

1.0 INTRODUCTION

1.1 FINDINGS OF FACT

The California Environmental Quality Act (CEQA) requires that the environmental impacts of a project be examined and disclosed prior to approval of a project. Pursuant to *State CEQA Guidelines* Section 15091(a), no public agency shall approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written Findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible Findings are:

- 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR (referred to in these Findings as “Finding 1”).
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (referred to in these Findings as “Finding 2”).
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR (referred to in these Findings as “Finding 3”).

Having received, reviewed, and considered the Laguna Woods General Plan and Zoning Code Update (herein referred to as the “Project” or “proposed Project”), State Clearinghouse (SCH) #2022080022, as well as all other information in the record of proceedings on this matter, the following Findings Regarding the CEQA Documents for the project are hereby adopted by the City of Laguna Woods (City).

1.2 DOCUMENT FORMAT

These Findings have been categorized into the following sections:

- 1) **Section 1.0** provides an introduction to these Findings.
- 2) **Section 2.0** provides a summary of the project, an overview of other discretionary actions required for the project, and a statement of Project objectives.
- 3) **Section 3.0** provides a summary of those activities that have preceded the consideration of the Findings for the Project as part of the environmental review process, and a summary of public participation in the environmental review for the Project.
- 4) **Section 4.0** sets forth Findings regarding those potentially significant environmental impacts identified in the CEQA Documents which the City has determined to be less than significant with the implementation of Project design features.

- 5) **Section 5.0** sets forth Findings regarding those significant or potentially significant environmental impacts identified in the CEQA Documents which the City has determined can feasibly be mitigated to a less than significant level through the imposition of mitigation measures included in the Mitigation, Monitoring and Reporting Program (MMRP) for the Project.
- 6) **Section 6.0** sets forth Findings for significant and unavoidable Project impacts.
- 7) **Section 7.0** sets forth Findings regarding growth-inducing impacts.
- 8) **Section 8.0** sets forth Findings regarding alternatives to the Project.
- 9) **Section 9.0** contains Findings regarding the MMRP for the Project.
- 10) **Section 10.0** contains other relevant Findings adopted by the City with respect to the Project.
- 11) **Section 11.0** contains the Statement of Overriding Considerations for the Project.

The Findings set forth in each section herein are supported by Findings and facts identified in the administrative record of the Project.

1.3 CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions regarding the proposed Project are located at Laguna Woods City Hall, City Clerk's Office, located at 24264 El Toro Road, Laguna Woods, California 92637. The City is the custodian of the administrative record for the Project.

2.0 PROJECT SUMMARY

2.1 PROJECT DESCRIPTION AND LOCATION

The proposed Project is programmatic in nature and proposes to accomplish the following:

- Create the following four new overlay zoning districts that allow housing development:
 - Residential High Density Overlay (would allow 30 to 50 dwelling units per acre [du/ac])
 - Residential Medium Density Overlay (would allow 20 to 30 du/ac)
 - Residential Medium-Low Density Overlay (would allow 15 to 20 du/ac)
 - Residential Low Density Overlay (would allow 8 to 10 du/ac)

Creation of the new overlay zoning districts also includes the creation of development standards for each.

- Rezone 17 properties (a total of 18 parcels) to allow housing development in addition to the uses already allowed under the existing zoning on those properties. This action would accommodate the City's 6th Cycle Regional Housing Needs Assessment (RHNA) allocation. The City plans to apply one of the four new overlay zoning districts to each parcel; no change in General Plan land use designation is proposed. These sites are referred to as the Potential Housing Sites in the Program Environmental Impact Report (PEIR).
- Update the General Plan Land Use Element to change the land use designations of 12 properties (a total of 14 parcels), and undertake a corresponding rezone of the 12 properties, to better represent their existing uses. These locations are referred to in the PEIR as the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses.
- Update the City's General Plan Circulation Element, Land Use Element, and Noise Element to ensure internal consistency with the City's General Plan Housing Element, update background and existing condition information, update the identification of priority issues, update goals and policy objectives, and make other changes intended to modernize the documents while also promoting clarity and ease of use. Change the name of the Circulation Element to "Mobility Element."

Following approval of the proposed Project, the future physical improvements associated with the proposed programmatic changes would be subject to further review on a project-specific basis. In other words, each future discretionary project would be subject to a project-level CEQA review at the time it is proposed for consideration by the City. Therefore, the impact analysis contained in the Draft PEIR possessed potential environmental implications associated with the proposed General Plan Element and Zoning Code updates at a programmatic level, not for a project-specific development or for any specific proposal.

2.2 DISCRETIONARY ACTIONS

The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the PEIR for the proposed Project. It is expected that the City, at a minimum, would consider the data and analyses contained in this PEIR when making their permit determinations. Prior to implementation of the proposed Project, discretionary permits and approvals must be obtained from local, State and federal agencies, as listed below.

- **PEIR Certification:** Certification of the Program Environmental Impact Report (“PEIR”);
- **General Plan Circulation Element Updates/Amendments:** Approval of amendments to the Laguna Woods General Plan Circulation Element;
- **General Plan Land Use Element Updates/Amendments:** Approval of amendments to the Laguna Woods General Plan Land Use Element;
- **General Plan Noise Element Updates/Amendments:** Approval of amendments to the Laguna Woods General Plan Noise Element; and
- **Zoning Amendments:** Approval of amendments to the Laguna Woods Zoning Code.

The following objectives have been established for the Project by the City:

- 1) **Enhanced Housing Choices.** The Project is intended to accommodate a variety of housing types to meet the needs of all Laguna Woods residents, creating opportunities for attainably priced housing for all income groups.
- 2) **Adequate Housing Supply.** The Project would amend the City’s General Plan and Zoning Code to provide adequate potential housing sites with corresponding density to meet the City’s Regional Housing Needs Assessment (RHNA) allocation of 997 housing units, inclusive of prior planning cycle carryover housing units. The Project would also include a 199-dwelling-unit buffer sufficient to accommodate the RHNA during the entire planning period given the requirements of the “no net loss” statute. The Project would accommodate the appropriate distribution of new multi-family housing throughout the City.
- 3) **Community Character, Health, and Safety.** The Project would permit well-designed in-fill development that protects and enhances the quality of life and character of established neighborhoods and promotes healthy and safe living environments.
- 4) **Multi-modal Transportation.** The Project would decrease reliance on the automobile and encourage active lifestyles through policies and in-fill development that increase the safety, convenience, and integration of multiple transportation modes.
- 5) **Minimization of Noise Sources.** The Project would minimize exposure of sensitive noise receptors to the detrimental effects of excessive noise from new development by incorporating noise considerations into land use planning decisions.

3.0 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

A Notice of Preparation (NOP) was distributed for the proposed Project by the City to the State of California Clearinghouse on August 1, 2022. The State Clearinghouse (SCH) issued a number for the Project, SCH #2022080022. In accordance with *State CEQA Guidelines* Section 15082, the NOP was circulated to interested agencies, groups, and individuals for a period of 30 days, from August 1, 2022, to August 30, 2022, during which comments were solicited and received, pertaining to environmental issues/topics that the Draft PEIR should evaluate. These NOP responses were considered in the preparation of the Draft PEIR, which upon release, was made available to all Responsible/Trustee Agencies and interested groups and individuals, as required under *State CEQA Guidelines* Sections 15105 and 15087. A public scoping meeting was held on August 16, 2022, at 2:00 p.m., at Laguna Woods City Hall, City Clerk's Office.

The State-mandated public review of the Draft PEIR began on May 9, 2024, and concluded on June 23, 2024. The Final PEIR includes a Response to Comments package, which presents all written comments received during the public review period of the Draft PEIR and includes responses to these comments and associated changes made to the PEIR in the form of an Errata.

The PEIR includes any exhibits or appendices thereto, the list of persons, organizations and public agencies which commented on the PEIR, the comments which were received by the City regarding the PEIR, and the City's written responses to comments raised in the public review and comment process, all of which are incorporated herein and made a part hereof by reference. Pursuant to *State CEQA Guidelines* Section 15084, the PEIR has been reviewed and analyzed by the City of Laguna Woods as the lead agency with respect to the Project and the PEIR. The following Findings for the Project and each fact in support of a finding are thus based upon substantial evidence in the record.

4.0 FINDINGS REGARDING ENVIRONMENTAL IMPACTS DETERMINED TO HAVE NO IMPACTS OR BE LESS THAN SIGNIFICANT

The City finds, based upon the analysis presented in Chapter 4.0 and Section 2.3.1 of the Draft PEIR, that the following environmental effects of the proposed Project either have no impact or are less than significant, and, therefore, no mitigation measures are required. Section 2.3.1 of the PEIR, Topics Not Addressed in This EIR, explains that the proposed Project would result in no impacts or less than significant impacts related to the following topics and provides substantial evidence to support this conclusion: Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology, Mineral Resources, Tribal Cultural Resources, and Wildfire. The City hereby finds that existing regulatory requirements, policies, and/or Project conditions have been identified and incorporated into the Project which avoids or substantially lessens the potentially significant effect on the environment to a less than significant level.

4.1 AESTHETICS

Impact 4.1-1: No Impact

The City of Laguna Woods is mostly urban and fully developed. Scenic vistas in the City include an undeveloped 10-acre parcel in the southwestern portion of the City and approximately 178 acres of open space along the City's western border.

The proposed Project would not, in and of itself, have a substantial adverse effect on a scenic vista, since it does not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. The adoption of overlay zoning on the Potential Housing Sites would accommodate the construction of 1,196 housing units within these sites, which were identified in the City's Housing Element Update as suitable for potential residential development. None of the Potential Housing Sites are adjacent to or near any of the designated scenic resources.

The proposed Project also includes minor administrative amendments to the existing General Plan land use designations and zoning at 12 additional locations in the City to make the land use designations and zoning better correlate to the existing uses on those sites (these locations are referred to as the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses in the PEIR). While two of the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses are located adjacent to the two scenic vistas in the City, the proposed redesignation is to correlate the existing use to the appropriate land use designations in the General Plan and Zoning Code and would not affect the existing land uses on those sites or impact any existing aesthetic values. The proposed General Plan text changes would also not affect existing aesthetic values within the City.

Additionally, any future development projects that are implemented in accordance with the proposed zoning overlays and updated land use designations would be required to adhere to the City's General Plan, the City's Municipal Code, and all applicable development regulations pertaining to design, lighting, and height standards. All future development projects on the affected properties

would be subject to the development review process to determine the effects on any scenic vistas in the City. As such, no impacts would occur.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not significantly affect scenic vistas. No impacts to scenic views would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.1-4.

Impact 4.1-2: No Impact

There are no eligible or officially designated State Scenic Highways in the City of Laguna Woods. The nearest eligible State Scenic Highways are a portion of State Route 1 (SR-1) located approximately 5.5 miles southwest of the City, a portion of State Route 74 (SR-74) located approximately 8.1 miles southeast of the City, and a portion of Interstate 5 (I-5) located approximately 8.1 miles southeast of the City. The nearest officially designated State Scenic Highway is a portion of State Route 91 (SR-91) located approximately 17.9 miles northwest of the City. The proposed Project would not, in and of itself, have a substantial adverse effect on scenic resources since it does not involve any properties near any scenic highways and does not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. Future development projects that are implemented in accordance with the proposed zoning overlays and updated land use designations would be subject to future development review to evaluate any site-specific impacts on scenic resources.

Text changes to the General Plan Noise Element, Circulation Element, and Land Use Element would not facilitate or entitle any physical development that would result in impacts to State Scenic Highways. Further, because there are no eligible or officially designated State Scenic Highways in the City of Laguna Woods and the Project does not propose the construction of new development, the proposed Project would not damage any scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not significantly affect scenic highways and corridors. No impacts would occur related to scenic highways and corridors. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.1-5.

Impact 4.1-3: Less than Significant Impact

Laguna Woods is located within the Mission Viejo—Lake Forest—San Clemente, CA Urbanized Area. Therefore, Laguna Woods is considered an urbanized area. Any future development that is allowed under the proposed zoning overlays or General Plan land use amendments would be subject to project-specific environmental evaluations to address any conflicts with applicable zoning and other regulations governing scenic quality and would be subject to compliance with applicable development regulations.

Additionally, text changes to the Noise Element, Circulation Element, and Land Use Element would not facilitate or entitle any physical development that would result in impacts to zoning and other regulations governing scenic quality. Thus, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Potential impacts are considered less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.1-5 through 4.1-6.

Impact 4.1-4: No Impact

The proposed Project does not propose any direct changes to land use nor would it approve any specific development projects that would create any new sources of substantial light or glare which would adversely affect day or nighttime views in the area. As part of the proposed Project, the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses would undergo land use designation and zoning updates in order to reflect their current land uses. These sites would either be designated as open space or community facilities. Future development that is proposed for any of these sites would also be required to comply with the lighting standards set forth in City of Laguna Woods Municipal Code Section 13.12.040 (for those sites that would be designated as open space). All lighting that would be proposed as a part of potential development would be required to be located and designed such that direct light rays are confined to the premises.

Future development on the Potential Housing Sites and the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses would be subject to applicable development standards and regulations as set forth in the City's Municipal Code that are intended to reduce light and glare impacts. For example, these regulations include requirements to install landscaping adjacent to drive aisles and parking areas to screen vehicle headlights on the Potential Housing Sites and install shielding on outdoor lighting fixtures to avoid light spillage on to neighboring properties so that direct light rays shall be confined to the building premises. Each development application

received by the City would be reviewed for consistency with applicable Municipal Code regulations, which would ensure that light and glare impacts are reduced. Thus, the proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. No impacts would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.1-6.

4.2 AIR QUALITY

Impact 4.2-1: Less than Significant Impact

The proposed Project would result in short-term construction and long-term operational pollutant emissions that are all below the CEQA significance emissions thresholds established by the South Coast Air Quality Management District (SCAQMD). As such, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or emission reductions in the SCAQMD 2022 Air Quality Management Plan (AQMP). Therefore, the proposed Project is considered consistent with Indicator 1 of SCAQMD's 2022 AQMP.

The SCAQMD's *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. The proposed Project would not change the General Plan land use designations on any of the Potential Housing Sites. However, the proposed Project would establish Residential; High, Medium, Medium-Low and Low Density overlay zones on the Potential Housing Sites which could accommodate the development of up to 1,196 dwelling units, which would provide housing for approximately 1,984 future residents. Additionally, the proposed Project would amend the zoning and land use designations on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses.

Future development allowed under the rezoning program would accommodate planned regional housing growth included in the Southern California Association of Governments (SCAG) RHNA. Any future projects implemented in accordance with the proposed zoning overlays and updated land use designations would be required to adhere to the General Plan. Therefore, since the purpose of the proposed Project is to accommodate planned regional housing growth included in the SCAG RHNA, the proposed Project would not exceed the growth assumptions in the SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or the AQMP, and would be consistent with Indicator 1 of SCAQMD's 2022 AQMP. As such, the proposed Project would result in

a less than significant impact related to a conflict or obstruction of implementation of applicable air quality plans.

Further, the proposed Project also includes text changes in the Land Use Element. These text changes provide internal consistency between General Plan Elements and would not facilitate or entitle any physical development that would result in air quality impacts. Text changes to the Land Use Element, Noise Element, and Circulation Element would not facilitate or entitle any physical development that would result in impacts to air quality. Therefore, the proposed Project would not conflict or obstruct implementation of applicable air quality plans. Potential impacts would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. Potential impacts are considered less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.2-21 through 4.2-23.

Impact 4.2-2: Less than Significant Impact

The South Coast Air Basin (Basin) is currently designated as being in nonattainment of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for ozone (O₃) and particulate matter less than 2.5 microns in size (PM_{2.5}). In addition, the Basin is in nonattainment of the State particulate matter less than 10 microns in size (PM₁₀) standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

The proposed Project would not, in and of itself entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. The proposed zoning overlays would accommodate the construction of 1,196 housing units on the Potential Housing Sites.

As specified in Regulatory Compliance Measures RCMs AQ-1 through AQ-4, construction of the proposed Project would comply with SCAQMD standard conditions, including Rule 403 (Fugitive Dust) to control fugitive dust and Rule 1113 (Architectural Coatings) to control Volatile Organic Compound (VOC) emissions from paint. Compliance with SCAQMD standard conditions is a regulatory requirement and was considered in the analysis of construction emissions.

The maximum daily emissions of VOCs, nitrogen oxides (NO_x), sulfur oxides (SO_x), carbon monoxide (CO), PM₁₀, and PM_{2.5} that would result from construction of the proposed Project would not exceed the significance thresholds established by the SCAQMD for any of the criteria pollutants. Therefore, the proposed Project would not have a cumulatively considerable air quality impact related to construction.

Operational activities associated with the additional housing units would result in long-term air pollutant emissions associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment). Before development can occur, each discretionary development project is required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Long-term operational emissions associated with build out of the 1,196 housing units was calculated using California Emissions Estimator Model (CalEEMod). Project emissions would not exceed the significance criteria for VOCs, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} emissions; therefore, the proposed Project would not have a significant effect on regional air quality. In addition, text changes to the Noise and Land Use Elements and the introduction of the Mobility Element would not facilitate or entitle any physical development that would result in operational air quality impacts. Further, given the extremely low level of CO concentrations in the City, and lack of traffic impacts at any intersections, project-related vehicles are not expected to contribute significantly or result in the CO concentrations exceeding the State or federal CO standards. Therefore, operational impacts related to the cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under applicable NAAQS or CAAQS would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable Federal or State ambient air quality standard. Potential impacts are considered less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required. However, Regulatory Compliance Measures RCMs AQ-1 through AQ-4 are applicable to the proposed Project.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.2-23 through 4.2-28.

Impact 4.2-3: Less than Significant Impact

While the proposed Project would not, in and of itself entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development, it does include the adoption of zoning overlays that would accommodate the construction of 1,196 housing units on the Potential Housing Sites.

Based on the scale of development associated with the anticipated Project buildout, construction projects would generate a maximum of 51.3 pounds per day (lbs/day) of NO_x and 8.5 lbs/day of VOCs. Therefore, emissions associated with future projects are not sufficiently high enough to use a regional modeling program to correlate health effects on a Basin-wide level. However, individual projects would still be required to conduct a site-specific localized impact analysis that evaluates potential project health impacts at a project level to immediately adjacent land uses.

The proposed Project includes the adoption of zoning overlays that would accommodate the construction of 1,196 housing units on the Potential Housing Sites. Localized construction and operational impacts associated with future housing development could potentially exceed the Localized Significance Thresholds (LSTs). However, as discussed above, all future discretionary projects would be reviewed in accordance with CEQA and would require further evaluation at the project level to demonstrate whether emissions would exceed SCAQMD's LSTs and require project-specific mitigation. In addition, RCM AQ-1 through RCM AQ-4 would be required for construction of future projects to ensure compliance with SCAQMD standard conditions, including Rule 403 (Fugitive Dust) to control fugitive dust and Rule 1113 (Architectural Coatings) to control VOC emissions from paint. Furthermore, any necessary mitigation would be imposed at the project level once such future projects are proposed. In addition, text changes to the Noise, Land Use, and Circulation Elements would not facilitate or entitle any physical development that would result in impacts to sensitive receptors. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Potential impacts are considered less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required. However, Regulatory Compliance Measures RCMs AQ-1 through AQ-4 are applicable to the proposed Project.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.2-28 through 4.2-30.

Impact 4.2-4: Less than Significant Impact

Growth within the City could generate new sources of odors and place sensitive receptors near existing sources of odors. Nuisance odors from land uses in the Basin are regulated under SCAQMD Rule 402, Nuisance. The adoption of the zoning overlays would accommodate the construction of 1,196 housing units on the Potential Housing Sites; therefore, the proposed Project would not include land uses that would be expected to generate odors.

Residential land uses could result in the generation of odors such as exhaust from landscaping equipment. However, these are not considered potential generators of odor that could affect a substantial number of people. Therefore, impacts from potential odors generated from future housing development associated with the proposed Project are considered less than significant.

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment and unlikely to affect a substantial number of people. In addition, by the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with construction-generated odors are considered to be less than significant. In addition, text changes to the Noise and Land Use Elements and the introduction of the Mobility Element would not facilitate or entitle any physical development that would result in odor impacts. Therefore, impacts associated with other emissions (such as those leading to odors) adversely affecting a substantial number of people would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. Potential impacts are considered less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.2-30 through 4.2-31.

4.3 ENERGY

Impact 4.3-1: Less than Significant Impact

While the proposed Project would not, in and of itself entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development, the proposed zoning overlays would accommodate the construction of 1,196 housing units on the Potential Housing Sites. Implementation of the proposed Project would increase the demand for energy through day-to-day operations and fuel consumption associated with construction activities through horizon year 2045. The proposed Project is estimated to consume 2,388,442.6 gallons of gasoline and 1,933,161.3 gallons of diesel fuel during construction. When averaged over the 22-year construction period, the proposed Project would consume approximately 108,565.8 gallons of gasoline per year and 87,871.0 gallons of diesel fuel per year during construction, which would increase the annual construction generated fuel use in Orange County by approximately 0.01 percent for gasoline fuel usage and 0.06 percent for diesel fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Orange County's overall use of the State's available energy resources. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs. The proposed Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system.

Operational activities associated with the additional 1,196 housing units would result in energy demand associated with natural gas use, electricity consumption, and fuel used for vehicle trips. The estimated potential increase in electricity demand associated with build out of the 1,196 housing units is 9,358,250.0 kilowatt-hours (kWh) per year, which would increase the annual electricity consumption in Orange County by approximately 0.05 percent. The estimated potential increase in natural gas demand associated with build out of the 1,196 housing units is 286,113 therms per year, which would negligibly increase the annual natural gas consumption in Orange County by approximately 0.05 percent. Further, all future residential development would be required to adhere to all federal, State, and local requirements for energy efficiency, including the latest Title 24 standards. Build out of the 1,196 housing units would also result in energy usage associated with gasoline and diesel fuel consumed by project-related vehicle trips. Fuel use associated with the vehicle trips generated by the proposed Project is estimated at approximately 74,483.5 gallons of gasoline and 7,256.0 gallons of diesel fuel per year, which would increase the annual fuel use in Orange County by less than 0.01 percent for gasoline fuel usage and by less than 0.01 percent for diesel fuel usage.

Therefore, electrical and natural gas demand, as well as fuel consumption, associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, the proposed Project would have less than significant impacts related to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.3-7 through 4.3-11.

Impact 4.3-2: Less than Significant Impact

In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles travelled (VMT) and accommodate pedestrian and bicycle access.

The most recently adopted report includes the 2021 Integrated Energy Policy Report and the 2022 Integrated Energy Policy Report Update. The City relies on the State integrated energy plan and does not have its own local plan to address renewable energy or energy efficiency.

As indicated above, energy usage during project-related construction activities would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the overall use in Orange County, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed Project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above under Impact 4.3-1, the proposed Project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation is required.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not conflict or obstruct a State or local plan for renewable energy or energy efficiency. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.3-11 through 4.3-12.

4.4 GREENHOUSE GAS EMISSIONS

Impact 4.4-2: Less than Significant Impact

Applicable plans adopted for the purpose of reducing greenhouse gas (GHG) emissions include the Laguna Woods Climate Action Plan (CAP), the California Air Resources Board's (CARB) Scoping Plan, and SCAG's 2020–2045 RTP/SCS.

The proposed Project would not, in and of itself, entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. The zoning overlays that are proposed for adoption as a part of the Project would accommodate the construction of 1,196 housing units on the Potential Housing Sites. Before development can occur, each discretionary development project is required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. However, it is expected that future additional housing development would be consistent with the CAP goal of increasing energy and water efficiency as future projects would be required to comply with the latest California Building Code (Title 24), including the latest California Green Buildings Standards Code (CALGreen) Code Standards. As such, the proposed Project would be consistent with applicable CAP goals.

The 2022 Scoping Plan contains GHG reduction measures that work towards reducing GHG emissions, consistent with the targets set by Executive Order (EO) B-30-15 and codified by SB 32 and Assembly Bill (AB) 197. The measures applicable to the proposed Project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures.

Future projects would be required to comply with the latest Title 24 and CALGreen Code standards, regarding water efficiency and energy conservation requirements. Therefore, the proposed Project would comply with applicable energy measures. In addition, electricity would be provided by Southern California Edison (SCE), which is required to increase its renewable energy sources to meet the Renewable Portfolio Standards mandate of 60 percent renewable supplies by 2030. In addition, SCE plans to continue to provide reliable service to its customers and upgrade its distribution systems as necessary to meet future demand. Future projects would also be required to comply with the latest Title 24 and CALGreen Code standards, which include a variety of different measures, including reduction of wastewater and water use. In addition, the future projects would be required to comply with the City's Water Efficient Landscape Ordinance. The adoption of residential zoning overlays as part of the proposed Project is intended to accommodate a variety of housing types to meet the needs of all Laguna Woods residents, creating opportunities for attainably priced housing for all income groups and providing adequate potential housing sites with corresponding density to meet the City's RHNA allocation. The proposed Project would decrease reliance on the automobile and encourage active lifestyles through policies and in-fill development that increase the safety, convenience, and integration of multiple transportation modes, thereby promoting alternative forms of transportation (e.g., walking and cycling) and reducing VMT. Therefore, the proposed Project would not conflict with applicable energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, and would therefore be consistent with the 2022 CARB Scoping Plan.

Future development allowed under the rezoning program would accommodate planned regional housing growth included in the SCAG RHNA. Any future projects implemented in accordance with the proposed zoning overlays and updated land use designations would be required to adhere to the City's General Plan. Therefore, since the purpose of the proposed Project is to accommodate planned regional housing growth included in the SCAG RHNA, the proposed Project would not exceed the growth assumptions in the SCAG's RTP/SCS.

Based on the nature of the proposed Project, it is anticipated that implementation of the proposed Project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS. In addition, text changes to the Noise, Land Use, and Circulation Elements would not facilitate or entitle any physical development that would conflict with GHG reduction plans. Therefore, the proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHG emissions, and impacts are considered less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Potential impacts would be

less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.4-25 through 4.4-29.

4.5 LAND USE AND PLANNING

Impact 4.5-1: No Impact

Any future projects implemented in accordance with the proposed zoning overlays would be required to adhere to the City's General Plan, provide required development impact fees, and comply with applicable development regulations. Furthermore, any redevelopment on the Potential Housing Sites would replace existing structures within the built environment, and proposed development plans would be reviewed for connectivity. Only one of the Potential Housing Sites consists of vacant land; however, even this one parcel is in an urbanized location and surrounded by the built environment. The proposed rezoning and land use changes on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses are considered to be administrative changes intended to reflect the existing use and provide consistency between the General Plan and Zoning Code. The amended land use designations and zoning districts would not result in development at the affected properties that would physically divide existing communities.

With the residential zoning overlays and the proposed land use amendments that are proposed as a part of the Project, the proposed Project would not divide an established community. Future site plans for each of the Potential Housing Sites would be subject to City land use regulation review which includes consideration of land use connectivity. Furthermore, the proposed Mobility Element renames the existing General Plan Circulation Element. Text changes to the Mobility Element would meet State law requirements for circulation elements and does not propose any physical improvements such as new roads or expanded roads that could divide an established community. As mentioned earlier, the City is substantially built out, and the Mobility Element focuses on maintaining and coordinating the City's balanced multi-modal transportation network that enhances connectivity. The changes to the Noise and Land Use Elements are necessary to update noise contour maps and provide internal consistency between General Plan elements and would not have any effects on community connectivity.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not physically divide an established community. No impacts would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.5-9.

Impact 4.5-2: Less than Significant Impact

Because the proposed Project reinforces goals contained in the RTP/SCS by providing additional housing opportunities at in-fill urban locations proximate to residents' daily service needs, the Project would be consistent with applicable goals in the 2020–2045 RTP/SCS Connect SoCal Plan.

The proposed Project also includes text changes in the Circulation Element, the Land Use Element, and the Noise Element, and renames the Circulation Element to the Mobility Element. The text changes to the Noise Element include an update to the noise contour maps to reflect current noise conditions in the City as well as those anticipated under the General Plan and would not result in any land use and planning conflicts. Text changes to the Land Use Element are necessary to provide internal consistency between General Plan elements. The renaming of the Circulation Element to the Mobility Element is being provided to meet State law requirements for circulation elements and would emphasize the City's commitment to maintaining a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel. The Mobility Element does not propose any physical improvements such as new roads or expanded roads that could have a potential impact on land use and planning. As mentioned earlier, the City is substantially built out and the Mobility Element focuses on maintaining and coordinating the City's balanced multi-modal transportation network and supporting regional transportation planning.

As described above, the proposed Project includes the adoption of overlay zoning districts that would allow for residential development on the Potential Housing Sites. These new zoning overlays would be codified in the City of Laguna Woods Municipal Code. Therefore, upon their approval by the City Council, the proposed zoning overlays would be consistent with the City's Municipal Code and Zoning Code. Future projects implemented in accordance with the proposed zoning overlays would be reviewed against provisions of the Zoning Code as a part of the future development review process. Overall, the proposed Project would result in less than significant impacts related to potential conflicts with applicable land use plans, policies, and regulations.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would have less than significant impacts related to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.5-10 through 4.5-14.

4.6 NOISE

Impact 4.6-2: Less Than Significant Impact

The proposed zoning overlays would allow for the development of 1,196 additional dwelling units on the Potential Housing Sites and would not generate operational vibration. In addition, vibration levels generated from Project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration generated from Project-related traffic on the adjacent roadways would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not generate excessive ground-borne vibration or ground-borne noise levels. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.6-8.

Impact 4.13-3: No Impact

The nearest airport to the Potential Housing Sites and the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses is John Wayne Airport, which is located more than 10 miles to the northwest. John Wayne Airport is a commercial and general aviation airport that serves Orange County and the Greater Los Angeles area. The Potential Housing Sites and the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses are not located within 2 miles of an airport or within the jurisdiction of an airport land use plan. No impacts would occur.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not expose people residing or working in the Project area to excessive noise levels due to its proximity to an airport. No impacts would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.6-13.

4.7 POPULATION AND HOUSING

Impact 4.7-1: Less than Significant Impact

As discussed above, the City's housing needs allocation for the planning period between October 2021 and October 2029 is 997 units. The proposed Project includes the adoption of overlay zoning

districts that would allow for residential development on the Potential Housing Sites. The proposed Project would also amend the land use designations and zoning on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses. These minor administrative changes are intended to reflect the reality that these properties are currently being used as open space or community facilities and would continue to be used for those purposes for the foreseeable future. Therefore, the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses would not induce substantial unplanned growth.

The zoning overlays that are proposed as a part of the Project would accommodate the construction of 1,196 housing units, which are estimated to result in an increase in 2,382 residents. Future development allowed under the rezoning program would accommodate planned regional housing growth included in the SCAG RHNA. Any future projects implemented in accordance with the proposed zoning overlay and updated land use designations would be required to adhere to the City's General Plan, provide required development impact fees, and comply with applicable development regulations.

Additionally, each of the Potential Housing Sites is located in urbanized settings with a full range of public services and utilities. Sixteen of the Potential Housing Sites are currently developed with non-residential land uses, and one of the Potential Housing Sites is a vacant parcel located in an urbanized location and surrounded by a built environment. Future residential uses would replace existing land uses and not induce additional growth or require the extension of roads or other infrastructure because the roads and infrastructure are already in place with adequate capacity to serve the Potential Housing Sites. Thus, any public service or utility demand associated with the proposed Project would not be substantial because it would be located within an area capable of supporting it; impacts would be less than significant.

Text changes to the Land Use Element, Noise Element, and Circulation Element would not facilitate or entitle any physical development that would result in impacts to public services and utilities. Therefore, the Noise Element update would not result in population and housing impacts. The City is substantially built out; thus, any public services or utility demand associated with the proposed zoning overlays would not be substantial and would be beneficial in terms of efficient utilization of existing infrastructure, and no mitigation measures would be required.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not induce substantial unplanned population growth in the area, either directly or indirectly. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.7-8 through 4.7-9.

Impact 4.7-2: No Impact

The proposed Project would amend the City's Zoning Ordinance and the Circulation, Land Use, and Noise Elements of the City's General Plan and rename the Circulation Element to the Mobility Element. The zoning overlays that are proposed as a part of the Project would allow for the construction of up to 1,196 housing units. The proposed zoning overlays would not displace existing people or housing because none of the Potential Housing Sites are currently developed with residential uses. Rather, the proposed Project would add increased housing opportunities for future residents of the City. Text changes to the Noise and Land Use Elements and the introduction of the Mobility Element would not facilitate or entitle any physical development that would result in impacts to population or housing. The changes to the land use designations and zoning on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses are intended to reflect the reality that these properties are currently being used as open space or community facilities and would continue to be used for those purposes for the foreseeable future. None of the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses are developed with residential uses, thus no displacement of existing people or housing would occur. Therefore, the proposed Project would not result in any impacts related to the displacement of substantial numbers of existing people or housing.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.7-9 through 4.7-10.

4.8 PUBLIC SERVICES**Impact 4.8-1: Less than Significant Impact**

The City's housing needs allocation for the planning period between October 2021 and October 2029 was established by the SCAG at 997 units. While the Project itself is programmatic in nature, the zoning overlays that are proposed as a part of the Project would accommodate the construction of 1,196 housing units on the Potential Housing Sites, which would result in an increase of 2,382 City residents. The 2022 Orange County Fire Authority (OCFA) Adopted Budget states that it served a population of 1,891,414 in 2021 and it had 1,151 authorized firefighter positions. The addition of 2,382 residents would increase the population served to 1,893,796. The ratio of firefighters per 10,000 residents would therefore decrease from 6.09 firefighters per 10,000 residents to 6.08 firefighters per 10,000 residents, a negligible change. Text changes to the Land Use Element, Noise Element, and Circulation Element are necessary to provide internal consistency between General Plan elements and would not facilitate or entitle any physical development.

Any future projects implemented in accordance with the proposed zoning overlays would be required to adhere to all OCFA requirements and demonstrate that fire service providers would be able to provide adequate fire protection through building design requirements and access. Additionally, each of the Potential Housing Sites is surrounded by existing development and would replace existing non-residential land uses; therefore, the Potential Housing Sites are located in areas of the City already served by OCFA. Thus, any population growth associated with the Project that would lead to potential strains on public services would not be substantial because it would be located within an area capable of supporting it; impacts would be less than significant, and no mitigation measures would be required.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not generate substantial impacts relating to fire protection services. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.8-8 through 4.8-10.

Impact 4.8-2: Less than Significant Impact

The City contracts with the Orange County Sheriff's Department (OCSD) for law enforcement services. The OCSD's Southwest Operations Division provides law enforcement services to the City. The development of new housing on the Potential Housing Sites may result in an incremental increase in law enforcement calls within the City; however, such calls would be generally consistent with the types of calls the OCSD responds to at similar residential developments in the City. Additionally, each of the Potential Housing Sites is surrounded by existing development and therefore located in areas of the City that are already patrolled by the OCSD. Any future projects implemented in accordance with the proposed zoning overlays would be required to adhere to all applicable policies and codes related to the provision of police services. Additionally, any new housing units built within the residential zoning overlays would replace existing land uses already receiving services from OCSD.

Text changes to the Land Use Element, Noise Element, and Circulation Element would not facilitate or entitle any physical development. The City is substantially built-out and the Circulation Element, which would be renamed to the Mobility Element under the proposed Project, focuses on maintaining and coordinating the City's balanced multi-modal transportation network. Thus, any population growth associated with the Project that would lead to potential strains on public services would not be substantial because it would be located within an area capable of supporting it, and impacts would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not generate substantial impacts relating to police protection services. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.8-10 through 4.8-11.

Impact 4.8-3: Less than Significant Impact

As indicated above, the provision of education and school facilities in Laguna Woods is the responsibility of the Saddleback Valley Unified School District (SVUSD), the Laguna Beach Unified School District (LBUSD), and the Capistrano Unified School District (CUSD). All of the Potential Housing Sites are located within the SVUSD, which has a capacity of 30,598 students as of the 2021–2022 school year and includes all or part of Laguna Woods, Aliso Viejo, Irvine, Laguna Beach, Laguna Hills, Laguna Niguel, Lake Forest, Mission Viejo, and Rancho Santa Margarita.

The demand for public school facilities is driven by residential land use. Because the proposed Project includes the adoption of residential zoning overlays that may indirectly lead to an increase in growth and population, the Project could potentially create a demand on public school facilities. As described above, construction of the 1,196 potential housing units that would be accommodated by the zoning overlays that are proposed as a part of the Project would result in approximately 2,382 additional residents. The proposed Project has the potential to generate 257 elementary school students, 74 intermediate school students, and 149 high school students. Based on the SVUSD’s available enrollment capacity, the development of 1,196 housing units on the Potential Housing Sites in Laguna Woods would not result in the need to construct new school facilities.

Pursuant to California Government Code Section 17620, the governing board of SVUSD is authorized to levy a fee, charge, dedication, or other requirement against the proposed Project, which lies within the boundaries of the SVUSD, for the purpose of funding the construction or reconstruction of school facilities to accommodate future student enrollment. Therefore, with payment of these school impact fees, impacts related to student generation and the potential need for additional school facilities would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not generate substantial impacts relating to school facilities. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.8-11 through 4.8-12.

Impact 4.8-4: Less than Significant Impact

Chapter 11.06 of the City's Municipal Code establishes a standard of 2.5 acres of land per 1,000 residents for park and recreational purposes. The City's current parkland-to-resident ratio of 12.9 acres for each 1,000 residents is well in excess of its adopted standard. The proposed residential zoning overlays would allow for the future development of up to 1,196 housing units on the Potential Housing Sites, potentially resulting in approximately 2,382 additional residents. Even with the addition of 2,382 new residents, the City would have sufficient park resources to meet its adopted standard of 2.5 acres of park and recreational land for each 1,000 residents. Therefore, the proposed Project would not require the construction or expansion of any parks or recreational facilities.

Text changes to the Circulation Element, Land Use Element, and Noise Element would not facilitate or entitle any physical development that would result in impacts to parks. The minor administrative changes in the zoning and land use designations on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses are intended to reflect the reality that these properties are currently being used as open space or community facilities and would continue to be used for those purposes for the foreseeable future. Therefore, those zoning and land use designation changes would not result in additional population, alter existing parks, or require the construction or expansion of parks. The proposed Project would result in less than significant impacts related to parks.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not generate substantial impacts in relation to parks. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.8-13.

Impact 4.8-5: Less than Significant Impact

Other public facilities in the City include the Laguna Woods Branch of the Orange County Public Library. The RHNA for the City accounts for 997 additional housing units, and the proposed zoning overlays would accommodate the construction of 1,196 housing units, which is estimated to result in an increase of 2,382 residents. Because the proposed Project includes General Plan and zoning updates that may indirectly lead to an increase in growth and population, the Project could potentially create a demand on public library facilities within Laguna Woods or Orange County. Any future projects implemented in accordance with the proposed zoning overlays would be required to adhere to the General Plan, provide required development impact fees, and comply with applicable development regulations. Additionally, according to Section 11.04.010 of the City's Municipal Code, payment of fees would be required by developers to offset impacts to public services and City infrastructure created by the proposed Project. Ultimately, as part of the development review process, all future projects would be required to demonstrate during the development review

process that service providers would ensure adequate public services. The minor administrative changes in the zoning and land use designations on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses would not impact the provision of any public services. Text changes to the Land Use Element, Noise Element, and Circulation Element would not facilitate or entitle any physical development and therefore would not impact the provision of any public services.

Additionally, the Potential Housing Sites are located in existing urbanized locations with existing land uses that are already receiving public services. Redevelopment of existing land uses reduces the net impact to public services to a less than significant level. Thus, any population growth associated with the Project that would lead to potential strains on public services would not be substantial because it would be located within an area capable of supporting it, and impacts would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not generate substantial impacts to other public facilities beyond those identified in the Draft PEIR. Less than significant impacts are anticipated. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.8-13 through 4.8-14.

4.9 RECREATION

Impact 4.9-1: Less than Significant Impact

The proposed Project would not directly result in physical development but would make possible new residential development that could potentially lead to impacts to existing parks or recreational facilities. Any future projects that are implemented in accordance with the proposed zoning overlays would be required to adhere to the City's General Plan, the City's Municipal Code, and all applicable development regulations pertaining to the capacity of existing neighborhood and regional parks or other recreational facilities. The land use designation changes and rezoning on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses would not result in additional population or alter existing recreational uses.

The zoning overlays that are proposed as a part of the Project would accommodate the construction of 1,196 housing units on the Potential Housing Sites, which could result in an increase in the City of 2,380 residents. Chapter 11.06 of the City's Municipal Code establishes a standard of 2.5 acres of land per 1,000 residents for park and recreational purposes. Therefore, to accommodate for the demand for new park space for these 2,380 residents, 5.95 additional acres of parks and recreation land would be necessary to meet the requirements set forth in Chapter 11.06 of the City's Municipal Code. Of the 13,386 dwelling units in the City of Laguna Woods, 12,736 are located in the gated community of Laguna Woods Village, which represents 80 percent of the City's total land area.

The vast majority of City residents reside within Laguna Woods Village. The recreational facilities in Laguna Woods Village are private and for the use of Laguna Woods Village residents. The private recreational facilities are abundant including multiple clubhouses with swimming pools, golf courses, tennis center, equestrian center, garden center and an extensive pedestrian network. Removing Laguna Woods Village from the parkland dedication requirement due to village recreational amenities fulfilling resident recreational needs equates to 650 units (the majority assisted living) or 1,293 residents (1.99 residents per unit) resulting in a 3.23-acre park requirement. Assuming 1.99 residents per unit for assisted living or senior living facilities is a conservative estimate given that many units are single occupancy. Four other residential communities (Ivy Park at Laguna Woods [formerly The Regency], Ivy Park at Wellington [formerly Las Palmas], San Sebastian, and Whispering Fountains) provide an additional 650 dwelling units in the City. Ivy Park at Laguna Woods and Ivy Park at Wellington are assisted living facilities that generate minimal recreational demand. San Sebastian, a 55-plus senior living apartment complex, includes a swimming pool and numerous outdoor spaces that meet the recreational needs of residents. Whispering Fountains is also a senior living apartment complex with access to a landscaped courtyard.

The Circulation, Land Use, and Noise Elements updates would not result in changes to the physical environment nor result in impacts to recreation resources. The provision of additional housing units would result in additional demands on existing recreational resources. However, as discussed above, existing public park and recreational facilities would not be adversely impacted or be substantially degraded by the Project's additional residents, and impacts related to recreation resources would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.9-6 through 4.9-8.

Impact 4.16-2: Less than Significant Impact

Chapter 11.06 of the City's Municipal Code establishes a standard of 2.5 acres of land per 1,000 residents for park and recreational purposes; however, the City currently has 10.54 acres of City-owned parkland outside of Laguna Woods Village providing a parkland-to-resident ratio of 8.1 acres per 1,000 residents (residents outside of Laguna Woods Village) and is no longer collecting parkland dedication fees under its Quimby Act ordinance. Even with the addition of 2,382 new residents, the City would have sufficient park resources to meet its adopted standard of 2.5 acres of park and recreational land per 1,000 residents. Therefore, the proposed Project would not require the construction or expansion of any parks or recreational facilities. Text changes to the Circulation Element, Land Use Element, and Noise Element would not facilitate or entitle any physical development that would result in impacts to recreation. The minor administrative changes in the

zoning and land use designations on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses are intended to reflect the reality that these properties are currently being used as open space or community facilities and would continue to be used for those purposes for the foreseeable future. Therefore, those zoning and land use designation changes would not result in additional population, alter existing recreational uses, or require the construction or expansion of recreational facilities. The proposed Project would result in less than significant impacts to recreational facilities.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Potential impacts are less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.9-8.

4.10 TRANSPORTATION

Impact 4.10-1: Less than Significant Impact

A detailed VMT analysis was conducted for the Project based on the Orange County Transportation Analysis Model (OCTAM) model, using the County of Orange as the region. Based on the significance threshold criteria determined within the OPR's 2018 Technical Advisory on Evaluating Transportation Impacts In CEQA (Technical Advisory), the VMT per capita of the Project does not exceed the established threshold. A secondary analysis was performed to evaluate the VMT per service population. The results also showed that the Project would not exceed the threshold based on service population. Additionally, compliance with the City's Municipal Code would address transportation design and emergency access. The Mobility Element, as proposed, includes numerous policies and implementation measures that are aligned with the objectives and priorities identified in the comment letters from Caltrans District 12, Orange County Transportation Authority (OCTA), and SCAG. Objectives and policies provided in the amended Mobility Element would include:

- Improve and expand transportation options within the City and to destinations outside the City, Maintain and enhance an integrated vehicular circulation network to accommodate local needs and land uses;
- Develop strong working relationships with management and staff of the OCTA, Leisure World Transportation, South County Senior Services, and other appropriate agencies to highlight the transit needs of City residents, including the special needs of seniors, and to enhance and coordinate transit services in the City;

- Coordinate the efforts of all transit service providers to plan for and implement a package of improved services for residents and workers;
- Explore opportunities to contract for new transit services based upon the needs of the community;
- Provide innovative alternatives for maintaining independence and mobility of residents; and
- Help residents understand transit services and options. Maintain and enhance infrastructure to promote alternative vehicle access where feasible.

Based on the analysis above, the City's Mobility Element objectives, policies, and implementation measures are consistent with the plans and policies of Caltrans District 12, OCTA, and SCAG.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Potential impacts are less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.10-7 through 4.10-8.

Impact 4.10-2: Less than Significant Impact

According to *State CEQA Guidelines* Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's VMT, which refers to the amount and distance of automobile travel attributable to a project.

Based on the recommendations from the OPR Technical Advisory, the proposed Project was evaluated based on VMT per capita. An assessment of the trip generation comparison between the existing and the proposed land uses did not screen the Project out from a VMT analysis. A detailed VMT analysis was conducted for the Project based on the OCTAM model, using the County of Orange as the region. Based on the significance threshold criteria determined within the OPR Technical Advisory, the VMT per capita of the Project would not exceed the threshold. A secondary analysis was performed to evaluate the VMT per service population. The results also showed that the Project would not exceed the threshold based on service population. Therefore, the Project would have a less than significant transportation impact. No mitigation is required.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b). Potential impacts are less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.10-8 through 4.10-11.

Impact 4.10-3: No Impact

The proposed Project would not alter the existing circulation system in the City. Any improvements needed to accommodate future residential units would be analyzed during site plan review and any circulation improvements such as driveway access and intersection controls would be implemented consistent with the City's Municipal Code. No impacts would occur under the proposed Project.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses. No impacts would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.10-11.

Impact 4.10-4: No Impact

Any improvements needed to accommodate future residential units would be analyzed during site plan review, and any necessary fire or sheriff emergency access would be implemented consistent with the City's Municipal Code. No impacts would occur under the proposed Project.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not result in inadequate emergency access. No impacts would occur. Consequently, no mitigation measures are required for this no impact determination.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.10-11 through 4.10-12.

4.11 UTILITIES AND SERVICE SYSTEMS

Impact 4.11-1: Less than Significant Impact

The proposed Project is programmatic in nature but would accommodate an additional 1,196 housing units at the opportunity sites, which would result in a net population increase of approximately 2,382 persons.

According to CalEEMod projections, the proposed zoning overlay would result in approximately 325 acre-feet (af) of indoor and outdoor water use. Annual water use in the El Toro Water District

(ETWD) service area for residential uses was approximately 4,681 af (or approximately 1,525 million gallons) in 2020, and the water demand for residential uses is expected to lessen to 4,660 af (or approximately 1,518 million gallons) by 2045. The ETWD 2020 Urban Water Management Plan (UWMP) states that the estimated 997 units that were required by the RHNA for Laguna Woods are accounted for in the future water demand projections. Therefore, the new housing development allowed under the proposed Project would be less than significant based on RHNA allocation being considered in the UWMP water use projections. Additionally, the 1,196 units (which include the 997 units included in the RHNA allocation) that could be accommodated on the Potential Housing Sites would replace existing uses that currently are assumed in the water use projections. The potential new demand impacts of the additional 199 units would be off-set to a level of insignificance due to the removal of existing uses to accommodate full buildout of the 1,196 units.

The ETWD also owns and operates the City's sewer system. The ETWD Water Recycling Plant (WRP) currently has a capacity of 5.54 million gallons per day (mgd) under an average flow condition, although it has the capacity to treat a maximum flow of 6 mgd to secondary effluent standards. According to the 2020 UWMP, approximately 4,219 af of wastewater were generated in the ETWD service area in the 2019–2020 fiscal year. The potential development of 1,196 housing units would account for the generation of approximately 325 af of wastewater annually, which can be accommodated at the existing WRP. Additionally, the 1,196 housing units, which could be accommodated in the zoning overlays would replace existing uses that currently generate wastewater. Impacts to wastewater generation from any future projects developed in accordance with the proposed Project would be less than significant.

The City is part of three watersheds: Aliso Creek, the Laguna Coastal Streams, and Newport Bay. Any future projects implemented in accordance with the proposed zoning overlays would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and may include the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include construction best management practices (BMPs) to control and direct on-site surface runoff and would include detention facilities, if required, to ensure that stormwater runoff from the construction site would not exceed the capacity of the stormwater drainage systems. New development allowed under the proposed Project would also comply with applicable MS4 Permit, which requires the preparation of a Final Water Quality Management Plan (WQMP) and implementation of operational BMPs to target and reduce pollutants of concern in stormwater runoff from project sites. Compliance with applicable MS4 Permit would reduce operational impacts related to surface water quality standards, waste discharge requirements, and/or degradation of water quality to a less than significant level, and no mitigation is required. Additionally, the 1,196 units would replace existing urban uses, several of which were constructed prior to current MS4 permit requirements. As such, impacts related to stormwater infrastructure would be less than significant.

Based on the CalEEMod outputs for the proposed Project, the estimated potential increase in electricity demand associated with the operation of the new residential development allowed under the proposed Project is 7,794,464 kilowatt-hours (kWh) per year. Total electricity demand in Orange County in 2020 was approximately 19,733 gigawatt-hours (GWh) (19,733,139,603 kWh). Therefore, operation of the proposed Project would increase annual electricity consumption in Orange County

by approximately 0.04 percent, a negligible increase. Additionally, the 1,196 units would replace existing urban uses, all of which consume electricity, thereby likely decreasing any net gain in electricity consumption.

According to the CEC, total natural gas consumption in Orange County in 2020 was 594.6 million therms. CalEEMod was used to calculate the approximate annual natural gas associated with future housing development on the Potential Housing Sites. The estimated potential increase in natural gas demand associated with the proposed Project is 23,826,100,000 British thermal units (BTU) per year (238,318 therms per year). Therefore, operation of the new residential development allowed under the proposed Project would increase annual consumption in Orange County by 0.04 percent, a negligible increase. Additionally, the 1,196 units would replace existing urban uses, several of which consume natural gas, thereby decreasing the net gain in natural gas consumption. Therefore, the proposed Project would not require the construction of any physical improvements related to the provision of natural gas service that would result in significant environmental impact.

Any future projects that would be developed in accordance with the proposed zoning overlays would be responsible for constructing adequate telecommunication facility extensions on their respective project sites. Future developments would also be required to adhere to the General Plan, provide required development impact fees, and comply with applicable development regulations pertaining to water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. As a part of the development review process, all future projects would be required to demonstrate that existing public utilities would be sufficient to serve the future projects' needs.

The proposed text changes to the Circulation Element, Land Use Element, and Noise Element do not propose any physical improvements such as new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities that would affect utilities. Based on this and the analysis presented above, the proposed Project would result in less than significant impacts on utilities and service systems.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities that would cause a significant environmental effect. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.11-9 through 4.11-11.

Impact 4.11-2: Less than Significant Impact

The proposed Project consists of the adoption of overlay zoning districts that would allow for residential development on the Potential Housing Sites as well as amendments to the land use

designations and zoning on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses to either Community Facilities – Public/Institutional or Open Space districts. The amendments to the zoning and land use designations on these properties are intended to better correlate existing uses with General Plan land use designations and zoning and would not result in additional development.

According to water demand factors included in the CalEEMod emissions model, future development allowed under the proposed Project is estimated to demand approximately 106 million gallons per year (approximately 65 million gallons for indoor use and 41 million gallons for outdoor use) or 325.0 acre-feet per year (afy) of potable water. Therefore, the estimated increase in water demand associated with the new development proposed as part of the Project would represent approximately 6.9 percent and 7.0 percent of the ETWD's current annual indoor and outdoor water demand, respectively. Additionally, the 1,196 housing units (which include 997 units in the City's RHNA allocation that are already assumed in water demand projections) that could be accommodated in the zoning overlays would replace existing uses that currently are assumed in the water use projections. The potential new demand impacts of the additional 199 units would be offset to a level of insignificance due to the removal of existing uses to accommodate full build out of the 1,196 units.

According to the 2020 UWMP, ETWD's available water supply would meet the future projected demand for normal year demands from 2025 through 2045. Even with the demand increase of 9 percent each year (for a five-consecutive-year scenario), the ETWD would be capable of meeting all customers' demands from 2025 to 2045 with significant reserves by the MWD and through conservation. Therefore, the proposed Project would not result in insufficient water supplies during normal, dry, and multiple dry years, and adequate water supply would be available to accommodate for the potential residential development on the Potential Housing Sites. Additionally, text changes to the Noise Element, Land Use Element, and Circulation Element would not facilitate or entitle any physical development that would result in impacts to utilities and service systems. Because the ETWD would have sufficient water supplies to serve the proposed Project, impacts would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future developments during normal, dry, and multiple dry years. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.11-11 through 4.11-12.

Impact 4.11-3: Less than Significant Impact

The proposed Project includes the adoption of overlay zoning districts that would allow for residential development on the Potential Housing Sites as well as amendments to the land use

designations and zoning on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses to either Community Facilities – Public/Institutional or Open Space districts. The amendments to the zoning and land use designations on these properties are intended to better correlate existing uses with General Plan land use designations and zoning and would not result in additional development.

Wastewater volume is calculated in the UWMP using potable water consumption in the service area, and therefore, because residential wastewater generation is not specified in the 2020 UWMP, it is assumed that the volume of wastewater generation associated with the new residential development allowed under the proposed Project is equal to approximately 90 percent of the indoor water use anticipated for such development. According to water demand factors included in the CalEEMod emissions model, future development built in accordance with the proposed Project is estimated to demand approximately 106 million gallons per year (approximately 65 million gallons for indoor use and 41 million gallons for outdoor use) or 325.0 afy of potable water. According to the 2020 UWMP, approximately 4,219 af (3.77 mgd) of wastewater was generated in the ETWD service area in the 2019–2020 fiscal year. Wastewater volume is calculated in the UWMP using potable water consumption in the service area. The additional 290,141 gallons per day can be accommodated at the WRP and its current capacity of 5.54 mgd. Furthermore, the 1,196 units would replace existing urban uses that currently generate wastewater.

Further, the text changes to the Noise Element, Land Use Element, and Circulation Element would not facilitate or entitle any physical development that would result in impacts to utilities and service systems. Therefore, impacts to wastewater generation from any future projects developed in accordance with the proposed Project would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would be adequately served by the wastewater treatment provider's existing capacity in addition to the provider's existing commitments. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.11-12 through 4.11-13.

Impact 4.11-4: Less than Significant Impact

Waste from the new residential development allowed under the proposed Project would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. According to CalEEMod calculations, the additional residential development allowed on the Potential Housing Sites would generate 1,168.91 tons of solid waste per year. The nearest CR&R facility to the City is the Stanton Recycling and Transfer Facility. Currently, the Stanton Recycling and Transfer Facility permits up to 3,600 tons of waste per day. According to the most recent inspection, the Stanton Recycling and Transfer Facility daily tonnage log indicated that the maximum tonnage accepted since the most recent inspection at the landfill (July 25, 2022) was 1,798 tons. Therefore,

the proposed Project would add a small amount of waste to the Stanton Recycling and Transfer Facility, which would have adequate capacity to serve the proposed Project. Furthermore, the 1,196 housing units would replace existing urban uses, most of which currently generate solid waste.

The proposed text changes to the Noise Element, Land Use Element, and Circulation Element would not facilitate or entitle any physical development that would result in impacts to utilities and service systems. Therefore, impacts related to solid waste generation from any future projects developed in accordance with the proposed Project would be less than significant.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would not generate solid waste in excess of State or local standard or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.11-13 through 4.11-14.

Impact 4.11-5: Less than Significant Impact

The proposed Project includes the adoption of overlay zoning districts that would allow for residential development on the Potential Housing Sites as well as amendments to the land use designations and zoning on the Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses to either Community Facilities – Public/Institutional or Open Space districts. The amendments to the zoning and land use designations on these properties are intended to better correlate existing uses with General Plan land use designations and zoning and would not result in additional development.

Solid waste disposal practices in California are governed by multiple federal, State, and local agencies that enforce legislation and regulations ensuring that landfill operations minimize impacts to public health and safety and the environment. The City provides curbside recycling for both residential and commercial uses, as well as curbside residential green waste, which both count toward the City's solid waste diversion rate. California Department of Resources Recycling and Recovery (CalRecycle) tracks and monitors solid waste disposal on a per-capita basis. Future residential projects allowed under the proposed zoning overlays would be required to comply with the City's Construction and Demolition Ordinance. As stipulated by the CALGreen Code, future residential projects on the Potential Housing Sites would be required to divert a minimum of 65 percent of construction and demolition debris in order to obtain building permits. Future development projects would be required to comply with existing and future statutes and regulations, including waste diversion programs mandated by City, State, and federal law. Therefore, the proposed Project would result in less than significant impacts with respect to federal, State, and local statutes and regulations related to solid wastes.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project would comply with federal, State, and local management and reduction statutes and regulations associated with solid waste. Potential impacts would be less than significant. Consequently, no mitigation measures are required for this less than significant impact.

Mitigation Measures: No mitigation is required.

Supportive Evidence: Please refer to the Draft PEIR, page 4.11-14.

5.0 FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CAN BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City finds, based upon the threshold criteria for significance presented in the Draft PEIR, that all potentially significant environmental effects of the proposed Project listed below can be avoided or reduced to insignificance with feasible mitigation measures identified in the Draft PEIR. No substantial evidence has been submitted to or identified by the City that indicates that the following impacts would, in fact, occur at levels that would necessitate a determination of significance.

State CEQA Guidelines, Section 15126(b), requires a description of any significant environmental effects that cannot be avoided if the proposed Project is implemented.

5.1 AESTHETICS

No impacts were concluded to be significant.

5.2 AIR QUALITY

No impacts were concluded to be significant.

5.3 ENERGY

No impacts were concluded to be significant.

5.4 GREENHOUSE GAS EMISSIONS

Impact 5.4-1 was concluded to be significant and unavoidable.

Impact 5.4-2 was concluded to be less than significant.

5.5 LAND USE AND PLANNING

No impacts were concluded to be significant.

5.6 NOISE

Impact 4.6-1: Less than Significant With Mitigation Incorporated

Potential temporary increases in ambient noise levels resulting from the future buildout of residential development projects enabled by the proposed Project that are subject to California Environmental Quality Act (CEQA) review would be reduced to a less than significant level with incorporation of Mitigation Measure MM N-1.

Future year average daily trips (ADT) were calculated by LSA for future year 2045 with and without the proposed Project for roadways within the City that were identified as major noise sources. The change in ADT with and without the proposed Project ranged from a decrease of 580 ADT to an

increase of 360 ADT, all of which would be considered negligible. For traffic noise to increase by 3 A-weighted decibels (dBA), traffic volumes would have to double. It is assumed that the vehicle mix would remain the same for both scenarios analyzed. The change in traffic volumes would result in traffic noise increases of up to 0.1 dBA, which is considered less than the threshold of perceptibility for humans (i.e., 3 dBA). Therefore, traffic noise regulated under the proposed Project would not be readily perceptible in outdoor environments. The negligible increases and decreases in 2045 ADT with the Project are consistent with the City's Noise Element because there would be no change to sensitive noise receptors from the detrimental effects of excessive noise. Further, any new construction would need to be consistent with the General Plan Noise Element as described in Regulatory Compliance Measure (RCM) Noise-1.

Therefore, implementation of the proposed Project would not allow the exposure of persons to noise levels in excess of applicable standards, and impacts would be less than significant.

Finding: The City adopts CEQA Finding 1.

Pursuant to Public Resources Code Section 21081(a) and *State CEQA Guidelines* Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant effect on the environment to below a level of significance with Mitigation Measure MM N-1. In addition, Regulatory Compliance Measure RCM Noise-1 is applicable to the proposed Project.

MM N-1 Prior to discretionary approval by the City of Laguna Woods (City), residential development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects) would be required to incorporate the following conditions:

- Prior to the issuance of building permits, the applicant shall submit a final acoustical report consistent with the requirements of the California Building Standards Code or City policy, provided that City policy is no less effective than the California Building Standards Code.
 - The final acoustical report shall describe in detail the noise environment and mitigation measures necessary to achieve compliance with applicable noise standards. The report shall also describe and depict the locations of the acoustical barriers and design features of the structures required to satisfy the exterior and interior noise standards along with satisfactory evidence, which indicates that the sound attenuation measures specified in the final acoustical report, have been incorporated into the design of the project. Noise level calculations shall be provided using the Community Noise Equivalent Level (CNEL) noise scale.
- The applicant shall incorporate the requirements of the City's Noise Ordinance as a note on the grading plan cover sheet, for review and approval by the City.

- The applicant shall incorporate the following measures as a note on the grading plan cover sheet:
 - Construction equipment, fixed or mobile, shall be maintained in proper operating condition with approved noise mufflers.
 - Construction staging areas shall be located away from off-site receptors and occupied buildings on site during the later phases of project development.
 - Stationary equipment shall be placed such that emitted noise is directed away from residential areas to the greatest extent feasible.
 - Construction access routes shall be selected to minimize truck traffic near existing residential uses where reasonably feasible.

Mitigation Measures: Based upon the analysis presented in Section 4.6, Noise, of the Draft PEIR, which is incorporated herein by reference, Mitigation Measure MM N-1 below is feasible and is made binding through the MMRP. Imposition of this mitigation measure will reduce potentially significant impacts to less than significant.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.6-6 through 4.6-8 and 4.6-13 through 4.6-14.

5.7 POPULATION AND HOUSING

No impacts were concluded to be significant.

5.8 PUBLIC SERVICES

No impacts were concluded to be significant.

5.9 RECREATION

No impacts were concluded to be significant.

5.10 TRANSPORTATION

No impacts were concluded to be significant.

5.11 UTILITIES AND SERVICE SYSTEMS

No impacts were concluded to be significant.

6.0 FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS WHICH CANNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

6.1 AESTHETICS

No impacts were concluded to be significant and unavoidable.

6.2 AIR QUALITY

No impacts were concluded to be and significant and unavoidable.

6.3 ENERGY

No impacts were concluded to be and significant and unavoidable.

6.4 GREENHOUSE GAS EMISSIONS

Impact 4.4-1: Significant and Unavoidable Impact

While the proposed Project would not, in and of itself entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development, the proposed zoning overlays would accommodate the construction of 1,196 housing units on the Potential Housing Sites.

Construction activities associated with the construction of additional housing units that could occur during implementation of the proposed Project would occur through the horizon year 2045 and would cause short-term GHG emissions. The primary source of emissions is the operation of construction equipment. Before development can occur, each discretionary development project is required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Construction activities associated with the proposed Project would produce combustion emissions from various sources. Construction would emit GHGs through the operation of construction equipment and from worker and builder supply vendor vehicles for the duration of the construction period. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, the fueling of heavy equipment emits CH₄. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD then requires the construction GHG emissions to be amortized over the life of the project, defined as 30 years, added to the operational emissions, and compared to the applicable interim GHG significance threshold tier. Since the new housing development allowed under the proposed zoning overlays is assumed, for the purpose of this

environmental analysis, to be built over a 22-year planning period, the life of the Project would likely be longer than 30 years; however, to be conservative, this analysis still assumes a 30-year life.

Information regarding specific development projects is not yet known; however, due to the scale of development activity associated with the proposed Project, it is assumed that 1,196 housing units would be constructed over the approximately 22-year planning period. Construction emissions were estimated for the Project using CalEEMod. The analysis assumes that construction of the proposed Project would begin in 2023 and end in 2045, which was included in CalEEMod. In addition, this analysis conservatively assumes demolition of the existing structures on the Potential Housing Sites, which would total approximately 485,195 square feet, which was also included in CalEEMod. Demolition, grading, and building activities would involve the use of standard earthmoving equipment such as large excavators, cranes, and other related equipment.

Using CalEEMod, it is estimated that the proposed Project would generate 20,979.5 MT CO₂e during construction. When annualized over the 30-year life of the Project, annual emissions would be 699.3 MT CO₂e.

Operations of the proposed Project, including the amortized construction emissions described above, would result in 5,933.1 metric tons of carbon dioxide equivalent per year (MT CO₂e/yr), which would exceed the scaled SCAQMD threshold of 975 MT CO₂e/yr. Additionally, the proposed Project would result in per service population emissions of 2.5 MT CO₂e/yr per service population, which exceeds the SCAQMD's scaled screening threshold of 1.6 MT CO₂e/yr per service population. However, each discretionary development project is required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and State requirements, comply with the requirements of CEQA, and obtain all necessary clearances and permits. While Mitigation Measure MM GHG-1 would serve to reduce GHG emissions associated with build out of the Project, GHG emission impacts would remain significant and unavoidable because compliance with future efficiency targets cannot be assured.

Mitigation Measures: Based upon the analysis presented in Section 4.4, Greenhouse Gas Emissions, of the Draft PEIR, which is incorporated herein by reference, Mitigation Measure MM GHG-1 is feasible and is made binding through the MMRP. Imposition of this mitigation measure will not reduce potentially significant impacts to less than significant. As such, the impact remains significant and unavoidable.

MM GHG-1 Prior to discretionary approval by the City of Laguna Woods (City) for residential development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project-related greenhouse gas (GHG) impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology. If project-related GHG emissions exceed applicable SCAQMD thresholds of significance and/or statewide GHG reduction targets, the City shall require that applicants for new development projects incorporate mitigation measures to reduce GHG emissions. Mitigation measures could include, but are not limited, to energy efficiency measures, water conservation and efficiency measures, solid waste

measures, and transportation and motor vehicles measures. The identified measures shall be included as part of the conditions of approval.

Supportive Evidence: Please refer to the Draft PEIR, pages 4.4-21 through 4.4-29.

6.5 LAND USE AND PLANNING

No impacts were concluded to be significant and unavoidable.

6.6 NOISE

No impacts were concluded to be and significant and unavoidable.

6.7 POPULATION AND HOUSING

No impacts were concluded to be and significant and unavoidable.

6.8 PUBLIC SERVICES

No impacts were concluded to be and significant and unavoidable.

6.9 RECREATION

No impacts were concluded to be and significant and unavoidable.

6.10 TRANSPORTATION

No impacts were concluded to be significant and unavoidable.

6.11 UTILITIES

No impacts were concluded to be and significant and unavoidable.

7.0 FINDINGS REGARDING GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the *State CEQA Guidelines* requires that an EIR:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”

Additionally, *State CEQA Guidelines* Section 15126.2(e) specifies that growth does not necessarily imply impacts that are beneficial, detrimental, or of little significance to the environment. A project that meets any of these criteria may be considered growth inducing. To address these issues, potential growth-inducing effects were examined through analysis of the following questions:

- Would the project remove obstacles to, or otherwise foster, population growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?
- Would the project foster economic growth?
- Would approval of the project involve some characteristic that may encourage and facilitate other activities that could significantly affect the environment?

Approval of the amendments to the General Plan Circulation Element, Land Use Element, and Noise Element, the renaming of the Circulation Element to the Mobility Element, and the zoning amendment are considered policy/planning actions and do not include or facilitate any physical improvements or development. The proposed zoning overlays would allow for the development of residential uses on the Potential Housing Sites. Future development that would be built in accordance with these amendments would accommodate planned regional housing growth included in SCAG’s RHNA. The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), from which the RHNA is derived, takes into account demographic and economic changes that have occurred since the adoption of the 2016–2040 RTP/SCS. As a result, at least some degree of economic growth has already been accounted for by the 2020–2045 RTP/SCS and RHNA. Therefore, the land use changes included under the proposed Project would represent a response to the City’s economic growth rather than a contributor to it.

Future residential uses would replace existing land uses and not induce additional growth or require the extension of roads or other infrastructure because the roads and infrastructure are already in place with adequate capacity to serve the Potential Housing Sites. Thus, any public service or utility demand associated with the proposed Project would not be substantial because it would be located within an area capable of supporting it. The proposed text changes to the Noise Element and the Circulation Element, as well as the proposed name change from the Circulation Element to the Mobility Element, would not facilitate or entitle any physical development that would result in impacts to population growth. Refer to Section 4.7, Population and Housing, for more details. For the reasons stated above, the proposed Project is not considered to be growth-inducing, and therefore, the proposed Project would not result in any growth-inducing impacts.

Finding: The City adopts CEQA Finding 1.

The City hereby finds that the proposed Project does not directly result in any significant growth-inducing impacts. The proposed Project does not include or facilitate any physical improvements or development, and the proposed Project is consistent with planned regional housing growth and planned population growth of the City.

Supportive Evidence: Please refer to the Draft PEIR, pages 6-4 through 6-5.

8.0 FINDINGS REGARDING PROJECT ALTERNATIVES

The following alternatives were addressed in the Draft PEIR:

- No Project Alternative
- Alternative Development Areas Alternative
- Reduced Density Alternative

8.1 NO PROJECT ALTERNATIVE

Description: *State CEQA Guidelines* Section 15126.6 requires an evaluation of the “No Project” alternative for decision-makers to compare the impacts of approving a project with the impacts of not approving it. Under the No Project Alternative, the City’s population would remain at existing levels because it is essentially built out. The City would remain the same as existing conditions, which were described in the environmental setting section for each environmental topic. No alterations to the City would occur, and all existing residential development would generally remain in its current condition. None of the impacts of the proposed Project, adverse or beneficial, would occur. The City would not be able to meet its housing obligations as defined by the State RHNA allocations set by the State Department of Housing and Community Development and allocated to cities through regional planning agencies such as SCAG.

The City’s fair share for the planning period between October 1, 2021, and October 1, 2029, (the current adopted RHNA period) was established by SCAG at 997 units. The RHNA target number was based on projected household growth and the resulting need for construction of additional housing units allocated over an 8-year planning period (2021–2029). Housing Element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for housing production. California’s housing element law requires that each city and county develop local housing programs to meet its “fair share” of existing and future housing needs. If the City fails to implement its housing element or adopts one that is inadequate, a court can order the City to halt all development until an adequate element is adopted or order approval of specific affordable housing developments. Therefore, this alternative could result in the State taking over control of the City’s Housing Element and implementing minimum zoning requirements to accommodate housing for a diversity of housing to meet the needs of multiple income categories. RHNA compliance by each jurisdiction has received significant oversight by the State Department of Housing and Community Development due to the ongoing housing crisis facing California. Therefore, a No Project Alternative is not possible.

Finding: The City adopts Finding 3.

The City finds that the No Project Alternative would be infeasible to implement because the City would be unable to accommodate its RHNA allocation. Therefore, this alternative was not analyzed in depth in the Draft PEIR.

Supporting Evidence: Please refer to the Draft PEIR, pages 5-5 through 5-6.

8.2 ALTERNATIVE DEVELOPMENT AREAS ALTERNATIVE

Description: Under the Alternative Development Areas Alternative, alternative locations that would avoid or substantially lessen any of the significant effects of the Project would be considered (*State CEQA Guidelines* Section 15126.6[f][2][A]). The proposed Project is a General Plan and Zoning Update to accommodate the City's RHNA allocation. The RHNA allocation is specific to the City and its jurisdiction and assigns a certain amount of housing units for each jurisdiction to accommodate. The City does not have jurisdiction over areas outside of its boundaries. Laguna Woods is characterized by urban areas, including single-family and multifamily residential uses and small concentrations of commercial, office, open space, and community facilities uses. The City of Laguna Woods is built-out with existing land uses, the majority of which are located within Laguna Woods Village. Other than established residential, office, civic and commercial land uses, portions of the City are reserved for conservation and open space. There are few opportunities to locate additional residential units in alternative locations to those chosen sites and providing the proposed zoning overlay was the only viable option accommodating additional development intensity. In addition, the mitigation applied to the proposed Project and the significant unavoidable impact related to GHG emissions would apply to alternative development areas. Therefore, an alternative development area for the proposed Project is not possible.

Finding: The City adopts Finding 3.

The City finds that the Alternative Development Areas Alternative would be infeasible to implement due to the built-out nature of the City and the lack of available space within the City to accommodate additional residential development. Additionally, alternative development locations would not reduce the significant and unavoidable GHG emissions impact identified under the proposed Project. Therefore, this alternative was not analyzed in depth in the Draft PEIR.

Supporting Evidence: Please refer to the Draft PEIR, page 5-5.

8.3 REDUCED DENSITY ALTERNATIVE

Description: The Reduced Density Alternative would result in a 199-unit reduction of housing development capacity on the Potential Housing Sites. This alternative would reduce the potential residential development capacity from 1,196 dwelling units to 997 dwelling units, which could result in the City's population increasing by approximately 1,984 residents. This would represent an approximate 17 percent reduction in growth as compared to the Project. All mitigation measures applied to the Project (1,196 dwelling units) would still be required if the proposed zoning overlays were revised to allow for only 997 dwelling units. Because the Reduced Density Alternative would enable the future development of 997 housing units, it would allow the City to meet its RHNA allocation of 997 housing units. The Reduced Density Alternative would eliminate the 199-dwelling-unit buffer intended to accommodate the RHNA during the entire planning period given the requirements of the "no net loss" statute. As such, the total housing units facilitated by the Reduced Density Alternative would be 997 as opposed to the 1,196 facilitated under the proposed Project.

Finding – The City adopts Finding 3.

The City finds that the Reduced Density Alternative would result in environmental impacts on aesthetics, air quality, energy, noise and vibration, population and housing, public services, recreation, transportation, and utilities and service systems to a lesser degree than the proposed Project and to a less than significant level. However, the elimination of 199 dwelling units would result in the Reduced Density Alternative being inconsistent with the State RHNA statute requiring cities to maintain adequate sites to accommodate their unmet housing needs allocation at all times during the planning period (“no net loss”). As a result, the Reduced Density Alternative would result in a significant and unavoidable impact pertaining to Threshold 4.5.2 in Section 4.5, Land Use and Planning, of the Draft PEIR, which would not be capable of mitigation as there would be no way to ensure “no net loss” whilst reducing the number of proposed dwelling units. In addition, as with the proposed Project, impacts related to GHG emissions would remain significant and unavoidable under the Reduced Density Alternative, though slightly less than the proposed Project. Further, the Reduced Density Alternative would be inferior to the proposed Project in meeting one of the Project objectives and would fail to meet another Project objective.

Supporting Evidence: Please refer to the Draft PEIR, pages 5-7 through 5-9.

9.0 FINDINGS REGARDING THE MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the Public Resources Code requires that when making Findings required by Section 21081(a) of the Public Resources Code, the Lead Agency approving a project shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval, in order to ensure compliance with project implementation and to mitigate or avoid significant effects on the environment. The City hereby finds that:

- 1) A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed Project, and the mitigation measures are included therein. The MMRP is incorporated herein by reference and is considered part of the record of proceedings for the proposed Project.
- 2) The MMRP designates responsibility for implementation and monitoring of proposed mitigation measures. The City Manager will serve as the overall MMRP coordinator and will be primarily responsible for ensuring that all mitigation measures are complied with.
- 3) The MMRP prepared for the proposed Project has been adopted concurrently with these Findings. The MMRP meets the requirements of Section 21021.6 of the Public Resources Code. The City will use the MMRP to track compliance with mitigation measures. The MMRP will remain available for public review during the compliance period.

10.0 OTHER FINDINGS

The City hereby finds as follows:

- 1) The foregoing statements are true and correct.
- 2) The City is the “Lead Agency” for the Project evaluated in the CEQA Documents and independently reviewed and analyzed in the Draft PEIR and Final PEIR for the Project.
- 3) The Notice of Preparation of the Draft PEIR was circulated for public review. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency’s specific responsibilities.
- 4) The public review period for the Draft PEIR was for 45 days between May 9, 2024, and June 23, 2024. The Draft PEIR and appendices were available for public review during that time. A Notice of Completion and copies of the Draft PEIR were sent to the State Clearinghouse, and notices of availability of the Draft PEIR were published by the City. The Draft PEIR was available for review on the City’s website. Physical copies of the environmental documents are available at Laguna Woods City Hall, City Clerk’s Office.
- 5) The CEQA Documents were completed in compliance with CEQA.
- 6) The CEQA Documents reflect the City’s independent judgment.
- 7) The City evaluated comments on environmental issues received from persons and organizations who reviewed the Draft PEIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final PEIR provided adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information to the Draft PEIR regarding adverse environmental impacts. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final PEIR.
- 8) The City finds that the CEQA Documents, as amended, provide objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit all comments made during the public review period.
- 9) The CEQA Documents evaluated the following impacts: (1) aesthetics; (2) air quality; (3) energy; (4) greenhouse gas emissions; (5) land use and planning; (6) noise; (7) population and housing; (8) public services; (9) recreation; (10) transportation; and (11) utilities and service systems. Additionally, the CEQA Documents considered, in separate sections, significant irreversible environmental changes and growth-inducing impacts of the Project,

as well as a reasonable range of Project alternatives. All of the significant environmental impacts of the Project were identified in the CEQA Documents.

- 10) The MMRP includes all of the mitigation measures identified in the CEQA Documents and has been designed to ensure compliance during implementation of the Project. The MMRP provides the steps necessary to ensure that the mitigation measures are fully enforceable.
- 11) The MMRP designates responsibility and anticipated timing for the implementation of mitigation; the City Manager will serve as the MMRP Coordinator.
- 12) In determining whether the Project may have a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21081.5 and 21082.2.
- 13) The impacts of the Project have been analyzed to the extent feasible at the time of certification of the CEQA Documents.
- 14) The City made no decisions related to approval of the Project prior to the initial recommendation of certification of the CEQA Documents. The City also did not commit to a definite course of action with respect to the Project prior to the initial consideration of the CEQA Documents.
- 15) Copies of all the documents incorporated by reference in the CEQA Documents are and have been available upon request at all times at the offices of the Laguna Woods City Hall, City Clerk's Office, the custodian of record for such documents or other materials.
- 16) The responses to the comments on the Draft PEIR, which are contained in the Final PEIR, clarify and amplify the analysis in the Draft PEIR.
- 17) Having reviewed the information contained in the CEQA Documents and in the administrative record, the City finds that there is no new significant information regarding adverse environmental impacts of the Project in the Final PEIR.
- 18) Having received, reviewed and considered all information in the CEQA Documents, as well as all other information in the record of proceedings on this matter, these Findings are hereby adopted by the City in its capacity as the CEQA Lead Agency.

11.0 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b), and *State CEQA Guidelines* Section 15093(a) and (b), the decision-making agency is required to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered “acceptable” (14 California Code of Regulations [CCR] Section 15093 (a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (14 CCR Section 15093(b)).

Courts have upheld overriding considerations that were based on a variety of policy considerations including, but not limited to, new jobs, stronger tax base, and implementation of an agency’s economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plan, and provision of construction jobs; see *Towards Responsibility in Planning v. City Council* (1988) 200 Cal App. 3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal App. 3d 1029; *City of Poway v City of San Diego* (1984) 155 Cal App. 3d 1037; and *Markley v. City Council* (1982) 131 Cal App.3d 656.

In accordance with the requirements of CEQA and the *State CEQA Guidelines*, the City finds that the mitigation measures identified in the Final PEIR and the Mitigation Monitoring and Reporting Program (MMRP), when implemented, would avoid, or substantially lessen all of the significant effects identified in the Final PEIR for the Laguna Woods General Plan and Zoning Code Update (Project). However, certain significant impacts of the Project are unavoidable even after incorporation of all feasible mitigation measures.

These significant unavoidable impacts would result from GHG impacts because compliance with future efficiency targets cannot be assured. The Project would implement the development-specific GHG mitigation measures identified in this analysis (**MM GHG-1**), which sets forth procedures for project-specific technical assessment of potential project-related GHG impacts and mitigation measures to reduce GHG emissions. Based on the analysis presented here, a significant and unavoidable impact would occur even after mitigation.

The City finds that all feasible mitigation measures identified in the Final PEIR that are within the purview of the City would be implemented with the Project. The City further finds that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits, based upon the facts set forth above, the Final PEIR, and the record.

The City finds that any one of the benefits set forth below is sufficient by itself to warrant approval of the Project. This determination is based on the Findings herein and the evidence in the record. The following economic, legal, social, or technological benefits, independent of the other benefits, override the potential significant unavoidable adverse impacts and render acceptable each of the

unavoidable adverse environmental impacts. Having balanced the unavoidable adverse environmental impacts against each of the benefits, the City hereby adopts this Statement of Overriding Considerations for the following reasons:

1. All feasible mitigation measures have been imposed to lessen Project impacts to less than significant levels; alternatives to the Project are infeasible because while they have similar or less environmental impacts, they do not provide the economic benefits of the Project, or are otherwise socially or economically infeasible when compared to the Project.
2. The Project would accommodate a variety of housing types to meet the needs of all Laguna Woods residents, creating opportunities for attainably priced housing for all income groups.
3. The Project would amend the City's General Plan and Zoning Code to provide adequate potential housing sites with corresponding density to meet the City's Regional Housing Needs Assessment (RHNA) allocation of 997 housing units, inclusive of prior planning cycle carryover housing units.
4. The Project would also include a 199-dwelling-unit buffer sufficient to accommodate the RHNA during the entire planning period given the requirements of the "no net loss" statute.
5. The Project would accommodate the appropriate distribution of new multi-family housing throughout the City.
6. The Project would permit well-designed in-fill development that protects and enhances the quality of life and character of established neighborhoods and promotes healthy and safe living environments.
7. The Project would decrease reliance on the automobile and encourage active lifestyles through policies and in-fill development that increase the safety, convenience, and integration of multiple transportation modes.
8. The Project would minimize exposure of sensitive noise receptors to the detrimental effects of excessive noise from new development by incorporating noise considerations into land use planning decisions.