COMPLIANCE WITH CALGREEN 5.504.7	OWNER PROVIDED
A28	BIKE RACK	FACTORY FINISH	RECYCLE PARKING TO EQUAL 2% OR MORE OF GROSS PARKING. BASIS OF DESIGN PARK A BIKE - COMPOSITE BICYCLE WALL LOCKER (CB41)
A29	BIKE LOCKER	FACTORY FINISH	
A30	SMOK BOX	FACTORY FINISH	CONFIRM TYPE AND LOCATION WITH LOCAL FIRE MARSHAL.
A31	ALUMINUM LOUVER	FACTORY FINISH	MATCH "BSCUP" STUCCO FINISH
A32	STEEL TRELLIS		COLOR AND PLANTINGS TBD.
A33	EXIT DISCHARGE LIGHT	FACTORY FINISH	MODEL # 8-07-A.F.F.
A34	WALL SCONCE	FACTORY FINISH. SEE DETAIL THE SHEET	MODEL # 7-07-A.F.F.
A35	NOT USED		
A36	UTILITY METERING & C.I.	FACTORY FINISH	SEE ELECTRICAL DWGS
A37	EXTERIOR WALL PACK	FACTORY FINISH	MODEL # 12-07-A.F.F.
A38	EXTERIOR DUPLEX RECEPTACLE	FACTORY FINISH	MODEL # 1-07-A.F.F.
A39	FIRE DEPT. CONNECTION	FACTORY FINISH	SEE FIRE PROTECTION DWGS
A40	MOTOR GONG	FACTORY FINISH	SEE FIRE PROTECTION DWGS
A41	HOSE BIB	FACTORY FINISH	SEE PLUMBING DWGS
A42	DOWNSPOUT NOZZLE	FACTORY FINISH	SEE PLUMBING DWGS. MOUNT CENTER OF NOZZLE @ 1'-0" A.F.F.
A43	STOREFRONT KEY	ANODIZED ALUMINUM	SHAVED WINDOWS ARE SPANDREL; DWG. A402



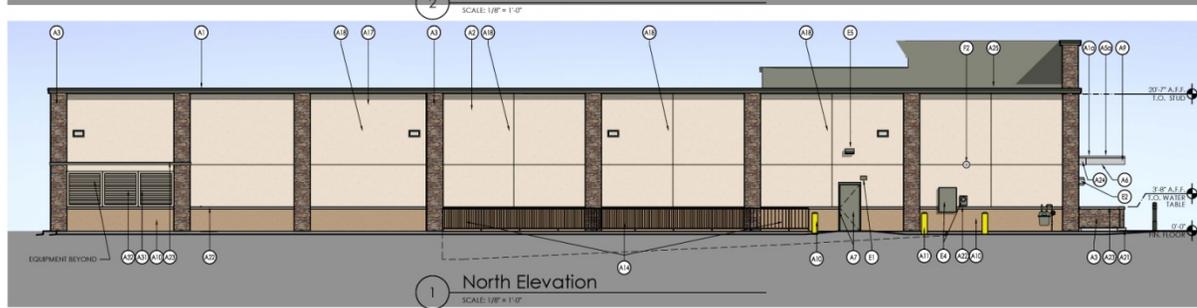
4 West Elevation
SCALE: 1/8" = 1'-0"



3 East Elevation
SCALE: 1/8" = 1'-0"



2 South Elevation
SCALE: 1/8" = 1'-0"



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

DESCRIPTION	QUANTITY	SQ. FT. PER SIGN	TOTALS
TOWER SIGN	2	74.8	149.6
FOOD MARKET SIGN	2	21.4	42.8
TOTAL SIGNAGE			192.4

NOTE: SIGNAGE IS SHOWN FOR REFERENCE ONLY AND SHALL BE UNDER SEPARATE PERMITS SUBMITTAL.

Issued: _____ Date: 01/27/16

A Issued for Use/Reference
B
C
D

Revisions: _____ Date: _____

1
2
3
4
5

Seal _____ Seal _____

PROJECT ARCHITECT/ENGINEER _____ DATE _____

PROJECT LEAD _____ DATE _____

PROJECT DESIGNER _____ DATE _____

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La Habra
Imperial HWY & S. Harbor Blvd
La Habra, CA 90631
Orange County
Project Name & Location:
Exterior Elevations
Drawing Name: _____
Date: 5/12/16
Type: RUSD-CA V7
Drawn By: SD
Scale: As Noted

Project No. 14-0143A
A-201
Drawing No. _____

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- c. Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. As indicated above, project implementation will result in the development of the site with an 18,783 square foot ALDI Food Market. Although conversion of the site from a previously developed property to a retail commercial development will change the character of the site, it will not result in potentially significant damage to the aesthetic character of any important scenic resources as discussed above. Neither the site nor the surrounding area is designated as a scenic amenity by the City of La Habra. As previously described the project area is characterized by mixed industrial and commercial development along the two high-volume arterial roadways in the immediate project environs. The architectural character of the proposed structure, including the landscaping, will be compatible with the existing development and would not create any adverse visual or aesthetic impacts. Furthermore, design of the site and the proposed ALDI Food Market will be subject to review by the City's Planning Commission, which will ensure that it is compatible with applicable design parameters and related requirements established by the City for the area. Therefore, no visual impacts are anticipated and no mitigation measures are required.

- d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The Imperial Highway corridor is characterized by a variety of retail and commercial development that generates some lighting during the evening in addition to the street lighting along the roadway. Since the closure of Alberto's fast food restaurant, the project site does not generate lighting. With the exception of street and security lights that may be installed in the parking lot, along sidewalks, and within the development, no other potentially significant new lighting is proposed to be introduced into the project area. No source of potential new lighting, which is intended to facilitate safety, would be significant because similar sources of lighting emanate from the existing nearby commercial and industrial developments located along Imperial Highway. The lighting proposed for the project would be required to meet City standards and criteria and avoid the creation of intrusive lighting and glare. Therefore, potential lighting and glare impacts are anticipated to be less than significant.

Cumulative Impacts

Project implementation will not result in any significant cumulative impacts because the project site is not located along any designated scenic roadway or within a designated important view corridor. Furthermore, the proposed project has been designed in accordance with applicable PUD requirements and also incorporates landscaping that complements the site design and enhances the aesthetic character of the proposed development. Therefore, potential cumulative impacts to aesthetics will not occur.

Mitigation Measures

Project implementation will not result in any potentially significant visual impacts. Therefore, no mitigation measures are required.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

4.2 Agriculture and Forest Resources

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?				<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				<input checked="" type="checkbox"/>

Significance Criteria:

A project may be deemed to have a significance adverse impact on agricultural soils if it results in any of the following:

- Loss or elimination of “prime” agricultural lands as designated by the State of California and/or County of Orange and such designated soils are capable of sustained, viable agricultural production.
- Loss or conversion of forest lands designated by the State of California, County of Orange, and/or City of La Habra to a non-forest use.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Analysis:

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

No Impact. The project site is located in an intensively developed commercial area of the City of La Habra. The site is partially improved and supports a fast food restaurant structure that is no longer open; the eastern parcel is vacant, completely paved, and does not currently support agriculture. Furthermore, the site is not zoned for agricultural production or other agricultural use. According to the Orange County Important Farmland Map, the project site and other areas in the vicinity are designated as “Urban and Built-up Land.” No prime agricultural soils are located on the site. Therefore, implementation of the project will not result in the conversion of any designated prime or otherwise significant farmland. The project site is located within a developed and urbanized area of the City of La Habra. Project implementation will not result in any impacts to agricultural soils or important farmland; no mitigation measures are required.

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

No Impact. As indicated above, the project site is not zoned for agricultural uses, nor included in a Williamson Act contract or other agricultural preserve. The La Habra General Plan does not designate the subject property either for agriculture or for farmland. As a result, project implementation of the project will not result in any changes in the zoning of farmland in the City of La Habra. No significant impacts will occur and no mitigation measures are required.

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is neither zoned nor designated as forest land. The site was the location of a prior development that included a fast food restaurant and an entertainment venue; however, only the former fast food restaurant structure and parking remains on the two parcels, which are currently vacant and occupied by non-native trees and related vegetation. Project implementation would not result in the conversion of any forest land subject to the Public Resources Code. No impacts are anticipated and no mitigation measures are required.

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

No Impact. As indicated above, the western portion of the site is occupied by a closed fast food restaurant with the eastern parcel currently vacant; however, it is paved and devoid of forest resources. Therefore, project implementation will not result in the site’s conversion of forest land to non-forest uses. No impacts are anticipated and no mitigation measures are required.

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

No Impact. Implementation of the project will result in the conversion of the existing undeveloped site to a retail commercial development (i.e., ALDI Food Market). Because neither the site nor the project area contains any agricultural or forest lands, project implementation will not result in the conversion of existing important, designated agricultural resources for non-agricultural purposes or the conversion of forest land to non-forest land. There are no properties located in the vicinity of the project site that are designated for

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

agricultural or forest uses or are currently in agricultural or forest use that would be adversely affected as a result of project implementation.

Cumulative Impacts

Project implementation will not result in the loss of either prime or locally important farmlands or designated forest lands. Therefore, no cumulative impacts will occur.

Mitigation Measures

Project implementation will not result in any potentially significant agricultural or forest resources impacts. Therefore, no mitigation measures are required.

4.3 Air Quality

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			<input checked="" type="checkbox"/>	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			<input checked="" type="checkbox"/>	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			<input checked="" type="checkbox"/>	
d. Expose sensitive receptors to substantial pollutant concentrations?			<input checked="" type="checkbox"/>	
e. Create objectionable odors affecting a substantial number of people?			<input checked="" type="checkbox"/>	

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- The 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.
- The project could result in population increases within the regional statistical area that would be in excess of that projected in the AQMP.
- The project could generate vehicle trips that cause a localized violation of CO standards.
- The project might have the potential to create or be subjected to objectionable odors.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- The project could have hazardous materials on-site and could result in an accidental release of air toxic emissions.
- The project could be occupied by sensitive receptors near a facility that emits air toxics or near CO “hot spots.”
- The project could emit carcinogenic air contaminants that could pose a cancer risk.

Analysis:

- a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM₁₀. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NO_x) and for carbon monoxide (CO) and for particulate matter are shown in Table 3-1. Substantial reductions in emissions of ROG, NO_x and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM₁₀ and PM_{2.5} are forecast to slightly increase.

Table 3-1

South Coast Air Basin Emissions Forecasts¹ ALDI Food Market

Pollutant	2012 ¹	2015 ²	2020 ²	2025 ²	2030
NO _x	512	451	357	289	266
VOC	466	429	400	393	393
PM ₁₀	154	155	161	165	170
PM _{2.5}	68	67	67	68	170
¹ 2012 Base Year ² With current emissions reduction programs and adopted growth forecast. SOURCE: Giroux & Associates (March 4, 2016) California Air Resources Board, 2013 Almanac of CEPAM					

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

(PM₁₀) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM_{2.5} standard.

Because projected attainment by 2021 requires control technologies that do not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation will allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification sets a later attainment deadline (2024), but also requires the air basin to adopt even more stringent emissions controls.

In other air quality attainment plan reviews, EPA has disapproved part of the SCAB PM_{2.5} attainment plan included in the AQMP. EPA has stated that the current attainment plan relies on PM_{2.5} control regulations that have not yet been approved or implemented. It is expected that a number of rules that are pending approval will remove the identified deficiencies. If these issues are not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the ARB submittal to EPA as part of the California State Implementation Plan (SIP) is expected to remedy identified PM_{2.5} planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long-since revoked one-hour federal ozone standard. Because the 2012 AQMP contains a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP is believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP must therefore be adopted in 2016. Planning for the 2016 AQMP is currently on-going. The current attainment deadlines for all federal non-attainment pollutants are now as follows:

8-hour ozone (70 ppb)	2032
Annual PM-2.5 (12 µg/m ³)	2025
8-hour ozone (75 ppb)	2024 (old standard)
1-hour ozone (120 ppb)	2023 (rescinded standard)
24-hour PM-2.5 (35 µg/m ³)	2019

The key challenge is that NO_x emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional NO_x control measures are adopted and implemented, attainment goals may not be met.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing commercial/retail projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because the proposed development is consistent with regional growth projections. Air quality impact of significance for the proposed project has, therefore, been analyzed on a project-specific basis based upon CEQA significance thresholds promulgated by the SCAQMD.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. As previously indicated, the proposed project encompasses the conversion of the vacant property to the proposed ALDI Food Market. The proposed project is consistent with the land use designation prescribed by the General Plan as well as the C-2 Highway Commercial zoning classification and the Planned Unit Development (PUD) overlay. The project is generally consistent with all of the policies and requirements established in Land Use Element of the La Habra General Plan 2035. Intensification of land uses in Orange County potentially impacts ambient air quality on two scales of motion. As cars drive throughout Southern California, the small incremental contribution to the basin air pollution burden from any single vehicle is added to that from several million other vehicles. The impact associated with the proposed commercial project is very small on a regional scale as indicated in the following discussion of long-term (i.e., operational) impacts.

Construction Impacts

Project implementation will necessitate in demolition, site preparation and construction activities that will result in short-term air pollutant emissions generated by on- and off-site equipment during the initial phase (i.e., construction). Table 3-2 summarizes the anticipated project-related construction phase air pollutant emissions. As indicated in the table, construction-related emissions would not exceed any of the SCAQMD significance thresholds. Therefore, project-related construction emissions would be less than significant.

Table 3-2

Construction Activity Emissions¹ ALDI Food Market

2017 Maximal Construction Emissions	Construction Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Unmitigated	23.0	27.0	21.9	0.0	6.3	3.6
Mitigated	23.0	27.0	21.9	0.0	3.3	2.1
SCAQMD Threshold	75	100	550	150	150	55
Significant Impact (Yes/No)	No	No	No	No	No	No
SOURCE: Giroux & Associates (March 4, 2016) CalEEMod2013.2.2						

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Although construction activities are not anticipated to cause dust emissions to exceed SCAQMD significance thresholds, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin. These measures are enumerated below (refer to Standard Conditions).

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief one-year construction period due to the lack of health risk associated with such a brief exposure. It is important to note that construction was modeled in CalEEMod2013.2.2 using default construction duration and equipment of the CalEEMod2013.2.2 model for a project of the size proposed (refer to Table 6 in Appendix A - Air Quality and GHG Analysis) in order to reflect a “worst case” scenario.

Operational Impacts

The greatest project-related air quality concern derives from the new vehicle trips that will be generated by the proposed ALDI Food Market at project completion. At project build-out, the proposed commercial use at the La Habra development is calculated by the CalEEMod model to generate 612 maximum “new” daily trips.²

Operational emissions for project-related traffic were calculated using CalEEMod 2013.2.2 for an assumed project build-out year of 2018. Table 3-3 provides a comparison of project-related operational emissions and emissions that were associated with the now vacant fast food restaurant on the site. As seen in Table 3-3, project development would result in a small reduction in emissions of NO_x and CO and incremental increases in long-emissions of ROG, SO_x, PM₁₀ and PM_{2.5} when compared to the former fast food restaurant that occupied the site; however, project-related increases in pollutant emissions based on 1,728 trips per day generated by the proposed ALDI Food Market will not cause the SCAQMD’s recommended threshold levels for any of the air pollutants to be exceeded. Operational emissions will be less than significant; no mitigation measures are required.

²The traffic impact analysis estimated that the fast food restaurant generates 1,116 daily trips. When this figure is subtracted from the 1,728 project-related daily trips, the result is 612 “new” trips. However, the air quality analysis is based on the generation of 1,728 trips per day generated by the proposed project.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 3-3

**Daily Operational Pollutant Emissions
ALDI Food Market**

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Proposed ALDI Food Market						
Area Sources	1.2	0.0	0.0	0.0	0.0	0.0
Energy Sources	0.0	0.1	0.1	0.0	0.0	0.0
Mobile Sources	4.4	7.7	34.1	0.1	4.9	1.4
Total	5.6	7.8	34.2	0.1	4.9	1.4
SCAQMD Threshold	55	55	550	150	150	55
Significant Impact (Yes/No)	No	No	No	No	No	No
Fast Food Restaurant						
Area Sources	0.1	0.0	0.0	0.0	0.0	0.0
Energy Sources	0.0	0.2	0.2	0.0	0.0	0.0
Mobile Sources	3.8	5.9	27.4	0.0	2.9	0.8
Total	3.9	6.1	27.6	0.0	2.8	0.8
SCAQMD Threshold	55	55	550	150	150	55
Significant Impact (Yes/No)	No	No	No	No	No	No
Net Daily Long-term Emissions						
Area Sources	1.1	0.0	0.0	0.0	0.0	0.0
Energy Sources	0.0	-0.1	-0.1	0.0	0.0	0.0
Mobile Sources	1.7	1.7	6.6	0.1	2.1	0.6
SOURCE: Giroux & Associates (March 4, 2016) CalEEMod2013.2.2						

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. As indicated above, although project implementation would result in an incremental increase in the number of vehicular trips, the amount of pollutants emitted into the air basin associated with long-term, operations would not exceed any of the SCAQMD significance thresholds. The SCAQMD is currently designated a “non-attainment” area for ozone, and PM₁₀, and PM_{2.5}. The proposed project will not contribute to the regional degradation of the air basin due to the small incremental long-term emissions generated by the project. The proposed project will comply with the applicable SCAQMD rules during construction to ensure that incremental impacts are minimized. As a result, potential impacts will be less than significant.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- d. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The sensitive receptors in the vicinity of the site are the occupants of the single- and multiple-family residential dwelling units; however, the closest residential development to the subject property is approximately 725 feet to the west on the south side of Imperial Highway. As indicated previously, the potential increase in traffic could cause a proportional increase in some emissions, which would not exceed significance thresholds recommended by the South Coast Air Quality Management District. Further, implementation of the measures identified in SC 3-2, including but not limited to watering exposed surfaces as needed, covering all stockpiles with tarps, etc., will substantially decrease the particulate and dust emissions. Therefore, no significant impacts are anticipated and no mitigation measures are required.

- e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. Objectionable odors are not currently present within the project site or environs, which are characterized by commercial land uses located along Imperial Highway and Harbor Boulevard. While it is possible that some odor emissions associated with the use of construction equipment may occur, these emissions are typically diluted in the atmosphere and are temporary in nature. No significant impacts are anticipated and no mitigation measures are required for the construction phase of the project. Approval of the proposed project would not ultimately result in the creation of objectionable odors that would be significant, because the land use would change from a vacant commercial property to an 18,783 square foot ALDI Food Market, which typically does not result in the creation of significant odors. Although it is possible that some odors could be associated with trash bins that would be stored outside, such odors would not typically be strong enough to create a significant impact because the City of La Habra will impose a condition of approval that requires the applicant to submit a trash collection schedule to the Public Works Director for approval prior to issuance of the certificate of occupancy.

Cumulative Impacts

As indicated in the preceding analysis, project implementation will not result in an exceedance of either the construction or operational emissions threshold adopted by the SCAQMD and, therefore, would not result in potentially significant cumulative impacts. Compliance with the applicable SCAQMD rules will ensure that dust emissions are minimized during construction to further reduce short-term cumulative impacts. Operational air emissions will likewise not be significant because the project is consistent with the City's long-range plans for the subject property, which are the basis for air emissions forecasts in AQMP. As a result, neither the project-related trip generation nor mobile source emissions would exceed the projections in that document. Therefore, potential cumulative air quality impacts are less than significant.

Standard Conditions

No potentially significant impacts are anticipated to occur as a result of project implementation; however, the proposed project must comply with all applicable measures prescribed in the AQMP by the South Coast AQMD, including but not limited to:

- SC 3-1 The project applicant will comply with SCAQMD Rule 1113 on the use of architectural coatings. Emissions associated with architectural coatings should be reduced by using pre-coated/natural colored building materials using water-based or low-VOC coating and using coating transfer or spray equipment with high transfer efficiency (or using manual application methods).

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

SC 3-2 The following construction-related emissions minimization measures shall be implemented.

Fugitive Dust Control

- Apply soil stabilizers or moisten inactive areas.
- Prepare a high wind dust control plan.
- Address previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stockpiles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

Exhaust Emissions Control

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

SC 3-3 The applicant shall submit a trash collection schedule to the Public Works Department for approval prior to issuance of the certificate of occupancy.

Mitigation Measures

No significant air quality impacts will occur as a result of project implementation; no mitigation measures are required.

4.4 Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			<input checked="" type="checkbox"/>	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				<input checked="" type="checkbox"/>

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<input checked="" type="checkbox"/>

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if one or more of the following conditions occur as a result of implementation of the proposed project:

- Direct or indirect loss of individuals of a state- or federal-listed threatened or endangered species.
- Substantial adverse effect on a rare plant or animal species.
- Substantial adverse effect on a species or native plant or animal community.
- Substantial adverse effect on a habitat of concern.
- Substantial adverse effect on a critical, yet limited, resource utilized by state or federal listed threatened or endangered species.
- Substantial adverse effect on the movement of any resident or migratory fish or wildlife species.

Analysis:

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

Less than Significant Impact. The project site is partially improved but is unoccupied. It is surrounded on all sides with urban uses (i.e., commercial and industrial/warehousing) and transportation facilities (Imperial

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Highway). The project site and environs have been significantly altered by prior development of both parcels. As such the project site is devoid of any native vegetation and it does not support any native species of plants or animals. All of the vegetation that exists on the project site includes non-native trees and herbaceous plants and weeds that have reestablished since demolition of the prior uses of the site. Such vegetation is common in urbanized areas and does not include any sensitive species. There are no species identified as candidate, sensitive, or special status species within the limits of the project site and/or environs, which have been completely altered by development. The project site is not directly affected by any regional plans or policies of other resource agencies. Although implementation of the project will not result in any impacts to any identified sensitive biological resources, the existing mature non-native trees that occupy the site may provide nesting for avian species. Development of the site as proposed could result in potential impacts to nesting avian species. Therefore, SC 4-1 requires compliance with the Migratory Bird Treaty Act (MBTA) to ensure that potential impacts to nesting of migratory birds are avoided.

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

No Impact. As indicated above, the subject property is located within an urbanized area and does not contain riparian habitat or other sensitive natural community. According to the Open Space and Conservation Plan prepared by the Southern California Association of Governments (SCAG), the entire La Habra planning area, including the subject property, is devoid of riparian habitat or other sensitive natural community and is designated on that plan as “urban and cultivated.” No significant biological resources are identified in the City’s General Plan for both the project site and environs. Due to the location and character of the project site, implementation of the proposed ALDI Food Market development will not result in impacts to riparian or other sensitive natural community. Therefore, no mitigation measures are required.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act located neither within the subject property nor in the vicinity of the project. As previously discussed, the site has been significantly altered as a result of past development and recent demolition and remediation activities. As a result, no marshes, or vernal pools exist either on the project site or in the area according to the La Habra Conservation/Natural Resources Element. In addition, the site is not located either in or near the coastal zone and no coastal habitat(s) exists on or near the site. Therefore, there will be no impacts resulting from project implementation and no mitigation measures are required.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The project site and area within which the site is located are urbanized and do not support any sensitive habitat and/or important biological resources. Furthermore, the project site is not located in the vicinity of any sensitive habitat or wildlife migratory corridors. The site is near the intersection of two high volume arterial roadways (i.e., Harbor Boulevard and Imperial Highway), which are significant deterrents to wildlife movement and related activities. With the exception of providing potential nesting in the existing non-native trees occupying the site, implementation of the proposed ALDI Food Market project will not interfere with the movement of any native resident species of wildlife or with the migratory patterns of fish or other wildlife species. Compliance with the MBTA (refer to SC 4-1) will ensure that avian species are

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

protected during the nesting season. No impacts will occur as a result of implementation of the project and no mitigation measures are required.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Although implementation of the proposed project will result in the development of the 1.96-acre parcel, which has been developed in the past but it currently vacant, project implementation will not result in significant impacts to biological resources. As indicated previously, the project site does not support sensitive plant or animal species. With the exception of a row of non-native trees extending between the two parcels and some introduced shrubs, the site is devoid of native species. The City's General Plan does not identify either the site or the project area as supporting sensitive habitat and/or biological resources. The proposed project is consistent with policies adopted by the City of La Habra as articulated in the La Habra General Plan 2035 related to sensitive habitat and/or biological resources. Although several non-native trees exist on the site, they are not regarded as "heritage" trees by the City and the City does not have a tree preservation ordinance. As indicated in the preceding assessment, no biological resources exist within the limits of the project site and no impacts to biological resources, including heritage trees, will occur as a result of project implementation. No mitigation measures are required.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Although the project site is vacant, the surrounding area is heavily urbanized and neither the subject property nor surrounding area supports any sensitive habitat and/or species that are protected by an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. Project implementation will not conflict with local, regional or state resource preservation and conservation policies. Therefore, no impacts will arise as a result of implementation of the project and no mitigation measures are required.

Cumulative Impacts

As indicated in the preceding analysis, the site is devoid of sensitive habitat. Project implementation will not result in any impacts to biological resources and would not, therefore, result in any significant cumulative impacts to biological resources.

Standard Conditions

SC 4-1 Prior to issuance of a grading permit or prior to engaging in such activities that would occur between the breeding season for native birds (February 15 through July 31), the project applicant shall retain the services of a qualified ornithologist to conduct an ornithological survey of the construction zone. The City will require the developer to submit a copy of the executed contract for such services prior to the issuance of any grading permits. The ornithological survey shall occur not more than seven days prior to the initiation of those grading/construction activities. If the ornithologist detects any occupied nests of native birds within the construction zone, they shall be mapped on construction plans and the project applicant will fence off the area(s) supporting bird nests with temporary construction fencing, providing a minimum buffer of 200 feet between the nest and limits of construction. (This buffer zone shall be at least 500 feet for raptors until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project.) The construction crew will be instructed to avoid any activities in the zone until the bird nest(s) is/are no longer occupied, per a subsequent survey by the qualified ornithologist. Alternatively, the

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

project applicant will consult as appropriate with the USFWS to discuss the potential loss of nests of native birds covered by the MBTA to obtain the appropriate permit from the USFWS.

Mitigation Measures

Implementation of Standard Condition 4-1 for the proposed ALDI Food Market project will not result in potentially significant impacts to biological resources.

4.5 Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			<input checked="" type="checkbox"/>	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?				<input checked="" type="checkbox"/>

Significance Criteria:

As part of the determination made pursuant to the Public Resources Code (PRC) Section 21080.1, the lead agency must also determine whether a project may have a significant effect on “unique” archaeological resources. As defined in PRC Section 21083.2(g), an archaeological resource will be “unique” if it:

- Is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory
- Can provide information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions.
- Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind.
- Is at least 100 years old and possesses substantial stratigraphic integrity.
- Involves important research questions that historical research has shown can be answered only with archaeological methods.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- Directly or indirectly destroy fossils that have potential to increase scientific knowledge, including all identifiable vertebrate remains, corals, and plants

Analysis:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

No Impact. In 2012, a Historic Context and Survey Report was prepared by Galvin Preservation Associates Inc.³ The report focused on determining which properties in La Habra may be significant and categorizing their eligibility for state listing. The subject property was not included on the list of potentially eligible sites. In addition, an online search for the National Register of Historic Places and the CHL, California Points of Historical Interest, and California Register of Historical Resources was also undertaken, which also did not identify the site as an historical resource. Several books, documents, and online resources were also reviewed to inform the presence or absence of significant resources in the planning area.

The site is currently vacant and there are no identified historical structures and/or other historical resources currently known to exist either on the site or within the project environs. Although development is proposed on the site, it is anticipated that project implementation will not result in any adverse changes to any historical resources in the City of La Habra because the subject property does not support any historic resources. Project implementation will necessitate some grading and site alteration in order to implement the proposed improvements (i.e., 18,783 square foot ALDI Food Market). However, no historic resources will be affected, either directly or indirectly as a result of the construction activities. Therefore, no impacts to historical resources will occur as a result of project implementation and no mitigation measures are required.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less than Significant Impact. As indicated in the Final EIR prepared for the La Habra General Plan 2035, a records search was performed by a PBS&J archaeologist at the South Central Coastal Information Center (SCCIC). The records search included a review of all cultural resource records, technical reports, and historic maps on file for the La Habra planning area and the additional search radius. The SCCIC records search indicated that the planning area has been subject to numerous studies; however, the studies collectively addressed less than 10 percent of the planning area acreage. The records search identified only one archaeological resource within the City in the West Coyote Hills area, which is located southwest of the subject property in an area that had not been extensively altered by significant grading and landform alteration. In addition to the SCCIC records search, a search of the NAHC Sacred Lands File (SLF) was conducted to determine the presence of Native American cultural resources within the General Plan planning area. The NAHC response letter indicated that no SLF-listed Native American cultural resources were known within the City limits of La Habra.⁴ Pursuant to AB 52 (Native American Consultation), the City of La Habra has notified the affected Native American tribes that have requested notification pursuant to the legislation, including: Soboba Band of Luiseno Indians; Juaneño Band of Mission Indians – Acjachemen Nation; and Gabrieleño Band of Mission Indians – Kizh Nation.

³Final Environmental Impact Report For: General Plan 2035; SCH No. 2013051092; City of La Habra; Certified January 21, 2014.

⁴*Ibid.*

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

The 1.96-acre property has been extensively altered by grading and past development of both parcels. Although the site supports some improvements, including a closed restaurant building and surface parking, the site is vacant. Furthermore, the surrounding area is urbanized and development has occurred throughout the environs that involved extensive grading and other landform modification in order to accommodate the existing development (i.e., vacant fast food restaurant). Implementation of the project and the resulting ALDI Food Market will require some grading and limited excavation in order to accommodate the proposed retail commercial development. Past development and use of the site did not result in encountering cultural resource and no records of archaeological resources were noted in the project environs in the City-wide records search through the SCCIC. However, despite a lack of evidence suggesting the presence of significant cultural resources on the project site, a response to the AB 52 notification was received from the Gabrieleño Band of Mission Indians – Kizh Nation expressing concerns for cultural resources due to the project’s location within an area “... where the ancestral territories of the Kizh Gabrieleño’s villages adjoined and overlapped with each other”⁵ The letter requested that a Native American Monitor from that group be present during any and all ground disturbance activities due to the project location and the high sensitivity of the area. In addition to the letter received from the Gabrieleño Band of Mission Indians, a letter was also received from the Soboba Band of Luiseño Indians, which had no specific concerns regarding cultural resources and it deferred monitoring to the Gabrieleño Band of Mission Indians. In addition, the Soboba tribe requested continued consultation pursuant to AB 52. In order to address the concern of the Gabrieleño Band of Mission Indians, a measure to include a Native American monitor from the Gabrieleño Band of Mission Indians – Kizh Nation has been included and will be required. As a result, potential impacts would be less than significant.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. As indicated above, the project area is located within a highly urbanized area of the City of La Habra that has undergone significant landform alteration and site development. Any near-surface paleontological resources that may have existed at one time have likely been disturbed and/or destroyed by prior development activities. It is not likely that implementation of the project will result in any potential impacts to paleontological resources because of the prior development, demolition and remediation activities that have taken place both on the site and in the project area that have not yielded such resources. Therefore, no impacts are anticipated and no mitigation measures are required.

d. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The project will not encompass any sites or properties that are known to possess important cultural values. Specifically, no formal cemeteries are located either on the project site in the vicinity of the project area, and no human remains are known to exist within the project environs. Although project implementation will require grading and limited excavation to implement the proposed ALDI Grocery Store, the discovery of human remains is not anticipated. As a result, no impacts are anticipated. However, in the unlikely event that human remains would be encountered, compliance with the State Health and Safety Code (Section 7050.5) and Public Resources Code (Section 5097.98), which require notification of the Orange County Coroner and City of La Habra will ensure that they are properly treated, if found on the site. Therefore, no impacts are anticipated.

⁵Andrew Salas, Chairman; Gabrieleño Band of Mission Indians – Kizh Nation; letter dated March 4, 2016.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Cumulative Impacts

As indicated above, the subject property has been extensively altered as a result of prior site development and remediation. As a result, no cultural and/or paleontological resources are expected to occur that would result in significant cumulative impacts.

Mitigation Measures

No potentially significant impacts will occur to paleontological and historical resources; no mitigation measures are required. Although no impacts are anticipated to occur to cultural/archaeological resources based on the lack of evidence for such resources, the following mitigation measure is included in response to a request by the Gabrieleño Band of Mission Indians – Kizh Nation in response to AB 52 notification.

MM 5-1 A Native American Monitor from the Gabrieleño Band of Mission Indians – Kizh Nation shall be retained by the applicant prior to issuance of a grading permit. The Native American Monitor shall be on site during any and all ground disturbances (including but not limited to pavement removal, post-holing, auguring, boring, grading, excavation and trenching) to protect cultural resources that may be present. A report/confirmation that monitoring has occurred pursuant to AB52 shall be submitted to the City within two weeks following completion of the grading phase; however, the report/confirmation shall not delay required permits from the City.

4.6 Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.			☑	
2) Strong seismic ground shaking?		☑		
3) Seismic-related ground failure, including liquefaction?			☑	
4) Landslides?				☑
b. Result in substantial soil erosion or the loss of topsoil?			☑	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			☑	
d. Be located on expansive soil, as defined in Table 18-1-B of the current edition of the California Building Code,			☑	

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
creating substantial risks to life or property?				
e. Have 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 water?				<input checked="" type="checkbox"/>

A Preliminary Geotechnical Report was prepared by Terracon Consultants, Inc., (Terracon) to assess the potential geological and soils impacts anticipated to occur as a result of implementing the proposed ALDI Food Market. The findings and recommendations of the Terracon report dated September 15, 2015, are presented in the analysis that follows; the geotechnical reported is included as Appendix B.

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if one or more of the following conditions occur as a result of implementation of the proposed project:

- Ground shaking and/or secondary seismic effects (i.e., liquefaction, slope failure, etc.) could cause substantial structural damage and/or an unmitigated risk to human safety, even after implementation of the recommended geotechnical measures, required local and State seismic design parameters, and common engineering practices for seismic hazard abatement.
- Adverse soil conditions such as compressible, expansive, or corrosive soils are not mitigated and present a damage hazard to occupied structures or infrastructure facilities.

Analysis:

- a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

Less than Significant Impact. No active or potentially active faults (i.e., having ruptured during the last 11,000 years and 1.6 million years, respectively) are known to transect the site. However, the subject property is situated in earthquake-prone Southern California. Proximally, as well as regionally, there is evidence of geologically youthful fault movement. However, the subject property is not located within the limits of the currently established Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and does not require a special fault study. Therefore, the potential for fault rupture is considered very low; no significant impacts are anticipated as a result of project implementation.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant with Mitigation Incorporated. As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices. The site could be subjected to moderate to severe ground shaking in the event of a major earthquake on any of the faults identified below and in Table 6-1 or other faults in Southern California. With respect to seismic shaking, the site is considered comparable to the surrounding developed area.

The Elsinore-15 Fault, which is located approximately 2.5 miles from the site, is considered to have the most significant effect at the site from a design standpoint.⁶ The Puente Hills blind thrust fault and the Puente Hills blind thrust GR are also located within three miles of the site. Other nearby active faults include the Whittier Fault Zone, the Central Fault, the Chino Fault and the Duarte Fault located approximately 2.4 miles north, 13.5 miles northeast, 13.5 miles east-northeast and 14.5 miles north of the site, respectively. The active San Andreas Fault Zone is located approximately 34 miles northeast of the site.

The type and magnitude of seismic hazards affecting the site are dependent on the distance to causative faults, the intensity, and the magnitude of the seismic event. The area has experienced significant earthquakes in the last 100 years. Table 6-1 summarizes the significant earthquakes that have been recorded in the La Habra Area with earthquake magnitudes ranging from 1 Mw to 6.7 Mw. The most recent of these earthquakes, which occurred in 2014, had a magnitude of 6.7 Mw.

Table 6-1
Summary of Significant Earthquakes Affecting La Habra
ALDI Food Market – La Habra

Date	Quake Moment Magnitude (Mw)	Approximate Distance (Km)	Bearing
3/29/14	6.7	2.4	N46E
7/29/08	6.4	18.7	N77E
9/3/02	6.7	16.7	S87E
3/11/33	5.1	14.3	S3W
3/11/33	5.8	14.5	S15W
3/11/33	5.9	17.2	S23W
SOURCE: Terracon Consultants, Inc. (July 6, 2016)			

Table 6-2 summarizes the characteristics and estimated earthquake magnitudes for the three faults closest to the project site. As indicated in the table, the maximum earthquake resulting in the highest peak horizontal accelerations at the site would be a magnitude 6.8 event on the Elsinore-15 Fault. Such an event would be expected to generate peak horizontal accelerations at the site of 0.885g.

⁶Terracon Consultants, Inc.; Geotechnical Engineering Report - Proposed ALDI Building; September 1, 2015.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 6-2

**Characteristics and Estimated Earthquakes for Regional Faults
ALDI Food Market – La Habra**

Fault Name	Approximate Distance (km)	Maximum Credible Earthquake (MCE) Magnitude
Elsinore-15	4.2	6.8
Puente Hills blind thrust	4.7	7.0
Puente Hills blind thrust GR	5.2	6.8
SOURCE: Terracon Consultants, Inc. (September 2015)		

The Maximum Considered Earthquake Ground Motion (MCE) is the level of ground motion that has a 2 percent chance of exceedance in 50 years, with a statistical return period of 2,500 years. According to 2010 California Building Code and ASCE 7-05, the MCE is to be utilized for the design of critical structures such as schools and hospitals. The Design-Basis Earthquake Ground Motion (DBE) is the level of ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of 475 years. The DBE is typically used for the design of non-critical structures. Based on the computer program *FRISKSP* (Blake, 2000), the MCE and DBE is expected to generate ground motions at the site of approximately 0.79g and 0.51g, respectively. Table 6-3 summarizes site-specific design criteria obtained from the 2010 California Building Code.

Table 6-3

**CBC Seismic Design Parameters
ALDI Food Market – La Habra**

Parameter	Value
Site Class	E
Spectral Response – Class B (Short), S_s	2.009g
Spectral Response – Class B (1 Sec), S_1	0.732g
Site Coefficient – F_3	0.9
Site Coefficient – F_v	0.24
SOURCE: Terracon Consultants, Inc. (September 1, 2015)	

It is important to note that the intent of the CBC is “Life Safety” because complete prevention of damage to the structure may be economically prohibitive. Nonetheless, design of the proposed structure in accordance with the current edition of the CBC and other applicable codes and ordinances (refer to the mitigation measures) will ensure that potential impacts associated with ground shaking are reduced to an acceptable level.

- a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils,

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the “Recommended Procedures for Implementation of DMG Special Publication 117A, Guidelines for Analyzing and Mitigating Liquefaction in California” requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

A review of the State of California Seismic Hazard Zones Map, La Habra Quadrangle (California Geological Survey, 2001) indicates that the site is located in an area designated as “liquefiable.” Additionally, Figure 5.4-4 (Liquefaction and Landslide Hazard Zones the City of La Habra General Plan 2035 Final EIR also indicates that the site is located within an area that is subject to potential liquefaction. The liquefaction study was based on the soil data from the boring B-1. A Peak Ground Acceleration (PGA) of 0.977g and mean magnitude of 6.68 was used based on the USGS disaggregations. Calculations utilized the shallowest groundwater depth which is anticipated at 14 feet below ground surface (bgs). Liquefaction potential analysis was calculated from a depth of 0 to 50 feet below the ground surface. A factor of safety of 1.3 was used for the analysis. Based on the liquefaction analysis conducted for the site, it was determined that the total and differential seismically-induced settlement associated with liquefaction is estimated to be less than approximately ¼ inch.⁷

- a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. According to the State of California Seismic Hazard Zones Map, La Habra Quadrangle (California Geological Survey, 2001), and the City of La Habra General Plan 2035 Final EIR (Figure 5.4-4), the site is not located within an area identified as having a potential for slope instability. The site and surrounding vicinity is relatively level with no pronounced slopes. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the potential for slope instability or landslides adversely affecting the proposed project is considered low. The project site and environs are located in an area that is characterized by slight topographic relief. No significant natural slopes exist on the site. Project implementation includes the development of a single commercial structure that would require some grading and site preparation in order to construct the proposed ALDI Food Market and accommodate surface drainage. Site development would require landform modification/grading that would include recompaction of site soils. However, the conceptual grading plan does not require the construction of any significant manmade slopes or other features that could become unstable in the event of seismic activity or other natural phenomena are proposed. Therefore, no impacts associated with landslides are anticipated and no mitigation measures are required.

- b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. As previously indicated, the project property is located in an area that is urbanized and devoid of significant topographic relief. The site is occupied by one vacant commercial structure and related surface parking and related improvements and it supports only non-native vegetation that is limited to several trees and shrubs. Because the project entails some grading, it is possible that the underlying soils will be exposed and could be subject to erosion from the effects of either water or wind if not

⁷Geotechnical Engineering Report; Exhibit D-2 (Liquefaction Analysis Summary); Terracon Consultants, Inc.; September, 1, 2015.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

properly protected during construction. Project implementation will result in some short-term exposure of topsoil due to grading and construction. However, the applicant will be required to include best management practices (BMPs) for the proposed project that would minimize the transport of exposed soils from the site during construction. In addition, the applicant has prepared a preliminary Water Quality Management Plan (WQMP), which also includes Routine Non-Structural and Structural BMPS as well as Treatment Control BMPs that address pollution associated with stormwater (refer to Appendix D). The implementation of these BMPs, which include the incorporation of infiltration BMPs and proprietary control measures, will ensure that potential erosion and water quality impacts would be avoided or minimized. Therefore, no significant impacts will occur and no additional mitigation measures are required.

- 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. The project site is located in an area that is urbanized and is characterized by minimal topographic change. In addition, the subject project environs are not identified as having potential for landslides and/or other land stability problems. Dynamic compaction of dry and loose sands may occur during a major earthquake. Typically, settlements occur in thick beds of such soils. Based on the relatively dense, fine-grained nature of the alluvial soils underlying the site, the geotechnical analysis concluded that the potential for appreciable seismically-induced settlements is approximately ¼ inch.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The subject site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site. No significant impacts associated with subsidence are anticipated.

- d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?

Less than Significant Impact. As previously indicated, the project site is located within an intensely urbanized area that is suitable for development. Roadways and other related structures are currently located adjacent to the project site, which demonstrate the integrity of the soil in the area. Surface and near surface soils consisted of clayey materials with medium expansion potential. These soils should not be considered suitable for use as engineered fill, and their use as engineered fill beneath foundation or slabs is not recommended. Onsite soils may be used as fill material for general site grading, backfill for utilities, and beneath pavements. Adherence to these recommendations will ensure that potential impacts will be less than significant. Therefore, project implementation will not pose any significant impacts and no mitigation measures are necessary.

- e. Have 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 water?

No Impact. There are adequate sewer facilities within the affected roadways in the project area. Although project implementation would result in an increase in the generation of raw sewage associated with site development, the increase in the demand on current sewer facilities and/or the need for additional sewer facilities from project implementation would not be significant. No septic tanks would be required. No impacts are anticipated and as a result of project implementation and no mitigation measures are required.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Cumulative Impacts

Project implementation will not result in any significant cumulative impacts associated with site soils or geology because the project will be designed to meet current CBC and City Building Code requirements to ensure that loss of property and life is minimized. Therefore, cumulative impacts are anticipated to be less than significant.

Mitigation Measures

- MM 6-1 The project shall comply with all applicable recommendations included in Chapter 4 (Recommendations for Design and Construction) of the Geotechnical Engineering Report prepared by Terracon Consultants, Inc., dated September 2, 1015.

- MM 6-2 The project shall comply with the current edition of the CBC and all applicable City of La Habra Building Code requirements.

- MM 6-3 Site preparation and grading shall comply with the approved Final Water Quality Management Plan.

4.7 Greenhouse Gas Emissions

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

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if one or more of the following conditions occur as a result of implementation:

- The project generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,

- The project conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Analysis:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. On December 5, 2008, the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO₂ equivalent (CO₂(e))/year. As part of the Interim GHG Significance Threshold development process for industrial projects, the SCAQMD established a working group of stakeholders that also considered thresholds for commercial or residential projects. As discussed in the Interim GHG Significance Threshold guidance document, the focus for commercial projects is on performance standards and a screening level threshold. For discussion purposes, the SCAQMD's working group considered performance standards primarily focused on energy efficiency measures beyond Title 24 and a screening level of 3,000 MT CO₂(e)/year based on the relative GHG emissions contribution between non-industrial sectors versus stationary source (industrial) sectors. The working group and staff ultimately decided that additional analysis was needed to further define the performance standards and to coordinate with CARB staff's interim GHG proposal. Staff, therefore, did not recommend action for adopting an interim threshold for non-industrial projects but rather recommended bringing this item back to the Board for discussion and possible action. As of this date, no final action on a quantitative significance threshold has been taken, but 3,000 MT/ year has become a *de facto* screening threshold for non-industrial projects.

Construction Emissions

The build-out timetable for this project is estimated to require approximately one year from issuance of permits. During project construction, the CalEEMod2013.2.2 computer model predicts that the indicated activities will generate emissions totaling 262.6 MTCO₂e. Based on a 30 amortization (i.e., 30-year lifetime), the project would result in an average of 8.8 MTCO₂e. Therefore, the estimated GHG emissions during construction would be less than significant; no mitigation measures are required.

Operational Emissions

Table 7-1 provides a summary of the CO₂(e) emissions associated with operation of the proposed project. As indicated in the table, potential CO₂(e) emissions are associated with the consumption of natural and energy resources, including electricity, natural gas, water, etc., as well as gasoline associated with motor vehicle usage, which is the greatest percentage of the CO₂(e) emissions resulting from project implementation. Based on the emissions factors for each consumption source, a total of 1,287.8 MT/year would be generated by the proposed project. This total is less than the threshold screening level of 3,000 metric tons (MT)/year for all land uses. Therefore, project-related greenhouse gas emissions would be less than significant. No mitigation measures are required.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 7-1

**Project-Related Operational GHG Emissions¹ Comparison
ALDI Food Market**

Consumption Source	Proposed Project	Former Use	Net Change
Area	0.0	0.0	0.0
Energy	256.1	53.6	182.5
Mobile Source	973.7	622.2	351.5
Solid Waste	47.6	13.1	34.5
Water	11.6	3.9	7.7
Annualized Construction	8.8	-	8.8
Total	1,287.8	702.8	585.0
Significance Screening Threshold	3,000	3,000	3,000
Significant (Yes/No)	No	No	No
SOURCE: Giroux & Associates March 4, 2016)			

- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The City of La Habra has developed a program to insure that new development is consistent with adopted plans and programs to reduce GHG emissions. As part of the General Plan Update completed in 2014, the City prepared and adopted a Climate Action Plan (CAP) that addresses existing legislation to meet GHG objectives. The CAP includes the requirements of AB 32, and the Global Warming Solutions Act of 2006, and SB 375, the Sustainable Communities Act of 2008.

Community-wide GHG emissions for the City in 2020 are compared to existing conditions (CEQA baseline).⁸ AB 32 set a target of achieving 1990 levels of GHG emissions by 2020. As identified in the 2008 Scoping Plan, in recognition of the importance of local governments in the successful implementation of AB 32, CARB recommends that local government identify a GHG reduction goal for municipal and community-wide emissions of a 15 percent reduction from current levels by 2020 to parallel the state’s target. The City’s 2010 GHG emissions are roughly proportional to the emissions in the City at the time the Scoping Plan was prepared, since the City experienced nominal growth between 2008 and 2010. Based on the 2010 GHG emissions inventory prepared by Atkins, the City would need to reduce GHG emissions to 241,476 MTCO_{2e} by 2020 to be consistent with the goals of AB 32 and to ensure less than significant GHG emissions impacts.

To reduce GHG emissions and ensure consistency with the GHG reduction goals of AB 32, the City of La Habra has prepared a Climate Action Plan (CAP). The CAP estimated that with GHG reduction measures implemented as part of the City’s CAP, the GHG emissions at year 2020 would be reduced to 210,622 MTCO_{2e} and would be less than the City’s GHG reduction goal of 241,476 MTCO_{2e}.⁹ State and local GHG reduction measures would reduce community-wide emissions by 73,487 MTCO_{2e}, which is a 26 percent decrease in community-wide GHG emissions from current conditions. Consequently, impacts from short-term growth associated with the General Plan were determined be less than significant.

⁸Final EIR for the La Habra General Plan 2035; Table 5.5-5, “2020 City of La Habra Community-Wide GHG emissions.

⁹ Table 5.5-6 in the Final EIR for the General Plan Update identifies that with GHG reduction measures implemented as part of City’s CAP the GHG emissions at year 2035 would be reduced to 196,297 MTCO_{2e} and would be less than the City’s GHG reduction goal of 198,862 MTCO_{2e}.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Furthermore, the City adopted the CAP in order to ensure consistency with the AB32 GHG reduction goals. GHG reduction measures implemented as part of City's CAP the GHG emissions at year 2035 would be reduced to 196,297 MTCO_{2e} and would be less than the City's GHG reduction goal of 198,862 MTCO_{2e}. State and local GHG reduction measures would reduce community-wide emissions by 87,792 MTCO_{2e}, which represents a 31 percent decrease in community-wide GHG emissions from current conditions. Consequently, impacts at the General Plan horizon year 2035 would be less than significant.¹⁰ The proposed project will capture a substantial fraction of by-pass traffic by virtue of its location near the junction of two high volume roadways. VMT reduction is a critical element of local, state and national GHG reduction strategies and is consistent with Reduction Measures R2-T1 (VMT reduction) in the La Habra CAP as well as other energy-related measures (R2-E1 and R2-E5) to reduce energy demands. It is important to note that ALDI typically installs a 110 kilowatt (kW) solar on the roof of all new stores. In Southern California an array of this size will produce approximately 164,000 kWh per year. An ALDI store in Southern CA will require approximately 505,000 kWh per year, resulting in an offset of approximately 32% of the store's total electric usage. Therefore, the project is consistent with the goal of the CAP to reduce GHG emissions. No significant GHG impacts and no mitigation is required.

Cumulative Impacts

Project-related cumulative impacts will not be significant because neither the short-term (i.e., construction) emissions of GHG nor the operational GHG emission will exceed recommended significance thresholds. Furthermore, the contribution of project-related GHG emissions to the cumulative impact of global climate change is considered less than significant because of the adoption of a new low carbon fuel standard and through increased fuel efficiency as mandated in AB 32 and related programs adopted by the State of California.

Standard Conditions:

As indicated above, compliance with the California Green Building Standards Code will ensure that the incremental increase in GHG emissions will be reduced to a less than significant level; no additional mitigation measures are required.

- SC 7-1 The project shall comply with the current edition of the California Code of Regulations, Title 24, Part 11, and all applicable City Building Code requirements.
- SC 7-2 The project shall comply with the La Habra General Plan, which requires the implementation of energy savings measures that exceed the building minimum by 20 percent.

Mitigation Measures

Project implementation will not result in potentially significant greenhouse gas emissions; no mitigation measures are required.

¹⁰ Final EIR for the La Habra General Plan 2035; Section 5.5 (Greenhouse Gas Emissions).

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

4.8 Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<input checked="" type="checkbox"/>	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		<input checked="" type="checkbox"/>		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				<input checked="" type="checkbox"/>
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?			<input checked="" type="checkbox"/>	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				<input checked="" type="checkbox"/>

A Phase I Environmental Site Assessment (ESA) was prepared for the project by Ramboll Environ in September 2015 to determine the nature and extent of any potential contamination and/or hazardous conditions on the site. In addition to the Phase I ESA, a Soil Vapor Survey was also conducted by Ramboll Environ. The findings and recommendations of these reports are summarized in the analysis that follows. The reports are included as Appendix C.

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if one or more of the following conditions occur as a result of implementation of the proposed project:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- 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.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- Result in a safety hazard for people residing or working in the project area if located within two miles of a public airport or private use airport.

Analysis:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Project implementation includes the development of an ALDI Food Market on a 1.96-acre site that was formerly occupied by a fast food restaurant and entertainment venue. Although some of the improvements have been demolished, the vacant fast food restaurant and surface parking and related improvement remain on the site. At the present time, the subject property is vacant. With the exception of typical construction materials and herbicides and pesticides used for landscape maintenance, the proposed retail commercial development will not involve the use of hazardous materials or substances either during construction or following development of the site as proposed. Further, the proposed land use would not require transporting hazardous materials after the proposed ALDI Food Market is constructed and occupied. Therefore, project implementation will not result in a significant impact regarding the transportation of hazardous materials in the area of the subject property. Potential impacts are anticipated to be less than significant; no mitigation measures are required.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation Incorporated. Historically, the site was used for orchards since at least the 1930s but was cleared by the early 1960s. Since its construction in 1977, the building at the western parcel has been occupied by restaurants, including Wendy's, Nick Superburgers, and Alberto's Mexican Restaurant. Since its construction in 1972, the former building at the eastern parcel has been occupied by banks (Mercury Savings & Loan and subsequently Security Pacific National Bank) and later by a nightclub. This building was demolished in 2008. As previously indicated, a Phase I ESA and Soil Vapor Report were prepared to assess the potential for existing contamination and/or hazards that may exist on the site. The ESA includes a government records search to identify potentially contaminated properties located within a one-mile radius of the subject property.

Volatile Orange Compounds

Based on the findings presented in the Phase I ESA and Soil Vapor Survey, the CVS Distribution Center property located north of the subject site and the Beckman Coulter property located northeast of the site at its nearest point are known to be impacted with chlorinated solvents, including primarily tetrachloroethylene (PCE), trichloroethylene (TCE) and 1,1-dichloroethylene (1,1-DCE). It was determined that groundwater at

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

each of the properties is migrating towards the site. Groundwater samples collected along the alleyway immediately north of the site in 2013 identified TCE, PCE, and 1,1-DCE at concentrations of 16 micrograms per liter ($\mu\text{g/L}$), 8.0 $\mu\text{g/L}$, and 7.9 $\mu\text{g/L}$, respectively. These concentrations are above the California Maximum Contaminant Levels (MCLs) for drinking water, which is 5 $\mu\text{g/L}$ for PCE and TCE, and 6 $\mu\text{g/L}$ for 1,1-DEC. Because this condition is considered to be a recognized environmental condition (REC), an evaluation for potential volatile organic compounds (VOC) vapor intrusion at the site based on the groundwater data from a location adjacent to the site. Based on that evaluation, the groundwater screening levels for VOC vapor intrusion into a future commercial/industrial building are 57.5 $\mu\text{g/L}$ for PCE, 131 $\mu\text{g/L}$ for TCE, and 4,450 to 4,830 $\mu\text{g/L}$ for 1,1-DCE (the range is provided for construction without or with engineered fill). The recorded groundwater concentrations at the site perimeter were determined to be well below the recommended screening levels for PCE, TCE, and 1,1-DCE and are, therefore, not anticipated to be a potentially adverse impact to human health.

Based on the history of the site's use (e.g., restaurants, banks, nightclub), it is unlikely that chlorinated solvents were used on-site. It appears that chlorinated solvent concentrations in the groundwater have originated from off-site. The likely source of the chlorinated solvents at the site appears to be the BCI facility given its hydraulically upgradient location with respect to the site and the presence of TCE, PCE, and 1,1-DCE in groundwater at the BCI facility at concentrations of up to 1,400, 25, and 68 $\mu\text{g/L}$, respectively, during the most recent groundwater sampling that took place in 2015.¹¹

Remediation is underway at both the CVS and BCI properties. At CVS, pilot testing of injections for the *in situ* groundwater remediation was approved by the Santa Ana Regional Water Quality Control Board (SA-RWQCB) in 2014; injections consist of oxygen-releasing compounds to treat petroleum hydrocarbon impacts at the source area north of the site. No additional documentation regarding monitoring and implementation of groundwater injections at the CVS property is available at the present time. At the BCI property, pilot tests of *in situ* groundwater remediation were performed in early 2015 and subsequent full-scale implementation began in July 2015. Micro-scale zero valent iron (mZVI) injections in the source area (northeast of the project site) are currently being used to treat VOCs at the source area. No groundwater data is yet available for the post-full scale-injection period.¹²

Because CVS and BCI have been identified as responsible parties for impacts associated with their respective properties and remediation efforts have commenced at those properties under appropriate agency oversight, it is not expected that environmental conditions at the site would be further impacted by releases from these facilities. Further, as a matter of general policy, regulatory agencies hold responsible parties such as CVS and BCI for addressing any impacted groundwater that may have migrated to neighboring properties, including the project site.

Other VOCs analyzed in the Soil Vapor Survey include vinyl chloride, benzene, toluene, ethyl-benzene, etc. VOCs reported in the soil vapor, with the exception of vinyl chloride detected in one of the probes, are below their site specific risk-based target concentration (RBTCs) for commercial/industrial land use. Although vinyl chloride was reported at a concentration above its site-specific RBTC, the risk associated at that location falls within the lower end of the USEPA risk management range. Thus, potential health impacts are considered to be less than significant. Nonetheless, the project has been designed to incorporate a vapor barrier beneath the proposed building footprint. No mitigation measures are required.

¹¹Based on Ramboll Environ's review files of select files for the CVS facility obtained from the California Regional Water Quality Control Board – Santa Ana Region (SA-RWQCB) and for the BCI facility obtained from the Department of Toxic Substances Control and SA-RWQCB).

¹²Phase I Environmental Site Assessment – 951 and 1001 East Imperial Highway, La Habra, CA; Ramboll Environ; September 2015.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Asbestos and Lead-Based Paint

The existing building was constructed before asbestos was generally phased out of use in most building material applications in the 1980s. Although a formal asbestos survey was not conducted at the site, based on the construction date of the former restaurant building in 1977, it is possible that building materials may contain asbestos. It is important to note that asbestos containing materials (ACM) waste was generated in 2008 with the demolition of the building on the eastern parcel, which was constructed in 1971. There are no regulatory requirements to remove presumed asbestos containing materials (PACM)/suspected ACM or evaluate whether building materials contain asbestos unless the materials are damaged and have the potential to release fibers or the material have the potential to be disturbed during renovation or demolition activities.

Lead was a major ingredient in paint pigment prior to and through the 1940s. While other pigments were used in the 1950s, the use of lead in paint continued until the early 1970s. In 1978, the Consumer Products Safety Commission banned paint and other surfacing coating materials that are “lead-containing paint.” Based on the construction date of the form restaurant building in 1977, it is possible that lead based paint was used historically on the structure. Facility personnel were not aware of the presence of any lead based paint on structures at the facility.

Project implementation will necessitate demolition of the existing structure and related ancillary features on the site. Because it is possible that ACM and lead based paint (LBP) exists in the buildings, demolition of the structures could release ACM and/or LBP into the environment. Therefore, it will be necessary to undertake surveys for ACM and LBP to determine if they occur in the existing structure. If it is determined that ACM and/or LBP exist, the demolition debris shall be removed and disposed in accordance with current regulatory requirements (refer to MM 8-1 and MM 8-2).

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. No schools are located within one-quarter mile of the subject property. With the potential exception of ACM and/or LBP, no hazardous or potentially hazard emissions would occur as a result of project implementation. Therefore, development of the site with the proposed ALDI Food Market would not result in the use of any hazardous chemicals and/or materials that would result in hazardous emissions that would adversely affect existing schools. As a result, no impacts are anticipated and no mitigation measures are required.

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

Less than Significant Impact. As indicated above, a records search was conducted by ENVIRON as part of the Phase I ESA. Based on the database review, the site is listed on two environmental databases: GeoTracker and EnviroStor databases. Although the La Habra Post Office is listed in the GeoTracker online database due to a release from a underground storage tank (UST), the database maps the location of the incident as on-site. However, upon further research, it was determined that no evidence of a postal office was identified for the site and there are no other indications of a UST identified in historical records. Thus, it appears that the listing in this database is not associated with the site, but at an off-site property to the west with a similar address.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

The City of La Habra is listed on the Hazardous Waste Manifest Data (HAZNET) database. Based on the listing, one shipment of 14 tons of asbestos-containing waste was generated at the site (1001 East Imperial Highway) in 2008. The waste was transported off-site to a landfill or surface impoundment. Based on the nature of the waste and the date of disposal, it appears that the listing is associated with disposal of construction materials during demolition of the building on the easterly parcel of the project site. Furthermore, based on the regulatory nature of the listing, it is not indicative of a release or significant contamination concerns.

There are several listings identified in the Phase I ESA for off-site facilities. However, only three sites are noted that could affect groundwater condition on the subject property, including:

- Alpha Beta/CVS Distribution Center
777 Harbor Boulevard (Adjacent to the project site on the north)
- Coffelt Street Sweeping
1010 and 1020 East Imperial Highway (south of the project site on Imperial Highway)
- Beckman Coulter, Inc.
4300 North Harbor Boulevard (less than ¼ mile northeast of the project site)

The CVS Distribution Center and Beckman Coulter, Inc., listings and their effect on groundwater contamination related to the project site are discussed above in Section 4.8.b. With regard to Coffelt Street Sweeping, there were two cases that appeared to be related to the same release of gasoline. However, groundwater sampling indicated no significant impacts from gasoline and tank integrity testing indicated no leak issues. Any potential adverse impact on the project site was determined to be unlikely based on the soil-only nature of the release, the closed regulatory status of the case, and the anticipated downgradient location of the property with respect to the project site. A complete database listing of all off-site releases is included in the Phase I ESA (refer to Appendix C).

The Soil Vapor Survey conducted for the project also concluded that PCE, TCE, 1,1-DCE, vinyl chloride, and other VOCs existed in groundwater at the site. As indicated in Section 4.8(a), with the exception of vinyl chloride reported in soil samples, no other VOCs were reported in soil gas samples taken on the site exceeded the RBTC for commercial/industrial development. However, based on an evaluation of the soil gas survey findings, there are no adverse human health impacts from VOC vapor intrusion to proposed future on-site building occupants (e.g., workers, visitors, etc.), and the overall risk associated with VOCs detected during the screening soil vapor survey beneath the proposed future building footprint are on the low end of the USEPA risk management range.¹³ As a result, no significant impacts would occur as a result of project implementation and no mitigation measures are required.

The Phase I ESA identified two *de minimis* conditions,¹⁴ including the historical use of the site for agriculture and pavement staining. As reflected in the Phase I ESA, the site may have been used historically for agricultural purposes (orchards) from at least the 1930s until the 1960s. However, if agricultural chemical are present in the soil, it is unlikely that they would be the subject of regulatory scrutiny in the context of a non-residential land use scenario such as that proposed (i.e., retail commercial). Therefore potential impacts are less than significant.

¹³Ramboll Environ; "Report of Screening Soil Vapor Survey;" January 4, 2016.

¹⁴Those conditions that do not represent a material risk of harm to public health or the environment and that generally would not be the subject of enforcement action if brought to the attention of appropriate governmental agencies.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

The site is located in an area categorized as Radon Zone 3, which has average indoor basement radon levels less than 2 picoCuries per liter (pCi/L). The USEPAs continuous exposure limits which is the limit at which further testing or remedial action is suggested, is 4.0 pCi/L and applies to residential properties. The median radon value for first floor areas at 30 properties surveyed in Orange County was 0.763 pCi/L. A California Radon survey conducted in the same zip code as the site found that the average radon level exceeded 4 pCi/L at 5 of 36 locations tested. Because the project is commercial in nature, potential impacts are less than significant.

There are no USTs located at the site. Although not considered to be a UST, a subsurface grease interceptor is located along the eastern exterior of the former restaurant building. Although two pad-mounted transformers are present on the site (one located north of the former restaurant building and one located on the southern side of the eastern parcel), there was no indication of major leaks or releases from electrical equipment observed during the site visit conducted for the Phase I ESA. Because the installation date of the units is unknown and may predate the 1979 ban on the manufacture of PCBs, it is possible that the transformer oils contain PCBs. However, project implementation will not result in impacts to the transformers.

The only recognized environmental condition is the existence of the vinyl chloride in the groundwater that was measured; however, as indicated previously, although this condition does not require mitigation, the project has been designed to include a vapor barrier beneath the proposed building footprint. Potential impacts will be less than significant and no mitigation measures are required.

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

No Impact. The subject property is not located within the limits of the Fullerton Airport Land Use Plan. No general aviation airport or any other public airport is located within two miles of the site. The proposed project includes the development of the underdeveloped site with the proposed ALDI Food Market. Project implementation will not result in potential adverse impacts, including safety hazards associated with an airport, to people residing on the project site or working in the project area. Therefore, no impacts will occur as a result of project implementation and no mitigation measures are necessary.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project area is not located in the vicinity of a private airstrip. Implementation of the retail commercial development project will not result in potential adverse impacts, including safety hazards associated with a private airstrip, to people residing or working in the project area. Therefore, no impacts will occur as a result of project implementation and no mitigation measures are necessary.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City of La Habra has adopted an Emergency Operation Plan, which is on file at the City Offices on La Habra Boulevard. This plan, which designates assignments and responsibility for City officials and related public agencies in cases of emergencies, was prepared in accordance with Federal, State, and County guidelines, and developed to meet the particular needs of the community and to accomplish several objectives, including, but not limited to, saving lives and protecting property. Implementation of the proposed project includes the development of the site in order to accommodate proposed ALDI Food Market. Access is afforded

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

to the site via Harbor Boulevard and Imperial Highway, resulting in adequate emergency access. Therefore, no significant impacts either to emergency response or evacuation routes designated by the City would be anticipated. No impacts are anticipated and no mitigation measures are required.

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The subject property is located within an urbanized area of the City of La Habra. No natural habitat and/or significant native or introduced vegetation exists within the project environs. Furthermore, the site is devoid of any steep slopes and/or adverse terrain. As a result, the proposed improvements are not subject to the potential for wildland fires. No impacts resulting from wildland fires will occur if the project is implemented, and no mitigation measures are necessary.

Cumulative Impacts

The subject property has been remediated as indicated above and does not pose any potentially significant health threat either in the surrounding area or City of La Habra. Furthermore, project implementation does not include any feature that would be considered a hazard or create hazardous conditions. As a result, no cumulative impacts will occur.

Mitigation Measures

MM 8-1 Prior to the issuance of the demolition permit, an asbestos survey shall be conducted at the onsite building structures. The asbestos survey must be overseen by a California-Certified Asbestos Consultant. The results of this survey should provide a description of the asbestos-containing materials, their locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal. A copy of the survey shall be submitted to the Chief Building Official.

MM 8-2 Prior to issuance of the demolition permit, the existing building structure shall be assessed for the possible presence of lead-based paint. This survey must be conducted by trained and/or licensed professionals. The results of this study should provide a description of the lead-based paint locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal. A copy of the survey shall be submitted to the Chief Building Official.

4.9 Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			<input checked="" type="checkbox"/>	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of			<input checked="" type="checkbox"/>	

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			☑	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			☑	
e. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			☑	
f. Otherwise substantially degrade water quality?			☑	
g. Place housing within a 100-year flood hazard as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				☑
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				☑
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				☑
j. Inundation by seiche, tsunami, or mudflow?				☑
k. Potentially impact stormwater runoff from construction activities?			☑	
l. Potentially impact stormwater runoff from post construction activities?			☑	
m. Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?				☑
n. Result in the potential for discharge or stormwater to affect the beneficial uses of the receiving waters?			☑	
o. Create the potential for significant change in the flow velocity or volume of stormwater runoff to cause environmental harm?			☑	
p. Creates insignificant increases in erosion of the project site or surrounding areas?			☑	

A Preliminary Water Quality Management Plan (WQMP) was prepared to address potential project-related impacts to both hydrology and water quality. The findings and recommendations presented in the Preliminary WQMP are summarized in the analysis that follows and are included as Appendix D.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if one or more of the following conditions occur as a result of implementation of the proposed project:

- Substantial and adverse increased inundation, sedimentation and/or damage from water forces to the subject project and/or other properties are caused by improvements such as grading, construction of barriers or structures.
- Development within the 100-year flood plain as delineated by FEMA that would expose people and/or property to potential serious injury and/or damage.
- Impervious surfaces increase and/or divert storm water runoff that results in the inability of the existing collection and conveyance facilities to accommodate the increased flows.
- Project implementation will cause a violation of water quality objectives for surface and groundwater as established by the San Gabriel River Basin Water Quality Control Plan and impede the existing beneficial uses of on-site surface waters or off-site coastal waters as defined in the Water Quality Control Plan.
- A usable groundwater aquifer for municipal, private, or agricultural purposes is substantially and adversely affected by depletion or recharge.
- Storm water and/or induced runoff mixes with a tidal habitat or pond causing instability to the existing water quality (e.g., reduction of salinity below 16 ppm) which, in turn, substantially and adversely affects the sensitive brackish/saltwater marsh habitat by allowing for the introduction and establishment of invasive fresh water species.
- Sediments are increased and/or diverted by proposed improvements and cause sediment deposition in defined sensitive habitat areas (e.g., wetlands, jurisdictional waters) that adversely affect or significantly affect significant habitat and/or sensitive species as recognized by the applicable resource agencies.

Analysis:

- a. Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Implementation of the project includes development of the 1.96-acre subject property with a 18,783 square foot ALDI Food Market. The project environs is currently developed with a variety of land uses and structures, including industrial/warehousing development to the north and commercial/retail development to the east, west and south. Project implementation will result in some grading that would expose the underlying soils to potential erosion that could affect water quality. Although project implementation may not result in any significant direct violations of water quality objectives as a result of the implementation of the requisite Best Management Practices (BMPs) pursuant to the WQMP (Appendix D) as previously discussed (refer to Section 4.6, Geology and Soils), the potential erosion and short-term effects of the construction activities could adversely affect water quality. Implementation of the BMPs outlined in the preliminary WQMP will ensure that development of the site as proposed will not violate any discharge requirements established by the Regional Water Quality Control Board.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

The project site ultimately drains to the Coyote Creek channel, which is listed on the 303(d) list for bacteria indicators/pathogens, nutrients, pesticides, and toxicity. TMDLs have been approved for copper, lead, and zinc. The Preliminary WQMP includes non-structural source control BMPs as summarized in Table 9-1.

Table 9-1

**Non-Structural Source Control BMPs
ALDI Food Market – La Habra**

BMP No.	Name	Included	Not Applicable	Reason Why Not Applicable
N1	Education for Owner, Tenants, Employees and contractor	X		
N2	Activity Restrictions	X		
N3	Common Area Landscape Management		X	Only one owner; no common areas.
N4	BMP Maintenance	X		
N5	Title 22 CCR Compliance (How development will comply)	X		
N6	Local Industrial Permit Compliance		X	No industrial permit
N7	Spill Contingency Plan		X	No chemicals on-site
N8	Underground Storage Tank Compliance		X	No USTs
N9	Hazardous Materials Disclosure Compliance		X	No hazardous materials on-site
N10	Uniform Fire code Implementation	X		
N11	Common Area Litter Control	X		
N12	Employee Training	X		
N13	Housekeeping of Loading Docks	X		
N14	Common Area Catch Basin Inspection	X		
N15	Street Sweeping Private Streets and Parking Lots	X		
N16	Retail Gasoline Outlets		X	Not a gas outlet

SOURCE: Preliminary Water Quality Management Plan (Greenberg-Farrow, Inc.; July 25, 2016)

In addition to the non-structural BMPs, the proposed project will also incorporate structural source control BMPs into the project design as reflected in Table 9-2. These features are also intended to reduce the potential for pollutant runoff from the proposed site.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

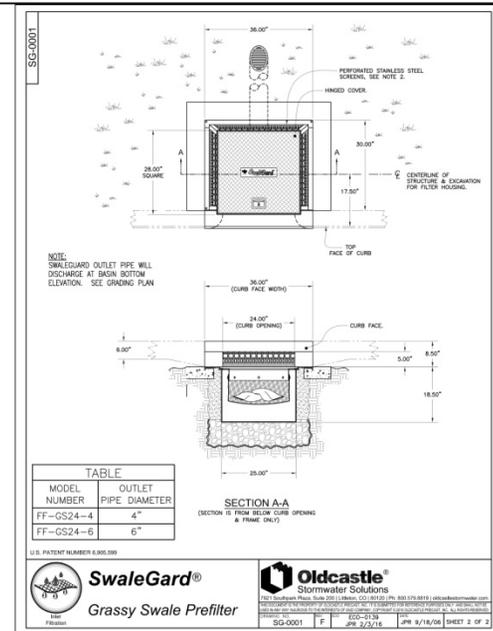
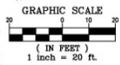
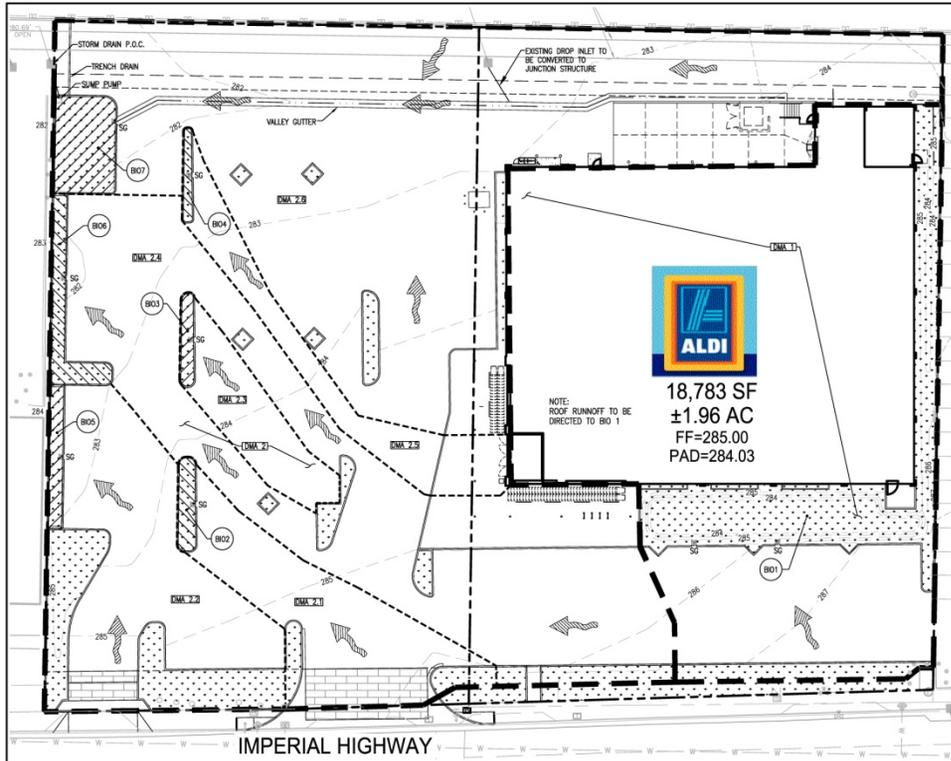
Table 9-2

**Structural Source Control BMPs
ALDI Food Market – La Habra**

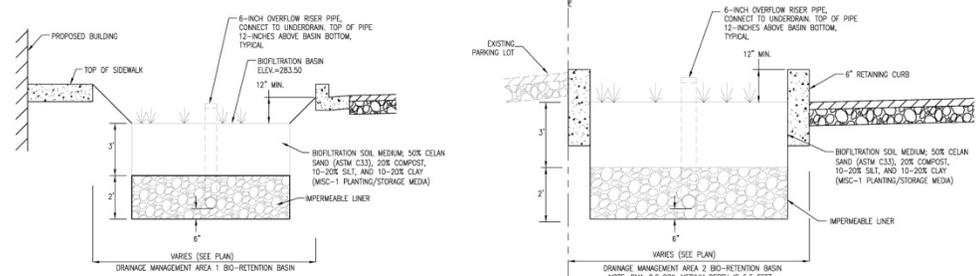
Name	Included	Not Applicable	Reason Why Not Applicable
Provide storm drain system stenciling and signage	X		
Design and construct outdoor material storage areas to reduce pollution introduction		X	No outdoor material storage
Design and construct trash and waste storage areas to reduce pollution introduction	X		
Use Efficient irrigation systems and landscape design	X		
Protect slopes and channels and provide energy dissipation		X	No slopes or channels
Incorporate requirements applicable to individual project features	X		
a. Dock areas	X		
b. Maintenance bays		X	No maintenance bays
c. Vehicle wash areas		X	No vehicle wash areas
d. Outdoor processing areas		X	No outdoor processing
e. Equipment wash areas		X	No equipment wash areas
f. Fueling areas		X	No fueling areas
g. Hillside landscaping		X	No hillsides
h. Waste water control for food preparation		X	No food preparation areas
i. Community car wash racks		X	No car wash
SOURCE: Preliminary Water Quality Management Plan (Greenberg-Farrow; July 25, 2016)			

Pollutants of concern that would be expected in storm runoff during construction and following construction include suspended-solid/sediment, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris. There are no environmentally sensitive and/or special biologically significant areas on the site or in the project area. In addition to the non-structural and structural BMPs identified previously, the proposed project will also incorporate biotreatment BMPs to treat the storm runoff prior to discharging it from the site.¹⁵ The site will be split into two drainage management areas (DMAs). DMA-1 contains the roof and southeastern portion of the parking lot, which will drain to a Bioretention Basin (BIO-1) built into the landscape area south of the building. DMA-2, which contains four subareas, encompasses of the western portion of the site. Each subarea in DMA-2 drains to a Bioretention Basin (BIO-1). All five of the Bioretention Basins will have underdrains. All bioretention with underdrains basins will have SwaleGard installed at the inlet as pre-treatment, sediment control and erosion prevention. The design capture volume (DCV) for DMA-1 and DMA-2 are completely met with the bioretention with underdrains BMPs. The WQMP Drainage Area Plan is illustrated in Exhibit 4-2. Evapotranspiration or rainwater harvesting are not options because nearly all of the available site area is being used for BMPs for DMAs 1 and 2 and the parking field has been minimized to the least area possible in accordance with parking code requirements. All of the post-development flows will be accepted into the municipal storm drain located in the northern driveway that drains to Coyote Creek. With the incorporation of these features as well as the mitigation measures prescribed below, potential impacts to water quality will be less than significant.

¹⁵Site soils are not suitable for infiltration. Observed infiltration rates are less than 0.1 inch/hour as indicated in the preliminary percolation results presented in the Geotechnical Report.



- PROPOSED LEGEND:**
- DMA DRAINAGE MANAGEMENT AREA
 - BIO BIOFILTRATION BASIN
 - PROPOSED STORM DRAIN PIPE
 - PROPOSED OVERLAND FLOW ROUTE
 - SWALEGUARD PRE-TREATMENT CATCH BASIN
 - DMA BOUNDARY LINE



BIO-RETENTION BASIN DETAILS
NOT TO SCALE

PROJECT NUMBER:
201400770
1 of 1
DATE: 05.09.16

ALDI
LA HABRA, CA
WQMP DRAINAGE AREA MAP

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WQ-1

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

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

Less than Significant Impact. Water supply in the City is derived from local groundwater wells, the California Domestic Water Service, and imported water from the Metropolitan Water District. It is anticipated that the proposed project would not result in the depletion of any groundwater supplies or interfere with groundwater recharge because, with the exception of the subject property, the entire area within which the site is located is developed and covered to a large degree with impervious surfaces. Much of the City lies within the La Habra Groundwater Basin, which is bounded on the east by the Yorba Linda Basin, on the west by the easterly boundary of the San Gabriel River Cone and it lies between the Puente Hills to the north and the Coyote Hills to the south.¹⁶ However, the subject property does not contribute significantly to the basin groundwater resources due to the small size and limited pervious surface area. Project implementation will change the existing runoff conditions (i.e., potential decrease in the amount of impervious surfaces on the site from 90 percent to 89 percent) on the site. Although there will be a small incremental decrease in impervious coverage, the small increase in pervious surface would not significantly affect groundwater supplies in the region. The proposed ALDI Food Market development would create a small demand for domestic water, which is anticipated in the long-range plans adopted by the City of La Habra that included the potential development of up to a 0.3 floor area ratio based on buildout of the General Plan. The adopted Land Use Element of the La Habra General Plan is the basis for future water demands. The applicant is proposing an ALDI Food Market that encompasses 18,783 gross square feet of floor area, which is less than the maximum provided for in the Land Use Element (1.96 acres x 0.3 FAR = 25,613 square feet); therefore, potential impacts are anticipated to be less than significant and no mitigation measures are required.

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

Less than Significant Impact. As indicated above, with the exception of the project site, the surrounding project area supports existing development and a significant portion of that area is covered with impervious surfaces (e.g., industrial and commercial structures, sidewalks, streets, etc.). Although implementation of the proposed commercial development would result in modifications to the on-site drainage features, the changes would not result in any significant changes to existing drainage courses. The proposed drainage pattern for the site consists of two drainage management areas (DMA). DMA-1 contains the roof and southeastern portion of the parking lot, which will drain to a biofiltration unit built into the landscape area south of the building. DMA-2, which contains four sub-areas), consists of the western portion of the site.

As indicated above, drainage features, including storm drains and biofiltration BMPs, will be incorporated into the project design to ensure that post-development surface flows can be accommodated. Although the proposed project will result in impervious surfaces covering 87.24 percent, the impervious area is 3.26 percent less than the pre-project condition, which was 90.5 percent impervious. The slight decrease in impervious area resulting from project implementation will also result in post-development surface runoff that is less than the existing condition. Table 9-3 provides a comparison of the 2-year, 24-hour surface runoff characteristics for the existing and post-development conditions. The site flow patterns will be similar to the existing condition, so the times of concentration will also be similar, not increasing by more than 5 percent.

¹⁶La Habra General Plan 2035 Final Environmental Impact Report; Section 5 – Hydrology and Water Quality.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 9-3

**Runoff Comparison
ALDI Food Market – La Habra**

DMA	2-Year, 24-Hour Q (cfs)	2 Year, 24-Hour V (cubic feet)	Time of Concentration¹
Post-Development Conditions			
1	0.19	1,488	9 minutes
2.1	0.14	1,049	9 minutes
2.2	0.043	334	9 minutes
2.3	0.09	708	9 minutes
2.4	0.148	1,170	9 minutes
Total	0.611	4,709	9 minutes
Existing	0.564	4,884	11 minutes
¹ Time of Concentration calculated using Los Angeles County Hydocalc software. SOURCE: Preliminary Water Quality Management Plan (Greenberg-Farrow; July 25, 2016)			

The increase in pervious surfaces on the site will result in a slightly lower runoff volume when compared to the prior use. The surface runoff will be directed to existing and proposed conveyance facilities as identified and described above, including Coyote Creek, which have adequate capacity to accommodate the post-development surface flows. Therefore, project implementation will result in a less than significant impact; no mitigation measures are required.

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

Less than Significant Impact. As indicated above, implementation of the project as proposed would not substantially alter the existing drainage pattern of the site or area. As indicated in the preliminary WQMP prepared for the proposed project, the post-development impervious coverage of the site is 87.24 percent. Although the site is currently vacant and 90.5 percent pervious, the proposed post-development impervious coverage will be about three percent less than when the prior land uses occupied the site. Additional drainage facilities will be incorporated into the project design to accommodate the storm flows resulting from development of the subject property with the proposed ALDI Food Market. It is anticipated that there will be a small decrease in the surface runoff volume generated on-site as a result of the small reduction in impervious surfaces result from site development. Priority projects, including the proposed project, are required to infiltrate, harvest and use, evapotranspire, or biotreat/biofilter, the 85th percentile, 24-hour storm event (i.e., design capture volume). If it is not feasible to meet low impact development (LID) criteria through retention and/or biotreatment provided on-site or at a sub-regional scale, then treatment control BMPs must be provided on-site or off-site prior to discharge to waters of the U.S. Sizing of treatment control BMPs are based on the unmet volume after claiming applicable water quality credits, if appropriate. If treatment control BMPs can treat all of the remaining unmet volume and have a medium to high effectiveness for reducing the primary pollutants of concern, the project is considered to be in compliance. As indicated previously, the proposed project will slightly increase the pervious area. As a result, the post-development runoff volume will be less than the existing runoff volume generated on the site (refer to Table 9-3). The site

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

flow patterns will be similar to the existing condition and the times of concentration will also be similar. Implementation of the biofiltration units in the project and related BMPs will ensure that project-related storm flows do not exceed existing storm runoff volumes. As a result, the proposed project will neither result in flooding on or off-site. Any potential impacts resulting from implementation of the project are anticipated to be less than significant with the incorporation of the proposed storm drain facilities and BMPs that are intended to avoid impacts to surface water and groundwater quality. No mitigation measures are required.

- e. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As previously indicated, surface runoff volumes are anticipated to decrease slightly as a result of the reduction in the area of impervious surfaces that will be placed on the subject property. The site has been designed in a manner that will accommodate surface flows and will generally drain over the site in the same directions as under current conditions. All of the post-development surface runoff will be accepted into the municipal storm drain located within the driveway along the northern portion of the site. An existing inlet near the middle of the north driveway will be converted to a junction structure. As previously indicated, surface flows would ultimately drain to Coyote Creek. In addition, existing and proposed storm drain and flood control facilities located downstream from the project site have adequate capacity to accommodate the surface runoff. Therefore, it is anticipated that existing storm drainage and flood control facilities will not be adversely affected. No significant impacts are anticipated and no mitigation measures are required.

- f. Otherwise substantially degrade water quality?

Less than Significant Impact. As previously indicated, although the majority of the project environs is currently developed, the subject property remains vacant but does support an existing fast food restaurant, surface parking and foundations associated with prior development of the eastern parcel. Nonetheless, surface water quality in the project area is similar to that which is characterized for other urbanized areas in the City and County of Orange. Although implementation of the project as proposed will alter the existing surface flows, the alterations would not result in any significant changes to either the existing surface or groundwater characteristics. The surface runoff quality would be similar to the runoff characteristics of other commercial development in La Habra. Therefore, the proposed project would not result in any significant direct violations of water quality objectives for either surface or groundwater as established by the Water Quality Control Plan prepared for the basin. As indicated previously, the applicant will be required to prepare an Erosion Control Plan that includes BMPS to ensure that construction activities (e.g., grading/site alteration, etc.) do not result in impacts to the existing surface water and groundwater in the area. In addition, long-term water quality impacts would also be avoided through the implementation of structural, non-structural and treatment control BMPs that are identified in the WQMP prepared for the project to ensure that long-term water quality impacts are minimized. Therefore, no significant water quality impacts are anticipated and no mitigation measures are required.

- g. Place housing within a 100-year flood hazard as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. No portion of the project site or environs is located within a 100-year flood zone as identified on the Flood Insurance Rate Map (FIRM) for the City of La Habra. The proposed project includes the development of an 18,783 square foot ALDI Food Market on an existing site that is currently vacant (although a vacant fast food restaurant building and related improvements exist on the site). Although implementation of the project will result in construction of additional commercial development, no portion of the

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

development will be located within a 100-year flood hazard area. Therefore, no impacts are anticipated as a result of project implementation.

- h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. As indicated above, no portion of the site is located within the limits of a 100-year flood zone as designated by the Federal Emergency Management Agency (FEMA). Further, no significant increases in impervious surfaces or structures that could potentially impede or redirect flood flows will occur in a FEMA-designated 100-year flood zone as a result of project implementation. Therefore, no impacts are anticipated.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. Project implementation will not expose either people or structures to flood hazards as a result of the failure of a dam or levee. The site is not subject to inundation as a result of the failure of a dam or levee because no such structure is located near the subject property that would adversely affect the site in the event of a failure. Therefore, no flooding or inundation impacts will result from implementation of the project.

- j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche involves the oscillation of a body of water in an enclosed basin, such as a reservoir, storage tank, or lake. According to the City's General Plan, no enclosed bodies of water are located in the immediate vicinity of the site; therefore, no impacts from seiches are anticipated as a result of project implementation. A tsunami, commonly referred to as a tidal wave, is a sea wave generated by submarine earthquakes, major landslides, or volcanic action. The City of La Habra is located well inland, away from the Orange County coastline. Due to the elevation and the distance from the coastline, tsunami hazards do not exist for the project site and vicinity. Similarly, the site is essentially flat and devoid of steep slopes (either natural or manmade) that could be undermined by seismic activity or other instability to cause mudflows. Implementation of the proposed commercial project will not expose people or structures to seiches, tsunamis or mudflows. Therefore, no impacts will occur as a result of project implementation.

- k. Potentially impact stormwater runoff from construction activities?

Less than Significant Impact. Site preparation activities will result in some grading, including excavation associated with site preparation that would expose native soils to the effects of wind and water; however, the Erosion Control Plan that will be prepared for the project will ensure that measures are integrated into the construction activities to minimize the erosion potential and the effect on groundwater and surface water quality. With the implementation of the BMPs prescribed through the SWPPP during construction and WQMP (post-construction) prepared for the proposed project, potentially significant impacts will be less than significant; no mitigation measures are required.

- l. Potentially impact stormwater runoff from post construction activities?

Less than Significant Impact. As previously indicated, project implementation would result in the conversion of the existing vacant property to a commercial development. It is anticipated that the proposed ALDI Food Market would result in some post-construction runoff that could be characterized by urban pollutants, including petroleum hydrocarbons associated with the use of automobiles and other constituents, such as chemical fertilizers, herbicides and pesticides, and detergents, which are common in urban runoff. The applicant will be required to implement appropriate BMPs pursuant to the SWPPP and WQMP. With the

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

incorporation of the biofiltration units and related features to treat surface runoff, potential impacts would be less than significant. No mitigation measures are required.

- m. Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?

No Impact. Construction activities associated with project implementation will include the staging of equipment and materials that will be employed to prepare the site and construct the proposed 18,783 square foot ALDI Food Market on the 1.96-acre site. These activities could generate some pollutants that could be discharged into the surface runoff during construction. The construction-level BMPs prescribed in the Stormwater Pollution Prevention Plan (SWPPP) will address these potential impacts along with the erosion control plan that will be prepared for the proposed project. Therefore, with the implementation of the BMPs, pollutants generated by the proposed project will be treated prior to their discharge. As a result, no significant impacts will occur.

- n. Result in the potential for discharge or stormwater to affect the beneficial uses of the receiving waters?

Less than Significant Impact. Runoff generated on the site would occur as surface flows, which would be directed to existing storm drain facilities in the alley along the northern limits of the property. These facilities eventually flow into Coyote Creek Channel, an improved concrete-lined channel maintained by the Orange County Flood Control District. As indicated previously, BMPs will be incorporated into the project design to ensure that downstream facilities, including the Coyote Creek Channel, are not adversely affected by the runoff. All bioretention with underdrains basins will have SwaleGard installed at the inlet as pre-treatment, sediment control and erosion prevention. The design capture volume (DCV) for DMA-1 and DMA-2 are completely met with the bioretention with underdrains BMPs. As a result, potential impacts are anticipated to be less than significant.

- o. Create the potential for significant change in the flow velocity or volume of stormwater runoff to cause environmental harm?

Less than Significant Impact. The subject property is virtually flat in its present condition. Development of the site with the proposed commercial development would not result in any significant changes in the topographic characteristics. As a result, the site would remain relatively flat with adequate slope to accommodate surface runoff. However, it is anticipated that site development would not result in significant changes to the velocity or volume of surface runoff emanating on the site because the proposed storm drainage system incorporates both a proprietary treatment system as well as biofilter/biofiltration systems to capture and treat surface runoff in order to minimize the volume of post-development runoff (i.e., the creation of reduced or "zero discharge" areas). As a result, potential impacts are anticipated to be less than significant and no mitigation measures are required.

- p. Creates insignificant increases in erosion of the project site or surrounding areas?

Less than Significant Impact. Site preparation and construction activities will be required in order to prepare the site for development as currently proposed. As a result, soils will be exposed to the elements and, therefore, could be subject to some erosion associated with wind and/or runoff. As previously noted, construction level BMPs prescribed in the SWPPP will be implemented to minimize the amount of erosion that takes place and, therefore, downstream impacts. Implementation of the Erosion Control Plan will ensure that construction impacts would remain less than significant.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Cumulative Impacts

With the implementation of the BMPs and features proposed in the project, storm runoff will not exceed volumes prescribed for site development. In addition, surface water will be treated to ensure that pollutant loads are minimized and meet discharge requirements. Therefore, project implementation will not significantly contribute to the cumulative degradation of either storm runoff or water quality. Project-related impacts are less than significant.

Standard Conditions

Although no significant impacts are anticipated, the following standard conditions will be imposed on the project applicant to ensure that potential runoff and water quality impacts remain less than significant.

- SC 9-1 The applicant shall submit an Erosion Control Plan that complies with applicable City requirements prior to the issuance of a grading permit by the Chief Building Official, in order to reduce sedimentation and erosion.
- SC 9-2 Prior to the issuance of grading permits, as deemed appropriate by the City of La Habra, the applicant shall submit and obtain approval from the City Engineer, a Final Water Quality Management Plan (WQMP), specifically identifying BMPs that will be used on- or off-site to control predictable pollutant runoff. The Final WQMP shall identify, at a minimum, the routine, structural and non-structural measures consistent with the County NPDES permit as adopted by the Santa Ana Regional Water Quality Control Board, which details implementation of BMPs whenever they are applicable to a project; the assignment of long-term maintenance responsibilities (specifying the developer, parcel owner, maintenance association, lessee, etc.); and shall reference the locations(s) of structural BMPs. These plans shall also comply with the City of La Habra requirements for stormwater management.
- SC 9-3 Prior to the issuance of any grading or building permits, the applicant shall demonstrate compliance with California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number to the Chief Building Official. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for County review on request.
- SC 9-4 Prior to issuance of a grading permit, a final hydrology study shall be prepared by a registered engineer and submitted to the Chief Building Official for approval addressing final sizing of storm drains, energy dissipators (if necessary), and related storm drainage infrastructure.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

4.10 Land Use and Planning

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				<input checked="" type="checkbox"/>

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Physically divide an established community.
- Conflict with the City of La Habra General Plan or zoning ordinance.
- Conflict with the Habitat Conservation Plan for Orange County.
- Be incompatible with adjacent land uses.

Analysis:

- a. Physically divide an established community?

No Impact. The subject property is currently vacant; however, improvements, including a fast food restaurant, the foundation of a former building and related parking lots remain on the site. The site is designated as “Highway Commercial” by the Land Use Element of the La Habra General Plan 2035; the site is zoned C-2 Commercial (Planned Unit Development). The subject property is bordered to the north by industrial warehousing uses, on the south, east, and west by commercial development. The site abuts Imperial Highway, which is adjacent to the south. The nearest residential development is located approximately 725 feet to the west, south of Imperial Highway. Residential development is also located approximately one-quarter mile east of the project site, also south of Imperial Highway. Development of the site as proposed (i.e., construction of an 18,783 square foot ALDI Food Market) would result in the continuation of the commercial land use pattern in the immediate vicinity of the project site. Project implementation would not result in any division within any existing residential neighborhood; rather, it would result in the completion (i.e., “infill”) of the commercial development pattern planned for and existing in the area as anticipated by the City’s long-range plans and programs. Therefore, no impacts would occur as a result of project implementation.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The City of La Habra has recently completed and adopted (2014) a comprehensive General Plan Update program. The Land Use Element of the La Habra General Plan 2035 designates the site as Highway Commercial as previously reflected in the 2020 General Plan. The commercial development proposed by the project applicant is consistent with the existing La Habra General Plan 2035 land use designation and zoning (C-2/PUD) classification adopted for the subject property. The applicant is proposing a Lot Tie in order to create a single lot to accommodate the proposed project. As a result, development as currently proposed complies with building setback, building height, open space, etc., standards established for the project site by the C-2 Commercial zoning district and Planned Unit Development regulations. The Land Use Element of the City’s General Plan allows for a maximum floor area ratio (FAR) of 0.3. Based on that FAR, the site could yield approximately 25,600 gross square feet of commercial floor area. As indicated in the project description, the applicant is proposing 18,783 gross square feet, which equates to a 0.22 FAR. Therefore, the proposed project is consistent with the floor area ratio prescribed in the adopted Land Use Element.

In addition, the proposed project is consistent with the relevant policies adopted by the City related to development within the City’s commercial corridors. Table 10-1 provides an assessment of the project’s consistency with those policies. Finally, site development plan will be subject to review by the City’s Planning Commission and City Council to ensure that the project is compatible with the existing development surrounding the subject property. As a result, no significant impacts to either long-range plans and/or programs adopted by the City of La Habra will occur; no mitigation measures are necessary.

Table 10-1

**Land Use Element Consistency – Commercial Corridors and Districts
ALDI Food Market – La Habra**

Policy No.	Policy	Consistency Analysis
Goal 11 – Diverse Districts and Corridors. Vital, active, prosperous, and well-designed commercial districts that provide a diversity of goods, services, and entertainment and contribute to a positive experience for visitors and community residents.		
LU 11-1	Diversity of Uses. Provide for and encourage the development of a broad range of uses in La Habra’s commercial centers and corridors that reduce the need to travel to adjoining communities, and capture a greater share of local spending.	The proposed ALDI Food Market is located in an area of the City that is easily accessible to residents of La Habra. Residential development is located in proximity west of the project along Imperial Highway south of the arterial roadway. The development of a food market will expand the types of land uses along Imperial Highway, and increase the City’s capture of local spending.
LU 11-2	Compact and Vital Commercial Development. Provide for the concentration of commercial uses in nodes along arterial corridors in a manner that provides for improved commercial services to the community, maximizes revenue generation, and improves the balance of jobs and housing.	The existing vacant site does not generate any revenue to the City and does not provide retail commercial business to accommodate residents’ needs. However, as indicated above, development of the ALDI Food Market will increase the potential revenue generation, provide a much needed retail commercial land use, and provides a small but

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Policy No.	Policy	Consistency Analysis
		important number of jobs needed to balance housing in La Habra.
LU 11-3	Economic Vitality. Encourage the intensification of existing commercial centers by permitting the construction of new buildings on surface parking lots and allowing greater building density.	As previously indicated, the proposed ALDI Food Market project site encompasses two small parcels totaling less than two acres. Redevelopment of the site will with the 18,783 square foot building would result in a floor area ratio (FAR) of approximately 0.2 as a result of the Lot Tie to combine the two lots; the maximum FAR allocated to the site is 0.3. As such, the project is consistent with the FAR allowance prescribed in the zoning for the site.
LU 11-4	Differentiation of Districts. Establish and maintain distinct identities for La Habra’s commercial districts differentiating the Central District (Civic Center/Downtown); neighborhood, shopping centers, and retail service centers; and corridors by use, scale and form of development, and amenities.	The project site is located along the Imperial Highway commercial corridor between Harbor Boulevard and the railroad tracks to the west. This small “corridor” supports highway-related commercial land uses. The proposed project has been designed to include features that are consistent and compatible with the adjacent and nearby land uses to ensure that the integrity of the area is maintained. This is achieved through the use of similar building materials and landscaping as well as maintaining the intensity of development of the area.
LU 11-5	Cohesive Development. Discourage the piecemeal development of commercial sites and corridors.	The proposed project site is vacant and encompasses two previously developed properties on Imperial Highway. The project has been planned and designed to be consistent with the land use designation and zoning adopted for the property and to be well integrated into the existing commercial development located along Imperial Highway.
LU 11-6	Enhanced Design Character. Encourage the renovation, infill, and redevelopment of existing commercial centers and corridors to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscapes.	As indicated above, the site is currently vacant and is characterized visually by an empty fast food restaurant and remnant elements of prior development, including a foundation and surface parking. Redevelopment of the site as proposed will result in the demolition of the existing structures and related features and the construction of a modern food market to serve residents of La Habra. The visual character of the site would be enhanced with the development as proposed, which would be visually compatible with the adjacent and nearby land uses. The aesthetic character would also be enhanced through the implementation of the landscape concept plan, which includes a variety of trees, shrubs, signs and related features intended to complement the development and streetscape along Imperial Highway.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Policy No.	Policy	Consistency Analysis
LU 11-7	<p>Architecture and Site Design. Require that new development and renovated or remodeled existing buildings in multi-tenant centers and corridors be located and designed to complement existing uses, as appropriate, and exhibit a high quality of architecture and site planning in consideration of the following principles:</p> <ul style="list-style-type: none"> a. Seamless connections and transitions with existing buildings, in terms of building scale, elevations, and materials b. Integration of signage with the buildings' architectural character c. Landscaping contributing to the appearance and quality of development d. Clearly delineated pedestrian connections between business areas, parking areas, and to adjoining neighborhoods and districts e. Incorporation of plazas and expanded sidewalks to accommodate pedestrian, outdoor dining, and other activities. 	<p>Although the proposed project reflects the corporate-established character typical of ALDI Food Markets, the materials, colors, and landscaping are all intended to complement the existing architectural character in the project area consistent with City goals and objectives for aesthetic and land use compatibility. The proposed project will be subject to review and approval by the City's Planning Commission and City Council to ensure that the architecture, design, and aesthetic character are consistent with this policy.</p>
LU 11-9	<p>Retail Streetscapes. Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, News racks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts and corridors.</p>	<p>The proposed project will comply with all applicable requirements for the provision of such improvements, including signage, landscaping, and related features.</p>
LU 11-10	<p>Connectivity to Neighborhoods. Link commercial districts to adjoining residential neighborhoods and other districts by well-designed and attractive pedestrian sidewalks and corridors, where appropriate.</p>	<p>The proposed project is located in a commercial area on Imperial Highway west of Harbor Boulevard. The nearest residential dwelling units in La Habra are located approximately 725 feet west of the site on the south side of Imperial Highway. Although there is direct connection to this or other residential development, sidewalks exist along both sides of Imperial Highway to accommodate pedestrian access to the proposed ALDI Food Market.</p>
LU 11-11	<p>Bicycle Facilities. Encourage developers of multi-tenant commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, and showers and lockers for employees.</p>	<p>The project is not located within a multi-tenant commercial center. Rather, the site is one of several commercial properties located on Imperial Highway. Although a Class III (on-road, signed) bike route exists along Imperial extending west from Euclid Street, no bicycle route exists in the vicinity of the project site. A Class I (off-road, paved) bike route is proposed on Imperial Highway, that facility is also located west of the project site and would not provide bicycle access to the project site. Bicycle</p>

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Policy No.	Policy	Consistency Analysis
		racks will be incorporated into the project design to promote that form of transportation and potentially reduce project-related vehicle trips.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Conservation/Natural Resources Element of the La Habra General Plan 2035 identifies the City’s open space and conservation areas. However, because the City is nearly completely developed, natural open space and habitat are limited within La Habra to portions of the Westridge Golf Course located southwest of the subject property. With the exception of the Westridge Golf Course, no other area(s) within the City of La Habra are located within a designated habitat conservation or other resource plan. Project implementation will result in the development of an existing vacant property located within the City’s Imperial Highway commercial corridor and not within an area that supports sensitive habitat. Therefore, project implementation will not adversely affect a habitat conservation plan or natural communities conservation plan, sensitive habitat, and/or resources. Therefore, no impacts are anticipated as a result of project implementation and no mitigation measures are required.

Cumulative Impacts

As indicated above, project implementation is consistent with the adopted land use designation and zoning adopted for the project site. The proposed floor area does not exceed the maximum FAR allowed by the City and is consistent and compatible with the surrounding land uses in the project environs. Therefore, implementation of the proposed project will not result in any cumulative land use impacts.

Mitigation Measures

No significant land use impacts are anticipated and no mitigation measures are required.

4.11 Mineral Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<input checked="" type="checkbox"/>

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Project implementation will result in the loss of availability of a mineral resource identified on the City's General Plan and/or State of California documents that has economic values both locally and regionally.

Analysis:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. As previously indicated, the project site and environs are currently urbanized and developed primarily with retail commercial and industrial uses. Neither the City of La Habra's General Plan 2020 nor the State of California has identified the project area as a potential mineral resource of State-wide or regional significance. No mineral resources are known to exist and, therefore, project implementation will not result in any impacts.

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

No Impact. As indicated above, the Conservation/Natural Resources Element of the La Habra General Plan 2035 does not identify the project environs as having potential value as a locally important mineral resource site. Project implementation (i.e., development of the site with an ALDI Food Market) as proposed will not result in the loss of any locally important mineral resource site and, therefore, no impacts will occur.

Cumulative Impacts

As identified above, the subject property is not designated for mineral resources either by the State of California or County of Orange and is not known to contain such resources. As a result, no mineral resources would be lost with site development and no cumulative impacts will occur.

Mitigation Measures

No impacts to mineral resources will occur as a result of project implementation and no mitigation measures are required.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

4.12 Noise

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			<input checked="" type="checkbox"/>	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			<input checked="" type="checkbox"/>	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			<input checked="" type="checkbox"/>	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			<input checked="" type="checkbox"/>	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<input checked="" type="checkbox"/>

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- An increase of three dB which creates an area of noise/land use incompatibility; and/or
- The proposed project generates noise that would contribute to noise levels that exceed the State noise/land use compatibility guidelines which allow for exterior noise levels up to 70 dB CNEL; and/or
- The proposed development is exposed to noise levels that exceed the State noise/land use compatibility guidelines, which allow for exterior levels up to 70 dB CNEL; and/or
- The proposed development generates noise that exceeds the thresholds prescribed in the La Habra Municipal Code (Chapter 9.32); and/or
- Exposure of persons to or generation of excessive groundborne vibrations or groundborne noise levels.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Analysis:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact.

Construction Noise

Project construction activity will occur within the limits of the subject property located at 951 and 1001 East Imperial Highway. The closest sensitive uses are residences on the south side of Imperial Highway approximately 725 feet west of the site. Temporary construction noise impacts will vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by demolition and grading activities, followed by construction and paving activities. A sound wall exists on the south side of Imperial Highway along the residential property in the vicinity of the project site.

Construction noise creates a temporary intermittent impact on ambient noise levels in the vicinity of the construction. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators, can reach moderately high levels. Grading activities typically represent one of the highest potential sources for noise impacts, with earth-moving equipment noise typically ranging from 75 to 90 dBA at 50 feet from the source. Point sources of noise emissions are attenuated by a factor of 6 dB per doubling of distance through geometrical (spherical) spreading of sound waves. By 725 feet from project activity, such noise levels would decay to 45-60 dB. In addition, the existing wall along Imperial Highway would have the added benefit of reducing construction-related noise emanating on the site. Equipment noise will be generally less than the ambient levels observed during baseline monitoring.

The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours. Typically however, discretionary approval of construction outside the specified window is permitted if such activity is for the benefit of the community such as expediting a project to open detours or to limit lane closures during rush hours by constructing at night. As indicated below, the proposed project must comply with the City's Noise Ordinance, which permits construction from 7:00 a.m. to 8:00 p.m. Monday through Friday and from 8:00 a.m. to 5:00 p.m. on Saturday.

Construction activities will result in noise levels that would not be intrusive unless they were to occur at times of lowest background noise levels along Imperial Highway. As indicated above, construction activities would be limited to daytime hours for the duration of construction. Also, all vehicles and equipment will use available noise suppression devices and be equipped with mufflers during construction activities. Due to the restricted hours, equipment restrictions, and relatively short period of construction, noise resulting from construction and demolition related activities is not considered a significant impact.

Operational Noise

Although the proposed project would result in an increase in traffic (i.e., approximately 1,728 trips per day) in the project area based on its current undeveloped condition, potential noise impacts would not result in any significant increase in noise levels along Imperial Highway due to the high traffic volumes currently existing on those arterials. Furthermore, neither the project site nor the area surrounding the project site is located within Noise Zone 1 (i.e., residential) as designated by the La Habra Noise Control Ordinance. The Land Use Compatibility Matrix in the La Habra General Plan 2035 indicates that commercial uses are

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

“normally acceptable” in areas with exterior noise levels up to 70 dBA CNEL and “conditionally acceptable” with noise levels up to 80 dBA CNEL. The existing noise levels along Imperial Highway average approximately 73.3 dBA Ldn with noise levels ranging from 36.0 dBA (Lmin) to 101.2 dBA (Lmax).¹⁷ The existing noise level 100 feet from the Imperial Highway centerline is approximately 66.1 dBA CNEL. Based on the 2035 “buildout” and the Master Plan of Arterial Highways (MPAH), those noise levels are forecast to increase by about between 0.1 and 1.8 dBA dBA; however, predicted noise levels along Imperial Highway would not change, remaining 66.1 at 100 feet from the Imperial Highway roadway centerline.¹⁸ It is important to note that the proposed project is consistent with the adopted La Habra General Plan 2035 Land Use Element and the intensity of development permitted by that long-range plan. Therefore, the addition of the project-related trips onto Imperial Highway would not exceed the incremental increase in noise anticipated by the La Habra General Plan 2035. As a result, project implementation will not significantly increase the noise levels when compared to the existing noise levels on Imperial Highway. Potential project-related noise impacts will be less than significant; no mitigation measures are required.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Implementation of the proposed project will require some site preparation (i.e., grading) and construction activities that will necessitate the use of heavy equipment (e.g., graders, bull dozers, soil compacting equipment, etc.) that may cause some ground borne vibration. Perceptible groundborne vibration is typically associated with blasting operations and the use of pile drivers, neither of which would be used during construction of the proposed project. Although grading and site preparation will require the export of approximately 3,700 cubic yards of earth material from the site, no extraordinary grading and/or site preparation activities will be utilized that would result in excessive or significant vibration affecting adjacent properties, which are commercial and industrial in nature. As such, no excessive groundborne vibration would be created by the proposed project. Therefore, impacts due to project-generated groundborne vibrations are less than significant; no mitigation measures are required.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Refer to 4.12(a) above.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. It is possible that short-term noise levels may increase during the site preparation and construction phases of the proposed project. Site preparation/grading will be necessary to prepare the site to accommodate the proposed retail commercial development (i.e., ALDI Food Market). No sensitive uses (e.g., residential, schools, hospitals, etc.) are located within 200 feet of the subject property; therefore, no significant short-term construction noise impacts are anticipated. Pursuant to the La Habra Municipal Code section 9.32.070, noise associated with construction, repair, remodeling, or grading of any real property are exempt from any numerical noise standards, provided the activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Compliance with the City’s Noise Ordinance will ensure that no significant impacts occur.

¹⁷Final Environmental Impact Report – La Habra General Plan 2035; Certified January 21, 2014..

¹⁸*ibid.*

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Development of the project would require limited site preparation, then grading followed by construction, painting and paving activities. As previously indicated, the nearest sensitive land use is residential development located south of Imperial Highway approximately 200 feet west of the subject property. No sensitive receptors are located adjacent to the site that would be affected by noise generated during the construction phase. Temporary construction noise impacts will vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially earth-moving sources, then by foundation and parking lot construction, and finally for finish construction. The earth-moving sources are the noisiest, with equipment noise typically ranging from 75 to 90 dBA at 50 feet from the source.

The range of noise emissions for various pieces of construction equipment could range from approximately 70 dB to over 90 dB, depending on the equipment employed during the grading and construction activities. Point sources of noise emissions are attenuated by a factor of 6 dB per doubling of distance through geometrical (spherical) spreading of sound waves. The quieter noise sources will drop to a 65 dBA exterior/45 dBA interior noise level by about 200 feet from the source while the loudest may require over 1,000 feet from the source to reduce the 90+ dBA source strength to a generally acceptable 65 dBA exterior exposure level. This estimate assumes a clear line-of-sight from the source to the receiver. Variations in terrain elevation will act as a noise barrier that may interrupt equipment noise propagation. Construction noise impacts would not be noticeable by the closest sensitive receptors. As stated, according to the City of La Habra Noise Ordinance permissible hours of construction are 7:00 a.m. to 8:00 p.m. on weekdays and on Saturdays. Construction is not permitted on any national holiday or on any Sunday. These hours are included as conditions on any project construction permits and these limits will serve to minimize any construction noise impact potential.

Project grading activities are estimated to require 3,700 cubic yards of earthworks export. Assuming utilization of haul trucks with a capacity of 16 cubic yards, there would be approximately 230 round trips required to complete soil haul activities. For an 8-hour work day and a 2-week duration for grading activities, it is anticipated that an average of 4 trucks per hour would be generated by the project along Imperial Highway and/or Harbor Boulevard. For a truck traveling 40 mph the Leq¹⁹ would be 54 dB at 50 feet. This noise level is not expected to create a significant noise impact and is mitigated by the short duration required for grading activities.

Future construction activities must comply with the City's Noise Element and Noise Ordinance to ensure that construction impacts are adequately addressed. The City's Noise Ordinance is used to protect people from noise generated by people or machinery on adjacent property. Specifically, the ordinance addresses construction noise by regulating construction hours. Grading and construction hours will be restricted to those hours established by the Noise Ordinance. No significant impacts are anticipated and no mitigation measures are required.

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

No Impact. The project area is located approximately four miles north of Fullerton Municipal Airport, the nearest aviation facility. No portion of the project site is located within the Fullerton Municipal Airport land use plan, or within two miles of a public airport or public use airport. Development of the subject property as proposed (i.e., commercial development) would neither affect nor be affected by aircraft operations at such a

¹⁹Leq is the Equivalent Continuous Sound Level, which is the preferred single value figure to describe sound pressure levels that vary over time and would produce the same sound energy over the stated period of time.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

facility that would generate noise in excess of regulatory standards. Therefore, no impacts would occur as a result of project implementation and no mitigation measures are required.

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. No portion of the project site or environs is located in the vicinity of a private airstrip. Development of the subject property to accommodate the proposed ALDI Food Market would neither affect nor be affected by aircraft operations at such a facility that would generate noise in excess of regulatory standards. Therefore, no impacts would occur as a result of project implementation and no mitigation measures are required.

Cumulative Impacts

Potential project-related noise impacts will not result in any potentially significant cumulative impacts. As indicated above, construction-related noise impacts are short-term and would cease upon completion of construction. In addition, construction activities that are the source of the noise are limited to those hours stipulated in the City’s Noise Control Ordinance. Furthermore, no sensitive receptors are located in close proximity to the site that would be adversely affected by such noise. Similarly, operational noise impacts caused by increased traffic would be less than the 3.0 dBA threshold of perception.²⁰ As a result the project would not contribute to any significant cumulative noise impacts.

Mitigation Measures

Although no significant impacts are anticipated, the following standard condition will be implemented to ensure that potential short-term (i.e., construction) noise levels are minimized.

- MM 12-1 All site preparation and construction activities shall comply with the City’s Noise Control Ordinance, which limits the hours of construction activities from 7:00 a.m. to 8:00 p.m. on Monday through Friday and from 8:00 a.m. to 5:00 p.m. on Saturday. No construction activities shall occur on Sundays or on any federal holiday.

4.13 Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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)?				<input checked="" type="checkbox"/>

²⁰The term "substantial increase" is not defined by any responsible agency. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a 3 dB difference. Therefore, a threshold of 3 dB is commonly used to define "substantial increase." An increase of +3 dBA CNEL in traffic noise would be considered a potentially significant impact.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				<input checked="" type="checkbox"/>

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Induce substantial growth or concentration of population.
- Displace a large number of people.
- Disrupt or divide the physical arrangement of an established community.
- Be substantially inconsistent with long-range, adopted City goals and/or policies.

Analysis:

- a. 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)?

No Impact. Project implementation includes the development of vacant 1.97-acre site with a 18,783 square foot ALDI Food Market retail commercial building. This development is consistent with the existing La Habra General Plan 2035 Highway Commercial land use designation and C-2 Commercial zoning (PUD Overlay). The project is considered “in-fill” development that would not result in a substantial increase in population growth in the City. All of the requisite public services and utilities exist and have adequate capacity to serve the proposed project; no extension of roads and/or other infrastructure would be required to serve the development. Therefore, no growth-inducing impacts are anticipated and no mitigation measures are required.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. As indicated previously, the subject property is currently vacant and does not support any residential dwelling units. The project includes the development of the 1.96-acre site with an ALDI Food Market, which would not result in the displacement of any existing housing or other residential development. Therefore no loss of housing stock currently existing in the City of La Habra would occur and no impacts are anticipated.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As indicated above, development of the vacant property as proposed will not result in the elimination of any existing housing and would not displace or otherwise adversely affect residents living within the City of La Habra. Therefore no impacts are anticipated and no mitigation measures are required.

Cumulative Impacts

Neither homes nor residents would be displaced as a result of project implementation. Because the proposed project is consistent with the long-range plans and policies adopted by the City of La Habra and, furthermore, because the project is located in an area of the City that is predominantly non-residential, no cumulative impacts will occur as a result of project implementation.

Mitigation Measures

Project implementation will not result in any potentially significant impacts to population and housing. No mitigation measures are required.

4.14 Public Services

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			<input checked="" type="checkbox"/>	
2) Police protection?			<input checked="" type="checkbox"/>	
3) Schools?				<input checked="" type="checkbox"/>
4) Parks?				<input checked="" type="checkbox"/>
5) Other public facilities?				<input checked="" type="checkbox"/>

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- An increase in the demand for fire protection services to such a degree that accepted service standards (e.g., manpower, equipment, response times, etc.) are not maintained.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- The interference with emergency response or evacuation plan(s) in the community or not provide internally consistent analysis or policies to guide future development.
- Expose people or structures to significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
- Result in response times that exceed the City’s adopted maximum emergency response criteria.
- An increase in the demand for law enforcement services to such a degree that accepted service standards are not maintained without an increase in manpower and/or equipment.
- Create student enrollments that exceed available capacities of school facilities or educational services and would require the construction of new school facilities.

Analysis:

a.i. Fire Protection?

Less than Significant Impact. Fire protection service within the City of La Habra is the responsibility of the Los Angeles County Fire Department (LACFD) under contract to the City, which maintains and operate four fire stations that have jurisdiction in the City within Battalion 21. Battalion 21 currently encompasses nine fire stations that provide fire protection services to the Cities of La Mirada, Whittier, Norwalk and La Habra. Station No. 192 is located at 520 South Harbor Boulevard, approximately 0.65 mile north of the site. This fire station maintains one paramedic assessment engine, and would respond to emergencies within the project area. Station No. 191 is located at 850 West La Habra Boulevard. One paramedic assessment engine, which is an engine company with some limited paramedic capabilities, and one paramedic squad are housed at this fire station. Fire Station No. 191, located 2.3 miles northwest of the project area, is the second closest station to the site. Station No. 193 is located at 1000 West Risner Way, south of Imperial Highway, near the City’s southern boundary. LACFD also operates and maintains Station No. 194, located at 13540 South Beach Boulevard, west of the subject property in the City of La Mirada but on property owned by the City of La Habra, which would also respond in the event of emergencies in the project area. Because the proposed project is an “infill” development within the urbanized commercial core of the City of La Habra, project implementation will not significantly affect the ability of the LACFD to provide adequate fire protection services to the site. Although no significant impacts are anticipated, the project will be subject to the conditions prescribed by the LACFD. No mitigation measures are required.

a.ii. Police Protection?

Less than Significant Impact. Police and law enforcement services in La Habra are provided by the La Habra Police Department, which maintains its headquarters in the Civic Center at 150 North Euclid Street, approximately 1.5 miles northwest of the project site. The police department is authorized 70 sworn peace officers and the population of the City is about 60,871 (January 1, 2012, California Department of Finance), which equates to a staffing ratio of approximately 1.12 police officers per 1,000 population. Currently, the delivery of police services is based upon a four-beat plan with at least one police officer assigned to each beat, 24 hours each day. These officers are supervised by at least one trained supervisor. In addition, the police department is staffed with a detective bureau that is capable of investigating the full range of criminal activities and the department participates in, and has access to, the services of two regional task forces. The current staffing level is adequate to maintain the present level of police services.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

The La Habra Police Department has mutual aid agreements with all Orange County police protection agencies for assistance. Mutual aid can be requested from one or all agencies if an emergency requires a major response. Mutual aid is also available with Los Angeles County police agencies, particularly the Whittier Police Department and the Los Angeles County Sheriff Department. The Police Department has adequate personnel to handle most emergencies and routine calls for service. Project implementation will result in the development on the 1.96-acre site, which is partially occupied by a closed fast food restaurant. However, development of the site as a 18,783 square foot ALDI Food Market would not place significant additional demands on law enforcement services due to the introduction of more activity within the project area. Therefore, potential impacts are considered to be less than significant.

a.iii. Schools?

No Impact. The project site is located within the jurisdiction of the La Habra City School District and Fullerton Union High School District. The proposed project includes the development of the site to accommodate a 18,783 square foot retail commercial development (i.e., ALDI Food Market), which would not directly result in the generation of additional school-age children within either affected school district. Although the generation of school-age children would not occur and, therefore, would not result in potential impacts to school facilities that may be currently operating at or beyond their design capacities, the proposed project would be subject to the payment of developer fees as prescribed by SB50. Payment of the mandatory fees prescribed by the affected school districts will offset the potential indirect impacts to schools caused by the proposed project.

a.iv. Parks?

No Impact. The City of La Habra maintains an extensive system of local park facilities. In addition, the joint use of existing public schools supplements the existing inventory of active recreational facilities within La Habra. Because the implementation of the proposed project will not result in residential development that would potentially increase the demand for parks and other recreational facilities, no impacts to parks and/or recreation facilities in the City of La Habra will occur. No mitigation measures are required.

a.v. Other Public Facilities?

No Impact. The County of Orange is responsible for providing library services in the City of La Habra. The La Habra Branch of the Orange County Public Library is located within the Civic Center Complex at 201 East La Habra Boulevard. As indicated previously, the proposed project would not result directly in the generation of new students and/or residents within the community that could create a direct demand for library services. Therefore, project implementation would not result in an adverse impact on the existing library services and facilities and/or other public services provided by the City (senior services).

Cumulative Impacts

Project implementation would result in “in fill” development within an area of the City that is urbanized. The area in which the project is located is currently provided with adequate public services, including fire and police protection and related services. The proposed project would not substantially affect the existing level of public services provided in the area. Furthermore, without residential development, no impacts would occur either to public schools or library facilities. Therefore, no significant cumulative impacts will occur.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Mitigation Measures

No significant impacts are anticipated to police and fire protection service and facilities, school, parks, and library facilities; no mitigation measures are required.

4.15 Recreation

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				<input checked="" type="checkbox"/>

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- Create a demand for recreation services that exceeds the design or use standards of existing and/or planned facilities on the adopted Recreation Element of the City and/or County General Plan for the area.

Analysis:

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

No Impact. As previously indicated, the City of La Habra maintains an extensive system of local park facilities and utilizes recreational areas of existing schools to supplement the local parks. Implementation of the project does not include residential development and will not increase the housing inventory in the City and, therefore, result in additional residents that could increase demands on existing recreational facilities within La Habra. Therefore, no impacts to recreation in the City are anticipated and no mitigation measures are required.

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

No Impact. The proposed project does not include any residential development that could have a direct impact on the City’s inventory of parks and recreational facilities. The proposed ALDI Food Market encompasses gross floor area of 18,783 square feet. Because no residential development is proposed, no significant recreation impacts will occur. As a result, no impacts are anticipated and no mitigation measures are required.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Cumulative Impacts

The proposed project does not include residential development that would create a demand for recreational amenities in the City of La Habra. Therefore, project implementation would not result in any impacts to existing or future recreational facilities within the City.

Mitigation Measures

No project-related impacts to recreational facilities in the City of La Habra are anticipated to occur; therefore, no mitigation measures are required.

4.16 Transportation/Circulation

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			<input checked="" type="checkbox"/>	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		<input checked="" type="checkbox"/>		
e. Result in inadequate emergency access?			<input checked="" type="checkbox"/>	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			<input checked="" type="checkbox"/>	

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Significance Criteria:

A project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

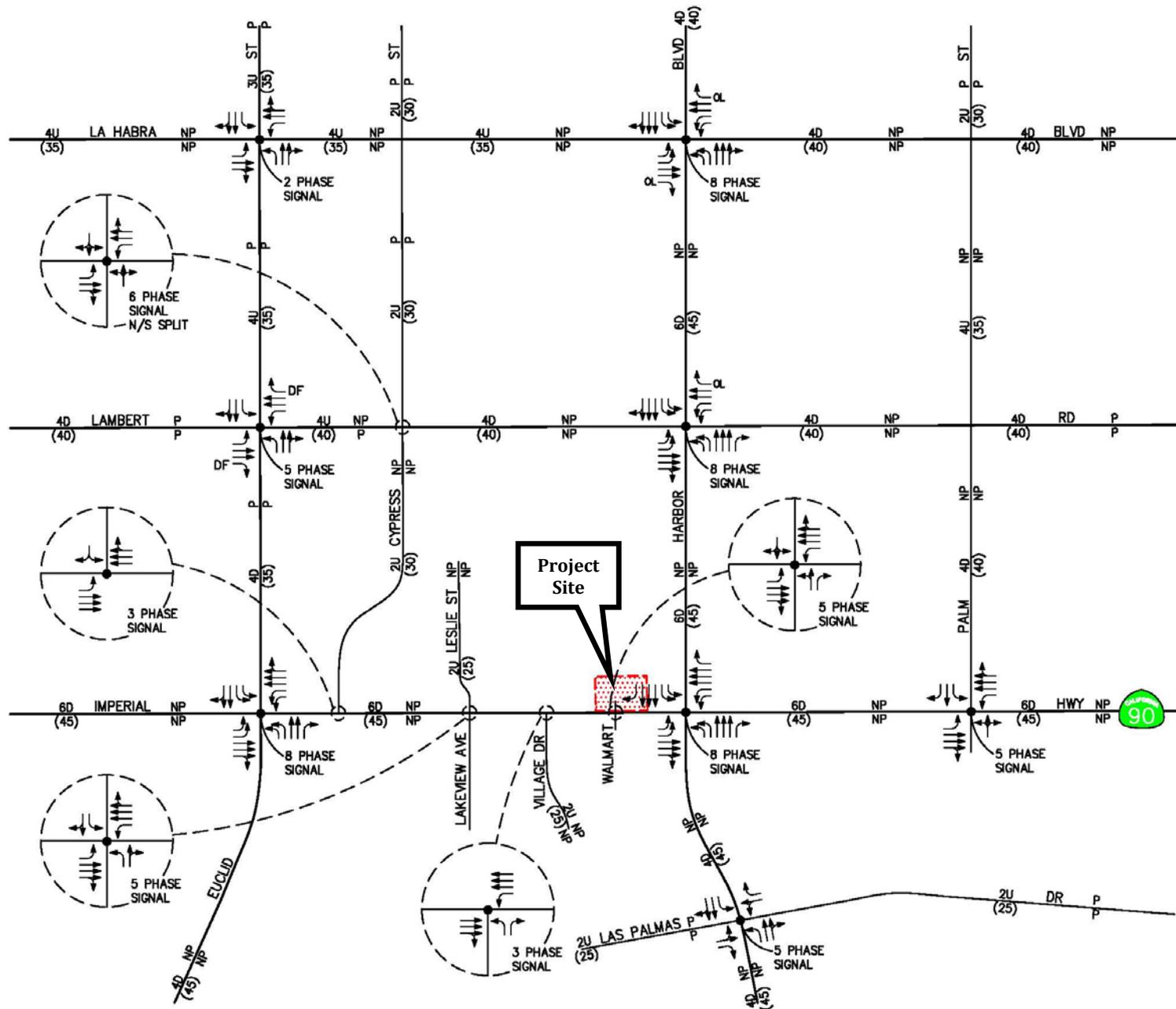
- An increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).
- An increase in the level of service standard established by the County Congestion Management agency for designated roads or highways.
- An increase in hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Inadequate emergency access.
- Inadequate parking capacity.
- A conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks, etc.).
- Hazards or barriers to pedestrians or bicyclists.

Analysis:

A Traffic Impact Analysis (TIA) was prepared for the proposed project by Linscott, Law & Greenspan, Engineers, Inc. (LLG) to assess the potential traffic impacts and circulation needs associated with the proposed project. Thirteen (13) key study intersections were selected for analysis based on direction by City staff. Potential traffic impacts were analyzed using two methodologies. The Intersection Capacity Utilization (ICU) methodology, which conforms to the City of La Habra General Plan and city traffic study requirements, is used to evaluate signalized intersections and estimates the volume-to-capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. In addition to ICU, the Highway Capacity Manual (HCM) was utilized to evaluate stop-controlled (i.e., unsignalized) intersections. The HCM method of analysis was also employed to evaluate existing and projected peak hour operating conditions at the seven state-controlled study intersections. The HCM methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. The findings and recommendations presented in the TIA prepared by LLG are summarized in the following analysis; the TIA is included as Appendix E.

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. The principal local network of streets serving the proposed project includes La Habra Boulevard, Lambert Road, Imperial Highway, Euclid Street, Cypress Street, Harbor Boulevard, Palm Street, and Las Palmas Drive. The roadway and intersection characteristics of the existing circulation system are illustrated in Exhibit 4-3.



North

SOURCE: Linscott, Law & Greenspan, Engineers, Inc.

Exhibit 4-3
Project Area Circulation Network

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

ICU Analysis

The existing peak hour levels of service for each of the 13 key study intersections are summarized in Table 16-1. As indicated in Table 16-1, all of the key study area intersections are operating at acceptable levels of service based on the City’s prescribed level of service (LOS) criteria for the respective intersections.

Table 16-1

**Existing Intersection Levels of Service – ICU Analysis
ALDI Food Market – La Habra**

Key Study Intersection	Jurisdiction	Minimum Acceptable LOS	Time Period	Existing Traffic Conditions	
				ICU	LOS
Euclid Street/Imperial Highway	La Habra/ Caltrans	E	AM PM	0.796 0.729	C C
Cypress Street/Imperial Highway	La Habra/ Caltrans	E	AM PM	0.671 0.681	B B
Leslie Street/imperial Highway	La Habra/ Caltrans	E	AM PM	0.543 0.577	A A
Village Drive/Imperial Highway	La Habra/ Caltrans	E	AM PM	0.498 0.525	A A
Wal-Mart Signal/Imperial Highway	La Habra/ Caltrans	E	AM PM	0.495 0.568	A A
Harbor Boulevard/Imperial Highway	La Habra/ Caltrans	E	AM PM	0.830 0.755	D C
Palm Street/Imperial Highway	Fullerton/ Caltrans	E	AM PM	0.693 0.789	B C
Euclid Street/Lambert Road	La Habra	D	AM PM	0.704 0.781	C C
Cypress Street/Lambert Road	La Habra	D	AM PM	0.718 0.751	C C
Harbor Boulevard/Lambert Road	La Habra/ Fullerton	D	AM PM	0.641 0.666	B B
Harbor Boulevard/Las Palmas Drive	La Habra/ Fullerton	D	AM PM	0.735 0.632	C B
Euclid Street/La Habra Boulevard	La Habra	D	AM PM	0.625 0.688	B B
Harbor Boulevard/La Habra Boulevard	La Habra	D	AM PM	0.663 0.702	B C
ICU – Intersection Capacity Utilization LOS – Level of Service SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)					

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

HCM Analysis

Caltrans “endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”; however, it does not require that LOS “D” (shall) be maintained. Because the agency acknowledges that it may not always be feasible and, instead, recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Since the intersections within Caltrans right-of-way are under the jurisdiction of the City of La Habra, the City is the lead agency and the City’s level of service standard should be used. The City acknowledges that it may be difficult and expensive to maintain LOS “D” on State facilities, such as Imperial Highway, since their primary function is to serve regional traffic due to the lack of nearby freeways. According to City of La Habra criteria, LOS D is the level of service goal that has been established for the morning and evening peak commute hours on all City intersections, except those on the Congestion Management Program Highway System (CMPHS) of Orange County, where LOS E is defined in the CMP for Orange County as the acceptable limit and is acceptable for State Highway intersections. Within the project study area, Imperial Highway and Harbor Boulevard are part of the CMPHS for Orange County. Based on the above-stated LOS standard, LOS E is considered acceptable at the seven state-controlled intersections.

Table 16-2 summarizes the peak hour HCM level of service results at the seven state-controlled study intersections. Based on the LOS standards and significant impact criteria specified by the City of La Habra, the seven intersections are currently operating at an acceptable level of service (i.e., LOS E or better) during the AM and PM peak hours.

Table 16-2

**Existing Intersection Levels of Service – HCM Analysis (Caltrans)
ALDI Food Market – La Habra**

Key Study Intersection	Minimum Acceptable LOS	Time Period	Existing Traffic Conditions	
			HCM	LOS
Euclid Street/Imperial Highway	E	AM	41.2 sec/veh	D
		PM	36.9 sec/veh	D
Cypress Street/Imperial Highway	E	AM	21.4 sec/veh	C
		PM	5.4 sec/veh	A
Leslie Street/imperial Highway	E	AM	19.2 sec/veh	B
		PM	21.7 sec/veh	C
Village Drive/Imperial Highway	E	AM	1.8 sec/veh	A ¹
		PM	1.6 sec/veh	A
Wal-Mart Signal/Imperial Highway	E	AM	25.3 sec/veh	C
		PM	25.9 sec/veh	C
Harbor Boulevard/Imperial Highway	E	AM	76.0 sec/veh	E
		PM	70.7 sec/veh	E
Palm Street/Imperial Highway	E	AM	36.7 sec/veh	D
		PM	41.7 sec/veh	D
¹ HCM 2010 methodology does not recognize half signals; therefore, the level of service results utilize HCM 2000 methodology. sec/veh – seconds/vehicle SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)				

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Project-Related Trip Generation

Table 16-3 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed project. As indicated in the table, the vacant fast food restaurant that exists on the subject site has a forecasted generation of 1,116 net trips per day, including 58 AM peak hour and 41 PM peak hour trips. The existing trips have been reduced to reflect a “pass-by” factor associated with fast food restaurants.

Table 16-3

**Project Traffic Generation Forecast¹
ALDI Food Market – La Habra**

ITE Land Use Code/Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates							
950: Supermarket (TE/1,000 SF)	102.24	62%	38%	3.40	51%	49%	9.48
934: Fast Food w/Drive-Thru (TE/1,000 SF)	496.12	51%	49%	45.42	52%	48%	32.65
Existing Trip Generation							
Alberto’s (2,500 SF)	1,240	58	46	114	43	39	82
Pass-by Trips ²	-124	-28	-28	-56	-22	-19	-41
Total Existing Trips	1,116	30	28	58	21	20	41
Trip Generation Forecasts							
ALDI Food Market (18,783 SF)	1,920	40	24	64	91	87	178
Pass-by Trips ²	-192	-4	-2	-6	-33	-31	-64
Total Project-Related Trips	1,728	36	22	58	58	56	114
¹ Comparison to the existing fast food restaurants’ trip generation is provided for information purposes only. No credit was taken for the “existing” trip generation associated with Alberto’s, which is closed. ² Passby reductions for fast food with drive-thru consist of the following: estimated 10% daily, 49% AM and 50% PM. Pass-by reductions for supermarket use consists of the following: estimated 10% daily, estimated 10% AM and 36% PM. Pass-by reduction estimates are taken from Trip Generation, 9 th Edition (ITE, 2012).							
SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)							

Development of the site as proposed with the 18,783 square foot ALDI Food Market would result in a total of 1,728 trips per day, including 58 AM peak hour trips and 114 PM peak hour trips. It should be noted that since the existing land use/development is currently vacant, no “existing trip credit” was applied in the traffic impact analysis conducted for the proposed project.

Existing Plus Project Traffic Conditions

ICU Methodology

Table 16-4 summarizes the results of the ICU analysis of existing traffic with the addition of project-related traffic. As indicated in the table, the addition of project-related traffic would not result in any project-related traffic impacts at any of the key study intersections based on the City’s significance criteria for LOS. All of the key study intersections will continue to operate at acceptable levels of service during both the AM and PM peak hours based on the LOS standards established by the City.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 16-4

**Existing Plus Project Intersection Levels of Service – ICU Analysis
ALDI Food Market – La Habra**

Key Study Intersection	Minimum Acceptable LOS	Time Period	Existing Traffic Conditions		Existing Plus Project Traffic		Project Significant Impact		w/Planned Improvements ¹	
			ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
Euclid Street/Imperial Highway	E	AM	0.796	C	0.797	C	0.001	No	--	--
		PM	0.729	C	0.731	C	0.002	No	--	--
Cypress Street/Imperial Highway	E	AM	0.671	B	0.674	B	0.003	No	--	--
		PM	0.681	B	0.688	B	0.007	No	--	--
Leslie Street/imperial Highway	E	AM	0.543	A	0.546	A	0.003	No	--	--
		PM	0.577	A	0.583	A	0.006	No	--	--
Village Drive/Imperial Highway	E	AM	0.498	A	0.502	A	0.004	No	--	--
		PM	0.525	A	0.531	A	0.006	No	--	--
Wal-Mart Signal-Project Driveway A/Imperial Highway	E	AM	0.495	A	0.500	A	0.005	No	--	--
		PM	0.568	A	0.621	B	0.053	No	--	--
Harbor Boulevard/Imperial Highway	E	AM	0.830	D	0.832	D	0.002	No	--	--
		PM	0.755	C	0.759	C	0.004	No	--	--
Palm Street/Imperial Highway	E	AM	0.693	B	0.694	B	0.001	No	--	--
		PM	0.789	C	0.791	C	0.002	No	--	--
Euclid Street/Lambert Road	D	AM	0.704	C	0.706	C	0.002	No	--	--
		PM	0.781	C	0.783	C	0.002	No	--	--
Cypress Street/Lambert Road	D	AM	0.718	C	0.720	C	0.002	No	--	--
		PM	0.751	C	0.754	C	0.003	No	--	--
Harbor Boulevard/Lambert Road	D	AM	0.641	B	0.642	B	0.001	No	--	--
		PM	0.666	B	0.669	B	0.003	No	--	--
Harbor Boulevard/Las Palmas Drive	D	AM	0.735	C	0.735	C	0.000	No	--	--
		PM	0.632	B	0.634	B	0.002	No	--	--
Euclid Street/La Habra Boulevard	D	AM	0.625	B	0.627	B	0.002	No	--	--
		PM	0.688	B	0.689	B	0.001	No	--	--
Harbor Boulevard/La Habra Boulevard	D	AM	0.663	B	0.664	B	0.001	No	--	--
		PM	0.702	C	0.704	C	0.002	No	--	--

¹City of La Habra Engineering Division Staff

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

HCM Methodology

Table 16-5 summarizes the results of HCM analysis of existing traffic with the addition of project-related traffic. As indicated in the table, the addition of project-related traffic would not result in any project-related traffic impacts at any of the key study intersections based on the City’s significance criteria for LOS. All of the state-controlled key study intersections will continue to operate at acceptable levels of service during both the AM and PM peak hours based on the LOS standards established by Caltrans.

Table 16-5
Existing Plus Project Intersection Levels of Service – HCM Analysis
ALDI Food Market – La Habra

Key Study Intersection	Minimum Acceptable LOS	Time Period	Existing Traffic Conditions		Existing Plus Project Traffic		Impact Yes/No
			HCM	LOS	HCM	LOS	
Euclid Street/Imperial Highway	E	AM	41.2 sec/veh	D	48.4 sec/veh	D	No
		PM	36.9 sec/veh	D	49.1 sec/veh	D	No
Cypress Street/Imperial Highway	E	AM	21.4 sec/veh	C	32.3 sec/veh	C	No
		PM	5.4 sec/veh	A	10.2 sec/veh	B	No
Leslie Street/imperial Highway	E	AM	19.2 sec/veh	B	22.3 sec/veh	C	No
		PM	21.7 sec/veh	C	24.3 sec/veh	C	No
Village Drive/Imperial Highway	E	AM	1.8 sec/veh	A ¹	3.6 sec/veh ¹	A	No
		PM	1.6 sec/veh	A	2.9 sec/veh	A	No
Wal-Mart Signal-Project Driveway A/Imperial Highway	E	AM	25.3 sec/veh	C	25.8 sec/veh	C	No
		PM	25.9 sec/veh	C	28.8 sec/veh	C	No
Harbor Boulevard/Imperial Highway	E	AM	76.0 sec/veh	E	78.0 sec/veh	E	No
		PM	70.7 sec/veh	E	74.5 sec/veh	E	No
Palm Street/Imperial Highway	E	AM	36.7 sec/veh	D	38.9 sec/veh	D	No
		PM	41.7 sec/veh	D	44.8 sec/veh	D	No

¹HCM 2010 methodology does not recognize half signals; therefore, the level of service results utilize HCM 2000 methodology.

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)

Ambient Growth/Cumulative Traffic

ICU Methodology

Horizon year (2018) background traffic growth estimates were calculated using an ambient growth factor, which is intended to include unknown and future cumulative projects in the study area as well as account for regular growth in traffic volumes due to the development of project outside the study area. Future growth in traffic volumes has been calculated at one percent (1%) per year. Thus a 3% growth in traffic has been estimated based on the 2015 existing traffic and the near-term 2018 horizon year.

In addition to the ambient traffic growth, additional traffic is anticipated as a result of cumulative projects in the area that could also affect the surrounding circulation system. Several projects have been identified that would contribute to future traffic conditions. A total of 14 projects, including 12 in the City of La Habra and two in Brea, have been identified within the project area that have either been constructed, but not yet fully

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

occupied, or are being processed for approval. Each of the cumulative projects are identified and described in Table 6-1 (Location and Description of Cumulative Projects) in Appendix E. Table 16-6 summarizes the trip generation for each of the cumulative projects evaluated in the TIA.²¹ As indicated in Table 16-6, the 14 projects would contribute 15,176 daily vehicular trips, including 1,124 AM peak hour trips and 1,457 PM peak hour trips within the project area.

Table 16-6

**Cumulative Projects Traffic Generation Forecast
ALDI Food Market – La Habra**

ITE Land Use Code/ Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Kaiser Permanente MOB	1,021	54	14	68	28	73	101
951 South Beach Boulevard Residential	2,228	34	137	171	135	73	208
Whittier Boulevard/Hacienda Road Commercial	1,690	44	37	81	92	96	188
City Hall Relocation/Residential	673	10	42	52	42	21	63
Self Storage	334	10	9	19	18	17	35
Urban Village	186	2	12	14	11	6	17
Cervetto Village Project	305	6	18	24	20	12	32
701 East Imperial Highway	3,428	158	134	292	134	135	269
Condominiums	70	1	4	5	4	2	6
G&M Oil	215	16	15	31	22	21	43
Pinnacle Residential	76	2	4	6	5	3	8
South Brea Lofts	771	34	24	58	30	41	71
Central Park Village	4,179	76	227	303	262	154	416
Total Cumulative Project-Related Trip Generation Potential	15,176	447	677	1,124	803	654	1,457

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)

Future (Year 2018) Buildout Traffic Conditions with Project Traffic

ICU Analysis

Table 16-7 summarizes the peak hour level of service results at the 13 key study intersections for the Year 2018. Based on the analysis, all of the key study intersections are forecast to operate at acceptable levels of service in the future Year 2018 (i.e., project buildout) traffic scenario, which reflects the addition of ambient traffic growth and that resulting from cumulative project traffic (refer to Table 16-6). As indicated in the table, all 13 key study intersection are forecast to operate at acceptable levels of service during the AM and PM peak hours in 2018 without the addition of project-related traffic. Furthermore, when project-related traffic is added to the 2018 future traffic scenario, the intersections will continue to operate at acceptable levels of service. No significant traffic impacts are anticipated as a result of project implementation and no mitigation measures are required.

²¹Distribution patterns for each of the cumulative projects were developed based on the location of the trip attractors, type of land use, proximity to major traffic carriers and freeways, and previously completed traffic studies.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 16-7

**Year 2018 Peak Hour Intersection Levels of Service – ICU Analysis
ALDI Food Market – La Habra**

Key Study Intersection	Minimum Acceptable LOS	Time Period	Existing Traffic Conditions		Year 2018 Cumulative Traffic Conditions		Year 2018 Cumulative Plus Project Traffic Conditions		Project Impact/Significance		With Planned Improvements ¹	
			ICU	LOS	ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
Euclid Street/Imperial Highway	E	AM	0.796	C	0.839	D	0.841	D	0.002	No	--	--
		PM	0.729	C	0.785	C	0.792	C	0.007	No	--	--
Cypress Street/Imperial Highway	E	AM	0.671	B	0.712	C	0.715	C	0.003	No	--	--
		PM	0.681	B	0.729	C	0.736	C	0.007	No	--	--
Leslie Street/imperial Highway	E	AM	0.543	A	0.584	A	0.587	A	0.003	No	--	--
		PM	0.577	A	0.648	B	0.654	B	0.006	No	--	--
Village Drive/Imperial Highway	E	AM	0.498	A	0.594	A	0.596	A	0.002	No	--	--
		PM	0.525	A	0.661	B	0.666	B	0.005	No	--	--
Wal-Mart Signal-Project Driveway A/Imperial Highway	E	AM	0.495	A	0.529	A	0.534	A	0.005	No	--	--
		PM	0.568	A	0.606	B	0.659	B	0.053	No	--	--
Harbor Boulevard/Imperial Highway	E	AM	0.830	D	0.875	D	0.878	D	0.003	No	--	--
		PM	0.755	C	0.800	C	0.814	D	0.014	No	--	--
Palm Street/Imperial Highway	E	AM	0.693	B	0.722	C	0.723	C	0.001	No	--	--
		PM	0.789	C	0.823	D	0.824	D	0.001	No	--	--
Euclid Street/Lambert Road	D	AM	0.704	C	0.754	C	0.756	C	0.002	No	--	--
		PM	0.781	C	0.828	D	0.830	D	0.002	No	--	--
Cypress Street/Lambert Road	D	AM	0.718	C	0.754	C	0.755	C	0.001	No	--	--
		PM	0.751	C	0.789	C	0.792	C	0.003	No	--	--
Harbor Boulevard/Lambert Road	D	AM	0.641	B	0.678	B	0.679	B	0.001	No	--	--
		PM	0.666	B	0.706	C	0.709	C	0.003	No	--	--
Harbor Boulevard/Las Palmas Drive	D	AM	0.735	C	0.763	C	0.764	C	0.001	No	--	--
		PM	0.632	B	0.659	B	0.660	B	0.001	No	--	--
Euclid Street/La Habra Boulevard	D	AM	0.625	B	0.671	B	0.673	B	0.002	No	--	--
		PM	0.688	B	0.727	C	0.728	C	0.001	No	--	--
Harbor Boulevard/La Habra Boulevard	D	AM	0.663	B	0.702	C	0.703	C	0.001	No	--	--
		PM	0.702	C	0.742	C	0.745	C	0.003	No	--	--

¹City of La Habra Engineering Division

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)

*Initial Study/Proposed Mitigated Negative Declaration
Proposed ALDI Food Market - La Habra, CA
September 2016*

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

HCM Analysis

Table 16-8 summarizes the Future 2018 cumulative traffic conditions with the addition of ambient traffic growth and cumulative traffic with and without project-related traffic. As indicated in the table, the seven intersections controlled by Caltrans are forecast to operate at an acceptable level of service during the AM and PM peak hours in the “buildout” year (2018) both without and with project-related traffic. As a result, project implementation would not result in a significant impact at any seven Caltrans key study intersections. As a result, no mitigation measures are required.

- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. The TIA prepared for the proposed project is consistent with the requirements and procedures outlined in the current Orange County Congestion Management Program (CMP), which requires that a traffic impact analysis be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System (HS). As reflected in Table 16-3, the proposed project, which is located on and takes direct access from Imperial Highway, is forecast to generate 1,728 trips per day.²² In accordance with the CMP guidelines, requires analysis of potential traffic impacts that would be three percent or more of the existing CMP highway system facility’s capacity. However, although the project-generated traffic exceeds the 1,600 trip threshold, it is less than the three percent criterion. Table 16-9 reflects the project percentage impact CMP analysis for the two key roadway segments in the vicinity of the proposed project along Imperial Highway. As indicated in the table, project-related traffic comprises only 1.5 percent of the CMP LOS E capacity associated with Imperial Highway. As a result, a CMP analysis is not required. No significant impacts will occur as a result of project implementation.

²²The project will generate 1,728 trips per day, which reflect a reduction of “pass-by” trips as indicated in Table 16-3 as provided for in accordance with the ITE Trip Generation Manual (2012).

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 16-8

**Year 2018 Peak Hour Intersection Levels of Service – HCM Analysis (Caltrans)
ALDI Food Market – La Habra**

Key Study Intersection	Minimum Acceptable LOS	Time Period	Existing Traffic Conditions		Year 2018 Cumulative Traffic Conditions		Year 2018 Cumulative Plus Project Traffic Conditions		Impact (Yes/No)
			HCM	LOS	ICU	LOS	ICU	LOS	
Euclid Street/Imperial Highway	E	AM	41.2 sec/veh	D	59.8 sec/veh	E	60.2 sec/veh	E	No
		PM	36.9 sec/veh	D	52.2 sec/veh	D	53.0 sec/veh	D	No
Cypress Street/Imperial Highway	E	AM	21.4 sec/veh	C	24.8 sec/veh	C	25.3 sec/veh	C	No
		PM	5.4 sec/veh	A	5.9 sec/veh	A	6.0 sec/veh	A	No
Leslie Street/imperial Highway	E	AM	19.2 sec/veh	B	20.9 sec/veh	C	21.4 sec/veh	C	No
		PM	21.7 sec/veh	C	25.1 sec/veh	C	27.3 sec/veh	C	No
Village Drive/Imperial Highway	E	AM	1.8 sec/veh	A ¹	16.4 sec/veh	B	16.9 sec/veh	B	No
		PM	1.6 sec/veh	A	7.0 sec/veh	A	8.7 sec/veh	A	No
Wal-Mart Signal-Project Driveway A/ Imperial Highway	E	AM	25.3 sec/veh	C	29.8 sec/veh	C	32.5 sec/veh	C	No
		PM	25.9 sec/veh	C	26.6 sec/veh	C	29.3 sec/veh	C	No
Harbor Boulevard/Imperial Highway	E	AM	76.0 sec/veh	E	76.9 sec/veh	E	79.1 sec/veh	E	No
		PM	70.7 sec/veh	E	78.6 sec/veh	E	78.8 sec/veh	E	No
Palm Street/Imperial Highway	E	AM	36.7 sec/veh	D	38.2 sec/veh	D	41.3 sec/veh	D	No
		PM	41.7 sec/veh	D	45.9 sec/veh	D	46.7 sec/veh	D	No

¹HCM 2010 methodology does not recognize half signals,; therefore, the level of service results utilize HCM 2000 methodology.

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 16-9

**Project Percentage Radius of Influence CMP Analysis
ALDI Food Market – La Habra**

Key Roadway Segment	CMP LOS “E” Capacity	Project ADT	Percentage	Radius of Influence (Yes/No)
Imperial Highway east of Project Driveway/Walmart Driveway	56,300	778	1.4%	No
Imperial Highway west of Project Driveway/Walmart Driveway	56,300	864	1.5%	No
SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)				

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. Neither the project nor the project environs is located within the limits of a regional airport or general aviation facility. The nearest such facility is the Fullerton Municipal Airport, which is located approximately four miles south of the project area. The proposed ALDI Food Market will neither result in an increase in air traffic levels nor cause a change in air traffic patterns at the Fullerton Municipal Airport or other airport facility in the region. Therefore, no impacts are anticipated as a result of project implementation.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant with Mitigation Incorporated. Site access to the proposed ALDI Grocery is provided at the existing signalized driveway on Imperial Highway located opposite the Walmart driveway (Driveway A) and one right-turn in/out only driveway (Driveway B), also on Imperial Highway. The signalized driveway will be reconstructed as part of the project, which will necessitate modification of the existing traffic signal on Imperial Highway. Potential improvements to be completed as part of the project at the Imperial Highway/Walmart Drive-Project Driveway A intersection include:

- Reconstruction of the existing site driveway to align opposite Walmart Driveway Drive to minimize offset of lanes through the intersection with a minimum paved width of 48 feet to provide a 12-foot wide southbound (outbound) left/through lane and a 14-foot wide southbound (outbound) right-turn lane and one 22-foot wide departure (inbound) lane with a minimum curb return radii of 25 feet.
- Modification of the existing traffic signal, to maintain existing north-south permissive left-turn phasing operation on Walmart Drive, subject to the approval of the City and/or Caltrans.

In order to ensure that these driveways operate efficiently and do not result in significant congestion, a queuing analysis was prepared to evaluate both driveways. The results of the queuing analysis for the two driveways proposed on Imperial Highway are summarized below.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Walmart Signal/Project Driveway A

Based on the *Synchro 9.0* worksheets, which calculates a critical (Synchro 95th percentile) queue value in feet, the AM peak hour and PM peak hour queue length is not more than 27 feet and 68 feet for the southbound (outbound) shared left/thru and right movements, respectively. The queue length for the eastbound left-turn (inbound) movement at proposed Driveway A is not more than 66 feet. Review of the proposed site plan indicates that Driveway A provides two outbound lanes with stacking sufficient enough to accommodate the proposed queue (SB left/through lane storage totals approx. 80 feet, whereas SB right-turn lane storage totals approx.. 40 feet). The existing eastbound left-turn lane on Imperial Highway provides a storage length that measures approximately 95 feet with a 90-foot transition, which is sufficient enough to accommodate the forecast queue of vehicles.

Project Driveway B

The AM and PM peak hour queue length is not more than 22 feet for the southbound (outbound) movements at proposed Driveway B. The proposed site plan indicates that this driveway provide one outbound lane with a stacking sufficient to accommodate the forecast queue.

Project Access Levels of Service

Vehicular access to the project site is proposed via the signalized driveway on Imperial Highway located opposite the Walmart driveway (Driveway A), and one right-turn in/out only driveway (Driveway B). In addition, access from Harbor Boulevard to the site is also provided via an access easement/alley driveway that is located along the northerly portion of the property and the adjacent properties to the east (i.e. Pepper Shaker Café and CVS Pharmacy). Table 16-10 summarizes the intersection operations for the two project driveways for Year 2018 traffic conditions (i.e., 2018 plus ambient growth plus cumulative projected-related traffic plus the proposed project-related traffic) and the alley access on Harbor Boulevard. As indicated in the table, both project driveways and the Harbor Boulevard alley access are forecast to operate at acceptable LOS C or better during the AM and PM peak hours. As a result, no significant congestion and/or safety impacts will occur; no mitigation measures are required.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Table 16-10

**Year 2018 Peak Hour Project Driveways Levels of Service
ALDI Food Market – La Habra**

Project Driveway	Time Period	Control Type	HCM	LOS
Walmart Signal-Project Drive A/ Imperial Highway	AM	5Ø Traffic Signal	32.5 sec/veh	C
	PM		29.3 sec/veh	C
Driveway B/Imperial Highway ¹	AM	One-Way Stop	9.1 veh/sec	A
	PM		10.1 veh/sec	B
Alley Access Driveway/ Harbor Boulevard ²	AM	One – Way Stop	12.8 sec/veh	B
	PM		12.0 sec/veh	B

¹Results for Project Driveway B at Imperial Highway are based on *HCM 2000* methodology given the use of *HCM 2010* methodology, when evaluating unsignalized driveways/intersections located along a 6 or more lane arterial , yields a result that appears unrealistic, especially when volumes are low.

²Results for Alley Access at Harbor Boulevard are based on *HCM 2000* methodology, given the use of *HCM 2010* methodology, when evaluating unsignalized driveways/intersections located along a 6 or more lane arterial , yields a result that appears unrealistic, especially when volumes are low.

SOURCE: Linscott, Law & Greenspan Engineers, Inc. (August 29, 2016)

Sight Distance

The project TIA included a Sight Distance Evaluation for both project driveways based on procedures outlined in the Caltrans *Highway Design Manual* (HDM). The criteria for that sight distance evaluation are presented in the TIA (refer to Section 10.3 in Appendix E). Corner sight distance (i.e., the distance required by the driver of a vehicle, traveling at a given speed, to maneuver their vehicle and avoid an object without radically altering speed), was utilized for the evaluation. Line-of-sight for corner sight distance is determined from a 3½ foot height at the location of the driver of a vehicle on a minor road to a 4¼ foot object height in the center of the approaching lane of the major road. Based on the criteria set forth in Table 405.1A - Corner Sight Distance (7½ Second Criteria) of the Caltrans HDM and a posted speed limit of 45 mph, a corner sight distance of 495 feet is required for both Project Driveways on Imperial Highway, respectively.

A review of Figure 10-1A and Figure 10-1B in Section 10.3 (Sight Distance Evaluation) in Appendix E indicates that the sight lines at Project Driveway A and Project Driveway B are expected to be adequate provided obstructions within the sight triangles are minimized. A field review of existing conditions on Imperial Highway along project frontage east of Project Driveway B, as well as east of Project Driveway A (signalized driveway) indicate that obstructions along the sidewalks are minimal. Therefore, any landscaping and/or hardscapes (i.e. monument signs) should be designed such that a driver’s clear line-of-sight is not obstructed.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Internal Circulation

Internal circulation was also evaluated in the TIA (refer to Section 10.4 in Appendix E),²³ which concluded that internal circulation within the project site is adequate. The turning templates were utilized to ensure that full-sized trucks, small service/delivery trucks (i.e., UPS, FedEx, and trash trucks), fire trucks and passenger vehicles could properly access and circulate through the Project site. A small truck (SU-30) turning template, fire truck turning template, and large truck (WB-50 and WB-67) turning template was utilized in this evaluation.

The curb return radii for the project driveways on Imperial Highway have been reviewed and are adequate pending curb modifications to the driveway. Figures 10-2 and 10-3 in Appendix E illustrate the turning movements required of a small truck (SU-30) and a fire truck to circulate throughout the site, respectively. A review of Figure 10-2 in Appendix E indicates that access for a SU-30 type truck can be accommodated. Therefore, no turn restrictions or delivery hours restrictions are necessary for small service/delivery trucks that will service the project site. In addition as shown in Figure 10-3 in Appendix E, access for a fire truck can also be accommodated.

Figures 10-4, 10-5, 10-6, and 10-7 in Appendix E illustrate the turning movements of large trucks (WB-50/WB-67) as they enter and/or exit the site from Driveway A and the access alley on Harbor Boulevard. It should be noted that large truck (WB-50/WB-67) access at Driveway A and Driveway B for trucks originating from the east (i.e. SR-57 Freeway) that are traveling westbound on Imperial Highway is recommended to be restricted by the Project given large truck turning requirements at these driveways cannot be accommodated based on assessment of these driveways. Inbound truck movements approaching the site from the east (i.e. SR-57 Freeway) should be limited to access via the alleyway off Harbor Boulevard and ALDI should direct large delivery trucks to enter the site via a southbound right-turn off of Harbor Boulevard. Full-sized (WB-50/WB-67) trucks accessing the site from Harbor Boulevard will likely infringe on the outbound travel lanes.

Furthermore, given full-sized (WB-50/WB-67) trucks accessing the site via the eastbound left-turn on Imperial Highway will impede the southbound drive aisle in front of the market, truck deliveries should be limited to non-peak business hours to minimize any possible conflicts. Therefore, truck deliveries should be limited to non-peak business hours to minimize any possible conflicts and congestion at the main signalized entry on Imperial Highway as well as the alley driveway on Harbor Boulevard. With the implementation of these restrictions, potential impacts would be less than significant.

It is ALDI's policy to coordinate closely with suppliers on delivery times and methods to ensure that there is no interference with the retail center operations and also avoid inconveniencing customers. As such, large truck deliveries are typically scheduled early in the day, prior to the opening of the store to customers (9:00 AM to 9:00 PM). Therefore, it is recommended that the project applicant coordinate with the City of La Habra to determine the time period when full-size truck deliveries are to be permitted. Based on the internal circulation assessment included in the TIA and on the hours of operation, it is recommended that large truck deliveries (WB-50 and WB-67) should be limited to between the hours of 9:00 PM to 6:00 AM, Monday through Sunday to outside the hours when ALDI is open to customers/general public and/or avoid the weekday morning peak hour. However, since a WB-50 full-size truck can access and circulate the site without inhibiting internal traffic flow via the eastbound left-turn on Imperial Highway at Driveway A (Wal-Mart Driveway), no delivery hour restrictions are necessary if deliveries are to be made via this turning movement.

²³ The evaluation of the onsite circulation shown on the preliminary site plans was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Parking

The City of La Habra Municipal Code (Chapter 18.14 – Off-Street Parking Requirements) prescribe parking ratios. According to the Municipal Code, a grocery store must provide four parking spaces for each 1,000 gross square feet of floor area. Based on that ratio, the 18,783 square foot ALDI Food Market would require 76 parking spaces (18,783 gross square feet / 1,000 square feet x 4 parking spaces/1,000 square feet). The proposed project has been designed with 81 parking spaces, which exceeds the City's requirement. No impact on parking will occur; no mitigation measures are required.

- e. Result in inadequate emergency access?

Less than Significant Impact. As previously indicated, project implementation may affect traffic volumes, patterns and capacity in the project area; however, the increases and/or changes in traffic would be nominal and would not result in significant impacts to either the intersection operational characteristics or the traffic patterns forecast for the area. The proposed plan will be subject to review by the Los Angeles County Fire and La Habra Police Departments to ensure that the project design meets current fire code and police response requirements. The site will provide adequate emergency access pursuant to the City's established requirements. Therefore, no impacts are anticipated and no mitigation measures are required.

- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than Significant Impact. Project implementation will not result in any significant impacts to existing policies and/or programs related to public transit or alternative modes of transportation. Both Harbor Boulevard and Imperial Highway are served by the Orange County Transportation Authority (OCTA). Route 20 extends from Yorba Linda to the east to Beach Boulevard on the west. Several connections to Route 20 exist that provide northbound and southbound opportunities. In addition, Route 143, which extends along Harbor Boulevard from Whittier Boulevard on the north to Brea Boulevard on the south, also provides several opportunities to connect to east, west, north and south lines. Project implementation would not result in any potentially significant impacts either to public transit. Furthermore, no bicycle lanes exist in the immediate project area that would be affected by the proposed project. The project will incorporate bicycle racks in the design to accommodate and facilitate the use of bicycles as an alternate form of transportation. No significant impacts will occur and no mitigation measures are required.

Cumulative Impacts

As indicated in the preceding analysis, project implementation would contribute a small increment of traffic when compared to other approved and proposed projects in the vicinity of the project site. Project-related traffic would result in a small increases during the AM and PM peak hours at the key study intersections; however, the project's contribution of peak hour traffic is not significant. Therefore, no potentially significant cumulative impacts will occur as a result of project implementation.

Standard Conditions

- SC 16-1 Consistent with the City's requirements, the project applicant shall pay a Citywide Traffic Improvement Fee.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Mitigation Measures

- MM 16-1 Prior to issuance of any permit, the contractor shall submit and receive approval of a Construction Traffic Control Plan and Haul Route Plan, to be prepared by a registered traffic and/or civil engineer and submitted to the City Engineer. All traffic control work and haul routes utilized for construction shall conform to the requirements as stipulated by the City of La Habra, including lane reductions, use of flagmen, etc. Any modifications within the Imperial Highway right-of-way will also require approval by Caltrans.
- MM 16-2 Project Driveway A shall be constructed to align opposite the Walmart Driveway with a minimum paved width of 48 feet to provide a 12-foot wide southbound (outbound) left/through lane and a 13-foot wide southbound (outbound) right-turn lane and one 23-foot wide departure (inbound) lane with a minimum curb return radius of 25 feet, and modify signal and install all necessary striping, pavement markings and signs in accordance with the City of La Habra/Caltrans Standard Design Guidelines and/or CA MUTCD. This intersection shall continue to operate existing north-south permissive left-turn phasing to ensure an efficient signal operation is maintained/achieved.
- MM 16-3 Prior to issuance of a certificate of occupancy, the applicant shall install a “STOP” sign, stop bar at Project Driveway B on Imperial Highway.
- MM 16-4 Prior to issuance of a certificate of occupancy, the applicant shall install a “No Left Turn (R3-2)” sign at Project Driveway B facing the southbound vehicles to restrict site access to right-turn only.
- MM 16-5 The project shall maintain adequate sight distance for the project driveways by minimizing obstructions (i.e., landscaping and/or hardscape) within the “limited use area” on either side of the proposed project driveways. Landscaping and/or hardscapes (including freestanding signs) should be designed such that a driver’s clear line of sight is not obstructed and does not threaten vehicular or pedestrian safety, as determined by the City Traffic Engineer.
- MM 16-6 In recognition that full-sized trucks (WB-50 and WB-67) entering/exiting the site will infringe into the north-south drive aisle in front of the grocery store and the outbound lane on the alleyway driveway on Harbor Boulevard while accessing the delivery area, truck deliveries shall be limited to non-peak business hours to minimize any possible conflicts, with one exception. Since a WB-50 full-size truck can access and circulate the site without inhibiting internal traffic flow via the eastbound left-turn on Imperial Highway at Driveway A (Wal-Mart Driveway), no delivery hour restrictions are necessary if deliveries are to be made via this turning movement.
- Based on the anticipated hours of operations for the proposed ALDI La Habra, it is recommended that large truck deliveries should be limited to between the hours of 9:00 PM to 6:00 AM, Monday through Sunday. No delivery restrictions are required for small service/delivery vehicles (SU-30 or equivalent) or mid-size truck (WB-40 or equivalent) that are used by some vendors of ALDI.
- MM 16-7 ALDI shall provide written instructions that require truck deliveries utilize the alley access on Harbor Boulevard for those large delivery trucks (WB-50 and WB-67) approaching the market from the east (i.e., SR-57 Freeway). A copy of the written instructions shall be provided to the City Engineer.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

MM 16-8 Westbound right-turn movements from Imperial Highway at Driveway A and Driveway B shall be signed appropriately with “No Truck Access” signs because the design of these Project driveways (i.e. curb return and/or width) cannot accommodate the turning requirements of large trucks (WB-50 and WB-67), although a small delivery truck (SU-30) and mid-size truck (WB-40) are both able to make the westbound right-turn from Imperial Highway at Project Driveway A. Because access for mid-size trucks (WB-40) and large full-size trucks (WB-50) can be accommodated via eastbound left-turn on Imperial Highway at Project Driveway A, no turn restrictions are required or recommended. For large full-size trucks (WB-67), it is recommended that access via the eastbound left-turn on Imperial Highway at Project Driveway A be limited to the off-peak period, between the hours of 9:00 PM and 6:00 AM, Monday through Sunday. A copy of the survey shall be submitted to the Chief Building Official.

4.17 Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			<input checked="" type="checkbox"/>	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			<input checked="" type="checkbox"/>	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			<input checked="" type="checkbox"/>	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			<input checked="" type="checkbox"/>	
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?			<input checked="" type="checkbox"/>	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?			<input checked="" type="checkbox"/>	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			<input checked="" type="checkbox"/>	

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Significance Criteria:

The proposed project would result in significant adverse environmental impacts if any of the following occur:

- The project-related demand caused an increase in wastewater treatment that reached or exceeded the current capacity of existing or planned treatment facilities or caused a reduction in the level of service, thereby requiring substantial expansion of existing facilities or the construction of new facilities.
- The proposed project's use of water resources will substantially and adversely deplete existing sources of domestic water.
- The proposed project will require the construction of new water facilities beyond those already planned and the cost of which would not be borne by the applicant.
- The project will generate solid waste that exceeds the capacity of the landfill to accept and disposal of the waste.

Analysis:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. Project implementation includes the development of a 18,783 square foot ALDI Food Market on the 1.96-acre property. The collection of raw sewage generated at the subject property is provided by the City from existing mains located in the project area. The City of La Habra service area is at the northern end of OCSD's Revenue District 3. The OCSD sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and pressurized sewers (i.e., force mains). The sewer system consists of a series of trunk lines ranging from 12 to 96 inches in diameter and collectively measure over 500 miles in length. The majority of the sewage generated in the City of La Habra is conveyed to one of two OCSD trunk sewers: (1) the Imperial Relief Interceptor in Imperial Highway, or (2) the Miller Holder Trunk Sewer. Treatment of the raw sewage is provided by the Orange County Sanitation District (OCSD) at the District's Treatment Plant No. 2 located in Huntington Beach, which is responsible for safely collecting, treating, and disposing the wastewater generated by 2.3 million people residing in central and northwest Orange County.

Reclamation Plant No. 2, which provides wastewater treatment to the City of La Habra,²⁴ is located adjacent to the Santa Ana River and approximately 1,500 feet from the Pacific Ocean in Huntington Beach. This plant provides a mix of advanced primary and secondary treatment. The plant receives raw wastewater through five major sewers. Approximately 33 percent of the influent receives secondary treatment through an activated sludge system, and all of the effluent is discharged into the ocean disposal system. OCSD's treated wastewater is discharged through a 120-inch outfall at 200 feet below sea level and nearly five miles offshore. Current capacity for Reclamation Plant No. 2 is 168 mgd of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 17 mgd. Expansion plans by OCSD are ongoing and designed to address the incremental increase in sewage generation as a result of a new development.²⁵ The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total secondary treatment capacity of 150 mgd.

²⁴ City of La Habra – Final Environmental Impact Report For: General Plan 2035; The Planning Center/DC&E; Certified January 21, 2014.

²⁵*ibid.*

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

The proposed project could generate as much as approximately 4,500 gallons per day of raw sewage based on a sewage generation rate of 2,262 gallons per day/acre.²⁶ Treatment of raw sewage at Plant No. 2 includes preliminary treatment, primary treatment, anaerobic digestion, secondary treatment, and solids handling. Treatment Plant No. 2 is operating at approximately 55 percent of its design capacity. The proposed project would generate additional raw sewage, which would be non-residential in nature and would not, therefore, require additional treatment requirements. Since buildout of the La Habra General Plan would generate approximately 1.098 mgd and, furthermore, since the proposed project is consistent with the General Plan and anticipated buildout, there is adequate existing wastewater treatment capacity at Treatment Plant No. 2 to accommodate the raw sewage generated by the proposed project.²⁷ As indicated in the EIR prepared for the General Plan 2035, implementation of the adopted land uses would not require construction of new or expanded wastewater treatment facilities. In addition, OCS&D's wastewater treatment expansion plans will provide ample capacity for the City. The raw sewage generated by the proposed project would not exceed wastewater treatment requirements and no significant impacts will occur.

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. As indicated above, the proposed project will result in the generation of raw sewage that would be collected in the existing sewer collection facilities and transported to the County's regional facilities where it will be treated and ultimately discharged. Although project implementation will result in the generation of a small increase in the amount of raw sewage (approximately 4,500 gallons per day), project implementation will not require the expansion of existing facilities or construction of new facilities to accommodate the proposed commercial development. The La Habra Public Works Department has indicated that the wastewater collection system has sufficient capacity to support the existing customer base and, furthermore, it is anticipated that the additional raw sewage generated by the proposed project would have minimal impacts to the existing collection system.²⁸ As a result, potential impacts will be less than significant and no mitigation measures are required.

- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Site development will not significantly modify the existing topographic conditions. It is anticipated that changes will occur to surface flows due to the potential change (i.e., reduction) in impervious surfaces that will be introduced with the commercial development; however, the existing drainage pattern would generally be maintained and surface flows directed to existing storm drain facilities. It appears that adequate storm drains existing in the project area to accommodate the proposed project. Storm drain facilities exist along the northern property boundary, which collect surface flows and ultimately convey them to Coyote Creek Channel, an improved concrete flood control facility owned and maintained by the Orange County Flood Control District. Due to the reduction in impervious surfaces on the site when compared to the existing site conditions, a small decrease in surface runoff is anticipated. It is anticipated that no new storm drainage facilities or expansions of existing facilities will be required to accommodate the post-development runoff conditions.

²⁶*Ibid.*; Table 4.14-5 – Forecast Wastewater Generation at General Plan Buildout and Orange County Sanitation District.

²⁷ City of La Habra – Final Environmental Impact Report For: General Plan 2035; The Planning Center/DC&E; Certified January 21, 2014.

²⁸ Mr. Brian K. Jones, Water and Sewer Manager, City of La Habra; Letter dated July 1, 2016.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. Water service to the proposed project will be provided by the City from existing mains located in Imperial Highway. The City currently provides adequate water service to the project area from these existing facilities. The City does not have water demand rates by use but estimates the average per capital daily demand for domestic water is 159.3 gallons.²⁹ As indicated in the Final EIR prepared for the La Habra General Plan 2035, the City anticipates a population increase of 13,629 residents for a total population of 74,831 at buildout (including the proposed project). With an estimated total daily water use of approximately 9.75 million gallons per day, buildout of the City in 2035 would create a demand for approximately 10.6 million gallons per day, resulting in an increase of approximately 850,000 gallons of domestic water, or approximately 950 acre feet of additional water demand per year at buildout,³⁰ which equates to a 9.5 percent increase in demand. The City's 2010 Urban Water Management Plan (UWMP) projects the demand with its service boundaries to be 10,040 acre feet per year (afy) in 2035. Based on the City's UWMP, the City has adequate supplies of domestic water to meet customers' demands with significant reserves, even if the demand projections were to be increased by a large margin.³¹ Furthermore, according to the La Habra Public Works Department, the City's "... water system is anticipated to have sufficient volume and pressure to support the proposed project, having a calculated demand of 57 gallons per minute of potable water."³²

The project must also comply with conditions prescribed by the City to ensure that domestic water service is utilized effectively, including the incorporation of water conservation measures (Title 24). It is anticipated that the addition of 18,783 square feet³³ of commercial floor area would result in an incremental demand for domestic water. However, adequate facilities are available to serve the project. Because the project is entirely consistent with the long-range buildout forecast for the City of La Habra, adequate domestic water supplies would be available to accommodate the proposed commercial development. Nonetheless, the project engineer must provide the City with water demand calculations in accordance with the applicable building and plumbing codes. Therefore, project implementation will not result in a significant impact on domestic water service; no mitigation measures are required.

- e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. The collection of raw sewage generated by the proposed ALDI Food Market will be provided by the City from existing mains located in Imperial Highway; treatment of the raw sewage is provided by the Orange County Sanitation District (OCS) at the District's Treatment Plant No. 2 located in Huntington Beach. Based on an acreage coefficient of 2,262 gallons, the 1.96-acre property would generate approximately 4,500 gallons of raw sewage per day. As indicated previously, adequate sewer collection and treatment facilities are available to accommodate the proposed project. Furthermore, there is adequate capacity remaining in the both the 18- and 24-inch sewer mains in Imperial Highway and the OCS Treatment Plant No. 2 to accommodate the buildout of the City as reflected in the General Update EIR and

²⁹Table 5.14-5 – Existing and Proposed Water Demand; Final Environmental Impact Report for the La Habra General Plan 2035.

³⁰*Ibid.*

³¹City of La Habra 2010 Urban Water Management Plan; p. 3-18.

³²Mr. Brian K. Jones, Water and Sewer Manager, City of La Habra; Letter dated July 1, 2016.

³³The former Alberto's Mexican Food restaurant, which encompasses 2,479 square feet, occupies the parcel at 951 East Imperial Highway. Because that fast food restaurant is closed and does not currently create a demand for domestic water, the analysis is based on the proposed 18,783 square foot building proposed for the ALDI Food Market.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

confirmed by OCSD staff.³⁴ Finally, the proposed project complies with the City's requirements as well as those prescribed by the OCSD. Therefore, no significant impacts are anticipated and no mitigation measures are required.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. CR&R provides solid waste/refuse collection service under contract to the City of La Habra and will service the proposed project. Refuse collected in the City of La Habra is transported to one of the County's landfills, including the Brea Olinda/Olinda Alpha landfill for final disposal. This landfill, which is located northeast of Brea on the northern extension of Valencia Avenue, accepts as much as 8,000 tons of municipal wastes daily, and has approximately 38.6 million cubic yards of capacity remaining. At the present rate of disposal, the landfill is expected to have available capacity until 2021. The Integrated Waste Management Department also operates and maintains other landfills (i.e., Bowerman Landfill and Prima Deshecha Landfill), which can also accommodate refuse generated at the site and throughout the County. The proposed project will add construction debris associated with the proposed commercial development; however, these impacts will be short-term in nature. The proposed project will also generate solid waste refuse once the project is completed (i.e., commercial refuse). Based on a generation rate of 3.12 pounds/square foot of retail commercial floor area,³⁵ the proposed 18,783 square foot ALDI Food Market would generate a total of 49,536 pounds per day of solid waste (approximately 25 tons); however, it would not significantly affect the capacity of the County's landfill system, which has a total remaining capacity of approximately 176.4 million tons, or the ability of the County to accommodate solid waste generated in La Habra, because adequate capacity remains within the County's landfill system to accommodate the proposed project. It is anticipated that this amount would be reduced through recycling implemented by ALDI, which includes the recycling of 100% of cardboard and plastic in-house. The cardboard is compacted in a baler and shipped to the ALDI warehouse during return trips. The same applies for plastic, which is bagged and returned to the warehouse for recycling.

- g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. As indicated above, project implementation will result in the generation of some construction debris as well as 49,536 pounds per day of refuse after the construction of the 18,783 square foot ALDI Food Market. Although the incremental increase in solid waste will occur, the project would be subject to the solid waste reduction requirements prescribed in the City's Source Reduction and Recycling Element (SRRE). The County of Orange currently maintains the required 15 years of landfill capacity in its landfill system. Therefore, no mitigation measures are required.

Cumulative Impacts

Project implementation will create a demand for domestic water and would generate both raw sewage and refuse; however, the project is consistent with the long-range plans and policies adopted for the subject site and would not create demands for water or generation sewage and/or refuse that exceed those anticipated as a result of the proposed development, which is consistent with the City's long-range adopted plans. Therefore, because demand and generation rates associated with the proposed project are anticipated and accounted for in those long-range plans, their potential cumulative impacts would be less than significant.

³⁴Mr. Rudy Davila, Orange County Sanitation District; August 24, 2016.

³⁵OC Waste & Recycling.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Standard Conditions

SC 17-1 Prior to the issuance of building permit, the applicant shall prepare a water availability study to verify the water system's ability to provide suitable fire protection for the proposed project. If improvements to the water system are necessary to meet the demands of the proposed project, the improvements will be implemented by the developer under the direction of the City Engineer or its designee.

Mitigation Measures

No significant impacts to utilities and service systems would occur as a result of project implementation; no mitigation measures are required.

CHAPTER 5.0 – CONCLUSIONS

5.0 CONCLUSIONS

5.1 Mandatory Findings of Significance

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			<input checked="" type="checkbox"/>	
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			<input checked="" type="checkbox"/>	
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			<input checked="" type="checkbox"/>	

Impact Analysis

a. Less than Significant Impact

The project site has been substantially altered as a result of past development which included a fast food restaurant and a night club. Although the fast food restaurant has closed, the structure remains on the westerly portion of the project site. The site does not support any sensitive habitat and/or species. The area and vicinity have been impacted by past activities that have resulted in the urbanization of the area. The property will be developed as a retail commercial development that will accommodate an 18,783 square foot ALDI Food Market. In addition, a mix of commercial and industrial land uses is located adjacent to and in the vicinity of the subject property. Implementation of the proposed project will not significantly degrade the quality of the environment because past grading and development activities have significantly altered the area. No significant impacts to any sensitive biological habitats and/or species are anticipated as a result of project implementation because no significant resources exist within the limits of the roadways or in the vicinity of the proposed improvements. Further, no cultural or historical resources are known to be located in the area. In particular, project implementation will not substantially reduce the habitat of 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 a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. No significant impacts are anticipated as a result of project implementation.

CHAPTER 5.0 – CONCLUSIONS

b. Less than Significant Impact

The proposed project does not include development that would contribute significantly to the cumulative degradation of the environment (e.g., traffic, noise, air quality, etc.). Project implementation includes development of the site to accommodate the 18,783 square foot ALDI Food Market within an existing commercial corridor in the City of La Habra. The proposed project is consistent with the intensity of development prescribed in the City's Land Use Element (i.e., 0.3 FAR based on the Highway Commercial land use designation) and zoning (i.e., C-2/PUD) and does not result in any significant increase in intensity that would adversely affect the long-range plans and/or programs adopted by the City of La Habra. When added to other approved and proposed development in the City of La Habra and adjacent jurisdictions, potentially significant cumulative impacts are not anticipated to occur as a result of the proposed project (refer to Chapter 4.0).

c. Less than Significant Impact

Project implementation will result in the addition of 18,783 square feet of retail commercial development (i.e., ALDI Food Market) along the Harbor Boulevard/Imperial Highway corridor. The potential impacts of the project as proposed have been identified and evaluated in the preceding analysis. Based on that evaluation, the proposed development would not result in any potentially significant impacts. As indicated in the preceding analysis, project implementation will either not result in any significant project-related impacts because such potential impacts would be avoided by the implementation of standard conditions or mitigation measures prescribed by the City and/or regulatory agencies or because potential impacts would not exceed significance thresholds established for each environmental condition. Therefore, project implementation will not result in potentially significant adverse direct or indirect effects on humans.

5.2 Mitigation Monitoring and Reporting Program

In accordance with the California Environmental Quality Act (CEQA), the City of La Habra has prepared a Mitigated Negative Declaration (MND) and Initial Study for the proposed ALDI Food Market in La Habra. The MND indicated that the potential adverse environmental impacts of the project, in terms of Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation/Traffic could be reduced to below levels of significance or minimized with the implementation of standard conditions and/or mitigation measures. The standard conditions and mitigation measures have been incorporated into the project and the MND is scheduled for adoption by the City of La Habra, in conjunction with the approval of the project.

Section 21081.6 of the Public Resources Code (PRC) and CEQA Guidelines section 15097 require the Lead Agency for each project which is subject to CEQA to monitor performance of the mitigation measures included in any environmental document to ensure that implementation does, in fact, take place. The PRC requires the Lead Agency to adopt a monitoring and reporting program that is designed to ensure compliance during project implementation. In accordance with PRC Section 21081.6 and CEQA Guidelines section 15097, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared and will be implemented for the 18,783 square foot ALDI Food Market project. Table 5-1 lists the mitigation measures or standard conditions, responsible parties, time frame for implementation, and monitoring parties.

CHAPTER 5.0 – CONCLUSIONS

Table 5-1

Mitigation Monitoring and Reporting Program ALDI Food Market – La Habra

MM No.	Mitigation Measure	Method of Verification	Timing of Implementation	Responsibility
Air Quality				
SC 3-1	The project applicant will comply with SCAQMD Rule 1113 on the use of architectural coatings. Emissions associated with architectural coatings should be reduced by using pre-coated/natural colored building materials using water-based or low-VOC coating and using coating transfer or spray equipment with high transfer efficiency (or using manual application methods).	Monitoring	During Construction	Chief Building Official
SC.3-2	<p>The following construction-related emissions minimization measures shall be implemented.</p> <p>Fugitive Dust Control</p> <ul style="list-style-type: none"> ▪ Apply soil stabilizers or moisten inactive areas. ▪ Prepare a high wind dust control plan. ▪ Address previously disturbed areas if subsequent construction is delayed. ▪ Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day). ▪ Cover all stockpiles with tarps at the end of each day or as needed. ▪ Provide water spray during loading and unloading of earthen materials. ▪ Minimize in-out traffic from construction zone. ▪ Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard. ▪ Sweep streets daily if visible soil material is carried out from the construction site. <p>Exhaust Emissions Control</p> <ul style="list-style-type: none"> ▪ Utilize well-tuned off-road construction equipment. ▪ Establish a preference for contractors using Tier 3 or better heavy equipment. ▪ Enforce 5-minute idling limits for both on-road trucks and off-road equipment. 	Monitoring	During Grading and Construction	Chief Building Official/NPDES Manager
SC 3-3	The applicant shall submit a trash collection schedule to the Public Works Department for approval prior to issuance of the Certificate of Occupancy.	Plan Check	Prior to Issuance of Certificate of Occupancy	Public Works Director
Biological Resources				
SC 4-1	Prior to issuance of a grading permit or prior to engaging in such activities that would occur between the breeding season for native birds (February 15 through July 31), the project applicant shall retain the services of a qualified ornithologist to conduct an ornithological survey of the construction zone. The City will require the developer to submit a copy of the executed contract for such services prior to the issuance of any grading permits. The ornithological survey shall occur not more than seven days prior to the initiation of those grading/construction activities. If the ornithologist detects any occupied nests of native birds within the construction zone, they shall be mapped on construction plans and the project applicant will fence off the	Monitoring	Prior to Issuance of Grading Permit	Community Development Director

CHAPTER 5.0 – CONCLUSIONS

MM No.	Mitigation Measure	Method of Verification	Timing of Implementation	Responsibility
	area(s) supporting bird nests with temporary construction fencing, providing a minimum buffer of 200 feet between the nest and limits of construction. (This buffer zone shall be at least 500 feet for raptors until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project.) The construction crew will be instructed to avoid any activities in the zone until the bird nest(s) is/are no longer occupied, per a subsequent survey by the qualified ornithologist. Alternatively, the project applicant will consult as appropriate with the USFWS to discuss the potential loss of nests of native birds covered by the MBTA to obtain the appropriate permit from the USFWS.			
Cultural Resources				
MM 5-1	A Native American Monitor from the Gabrieleño Band of Mission Indians – Kizh Nation shall be retained by the applicant prior to issuance of a grading permit. The Native American Monitor shall be on site during any and all ground disturbances (including but not limited to pavement removal, post-holing, auguring, boring, grading, excavation and trenching) to protect cultural resources that may be present. A report/confirmation that monitoring has occurred pursuant to AB52 shall be submitted to the City within two weeks following completion of the grading phase; however, the report/confirmation shall not delay required permits from the City.	Monitoring/Plan Check	During All Site Disturbance Activities/Prior to Certificate of Occupancy	Community Development Director/Chief Building Official
Geology and Soils				
MM 6-1	The project shall comply with all applicable recommendations included in Chapter 4 (Recommendations for Design and Construction) of the Geotechnical Engineering Report prepared by Terracon Consultants, Inc., dated September 2, 1015.	Plan Check	Prior to Issuance of Grading Permit	Chief Building Official/City Engineer
MM 6-2	The project shall comply with the current edition of the CBC and all applicable City of La Habra Building Code requirements.	Plan Check	Prior to Issuance of Building Permit	Chief Building Official
MM 6-3	Site preparation and grading shall comply with the approved Final Water Quality Management Plan.	Monitoring	During Site Preparation and Grading	NPDES Manager
Greenhouse Gas Emissions				
SC 7-1	The project shall comply with the current edition of the California Code of Regulations, Title 24, Part 11, and all applicable City Building Code requirements.	Plan Check	Prior to Issuance of Building Permit	Chief Building Official
SC 7-2	The project shall comply with the La Habra General Plan, which requires the implementation of energy savings measures that exceed the building minimum by 20 percent.	Plan Check	Prior to Issuance of Building Permit	Chief Building Official
Hazards and Hazardous Materials				
MM 8-1	Prior to the issuance of the demolition permit, an asbestos survey shall be conducted at the onsite building structures. The asbestos survey must be overseen by a California-Certified Asbestos Consultant. The results of this survey should provide a description of the asbestos-containing materials, their locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal. A copy of the survey shall be submitted to the Chief Building Official.	Survey	Prior to Issuance of Demolition Permit	Chief Building Official
MM 8-2	Prior to issuance of the demolition permit, the existing building structure shall be assessed for the possible presence of lead-based paint. This survey must be conducted by trained and/or licensed professionals. The results of this study should provide a description of the lead-based paint locations, estimated quantity, and recommendations for removal, containment, and off-site	Survey	Prior to Issuance of Demolition Permit	Chief Building Official

CHAPTER 5.0 – CONCLUSIONS

MM No.	Mitigation Measure	Method of Verification	Timing of Implementation	Responsibility
	transportation and disposal. A copy of the survey shall be submitted to the Chief Building Official.			
Hydrology and Water Quality				
SC 9-1	The applicant shall submit an Erosion Control Plan that complies with applicable City requirements prior to the issuance of a grading permit by the Chief Building Official, in order to reduce sedimentation and erosion.	Plan Check	Prior to Issuance of Grading Permit	City Engineer/Chief Building Official/NPDES Manager
SC 9-2	Prior to the issuance of grading permits, as deemed appropriate by the City Engineer, the applicant shall submit and obtain approval from the City of La Habra, a Final Water Quality Management Plan (WQMP), specifically identifying BMPs that will be used on- or off-site to control predictable pollutant runoff. The Final WQMP shall identify, at a minimum, the routine, structural and non-structural measures consistent with the County NPDES permit as adopted by the Santa Ana Regional Water Quality Control Board, which details implementation of BMPs whenever they are applicable to a project; the assignment of long-term maintenance responsibilities (specifying the developer, parcel owner, maintenance association, lessee, etc.); and shall reference the locations(s) of structural BMPs. These plans shall also comply with the City of La Habra requirements for stormwater management.	Plan Check	Prior to Issuance of Grading Permit	City Engineer/NPDES Manager
SC 9-3	Prior to the issuance of any grading or building permits, the applicant shall demonstrate compliance with California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number to the Chief Building Official. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for County review on request.	Plan Check	Prior to Issuance of Grading or Building Permit	Chief Building Official/City Engineer/NPDES Manager
SC 9-4	Prior to issuance of a grading permit, a final hydrology study shall be prepared by a registered engineer and submitted to the Chief Building Official for approval, addressing final sizing of storm drains, energy dissipators (if necessary), and related storm drainage infrastructure.	Plan Check	Prior to Issuance of Grading Permit	City Engineer/Chief Building Official
Noise				
MM 12-1	All site preparation and construction activities shall comply with the City's Noise Control Ordinance, which limits the hours of construction activities from 7:00 a.m. to 8:00 p.m. on Monday through Friday and from 8:00 a.m. to 5:00 p.m. on Saturday. No construction activities shall occur on Sundays or on any federal holiday.	Monitoring	During Grading and Construction	Chief Building Official
Transportation/Circulation				
SC 16-1	Consistent with the City's requirements, the project applicant shall pay a Citywide Traffic Improvement Fee.	Fee Payment	Prior to Issuance of Building Permit	City Engineer/Traffic Manager
MM 16-1	Prior to issuance of any permit, the contractor shall submit and receive approval of a Construction Traffic Control Plan and Haul Route Plan, to be prepared by a registered traffic and/or civil engineer and submitted to the City Engineer. All traffic control work and haul routes utilized for construction shall conform to the requirements as stipulated by the City of La Habra, including lane reductions, use of flagmen, etc. Any modifications within	Plan Check	Prior to Issuance of any Permit	City Engineer/Caltrans

CHAPTER 5.0 – CONCLUSIONS

MM No.	Mitigation Measure	Method of Verification	Timing of Implementation	Responsibility
	the Imperial Highway right-of-way will also require Caltrans approval.			
MM1 6-2	Project Driveway A shall be constructed to align opposite Walmart Driveway with a minimum paved width of 48 feet to provide a 12-foot wide southbound (outbound) left/through lane and a 13-foot wide southbound (outbound) right-turn lane and one 23-foot wide departure (inbound) lane with a minimum curb return radius of 25 feet, and modify signal and install all necessary striping, pavement markings and signs in accordance with the City of La Habra/Caltrans Standard Design Guidelines and/or CA MUTCD. This intersection shall continue to operate existing north-south permissive left-turn phasing to ensure an efficient signal operation is maintained/achieved.	Plan Check	Prior to Issuance of Building Permit	City Engineer/Traffic Manager
MM 16-3	Prior to issuance of a certificate of occupancy, the applicant shall install a "STOP" sign, stop bar at Project Driveway B on Imperial Highway.	Plan Check	Prior to Issuance of Certificate of Occupancy	City Engineer/Traffic Manager
MM 16-4	Prior to issuance of a certificate of occupancy, the applicant shall install a "No Left Turn (R3-2)" sign at Project Driveway B facing the southbound vehicles to restrict site access to right-turn only.	Plan Check	Prior to Issuance of Certificate of Occupancy	City Engineer/Traffic Manager
MM 16-5	The project shall maintain adequate sight distance for the project driveways by minimizing obstructions (i.e., landscaping and/or hardscape) within the "limited use area" on either side of the proposed project driveways. Landscaping and/or hardscapes (including freestanding signs) should be designed such that a driver's clear line of sight is not obstructed and does not threaten vehicular or pedestrian safety, as determined by the City Traffic Engineer.	Plan Check	Prior to Site Plan Approval	City Engineer/Traffic Manager
MM 16-6	In recognition that full-sized trucks (WB-50 and WB-67) entering/exiting the site will infringe into the north-south drive aisle in front of the grocery store and the outbound lane on the alleyway driveway on Harbor Boulevard while accessing the delivery area, truck deliveries shall be limited to non-peak business hours to minimize any possible conflicts, with one exception. Since a WB-50 full-size truck can access and circulate the site without inhibiting internal traffic flow via the eastbound left-turn on Imperial Highway at Driveway A (Wal-Mart Driveway), no delivery hour restrictions are necessary if deliveries are to be made via this turning movement. Based on the anticipated hours of operations for the proposed ALDI La Habra, it is recommended that large truck deliveries should be limited to between the hours of 9:00 PM to 6:00 AM, Monday through Sunday. No delivery restrictions are required for small service/delivery vehicles (SU-30 or equivalent) or mid-size truck (WB-40 or equivalent) that are used by some vendors of ALDI.	Monitoring	During Operation	City Engineer/Traffic Manager
MM 16-7	ALDI shall provide written instructions that require truck deliveries utilize the alley access on Harbor Boulevard for those large delivery trucks (WB-50 and WB-67) approaching the market from the east (i.e., SR-57 Freeway). A copy of the written instructions shall be provided to the City Engineer.	Monitoring	Prior to Issuance of a Certificate of Occupancy/During Operation	City Engineer/Traffic Manager
MM 16-8	Westbound right-turn movements from Imperial Highway at Driveway A and Driveway B shall be signed appropriately with "No Truck Access" signs because the design of these Project driveways (i.e., curb return and/or width) cannot accommodate the turning requirements of large trucks (WB-50 and WB-67), although a small delivery truck (SU-30) and mid-size truck (WB-40) are both able to make the westbound right-turn from Imperial Highway at Project Driveway A. Because access for mid-size trucks (WB-40) and large full-size trucks (WB-50) can be accommodated via eastbound left-turn on Imperial Highway at Project Driveway A, no turn	Plan Check	Prior to Issuance of Certificate of Occupancy	City Engineer/Traffic Manager

CHAPTER 5.0 – CONCLUSIONS

MM No.	Mitigation Measure	Method of Verification	Timing of Implementation	Responsibility
	restrictions are required or recommended. For large full-size trucks (WB-67), it is recommended that access via the eastbound left-turn on Imperial Highway at Project driveway A be limited to the off-peak period, between the hours of 9:00 PM and 6:00 AM, Monday through Sunday.			
Utilities				
SC 17-1	Prior to the issuance of building permit, the applicant shall prepare a water availability study to verify the water system's ability to provide suitable fire protection for the proposed project. If improvements to the water system are necessary to meet the demands of the proposed project, the improvements will be implemented by the developer under the direction of the City Engineer or its designee.	Plan Check	Prior to Issuance of Building Permit	City Engineer