

# CHAPTER 3 Project Description

The Ripcurl Project (proposed project) would result in development of up to 440 units of rental housing above approximately 10,000 square feet (sf) of commercial uses on 3.8 acres (166,362 sf) of developed land. The proposed project would establish a new zoning district, “Transit Center District,” and change the General Plan land use designation, as well as the Zoning Map designation, for the subject property.

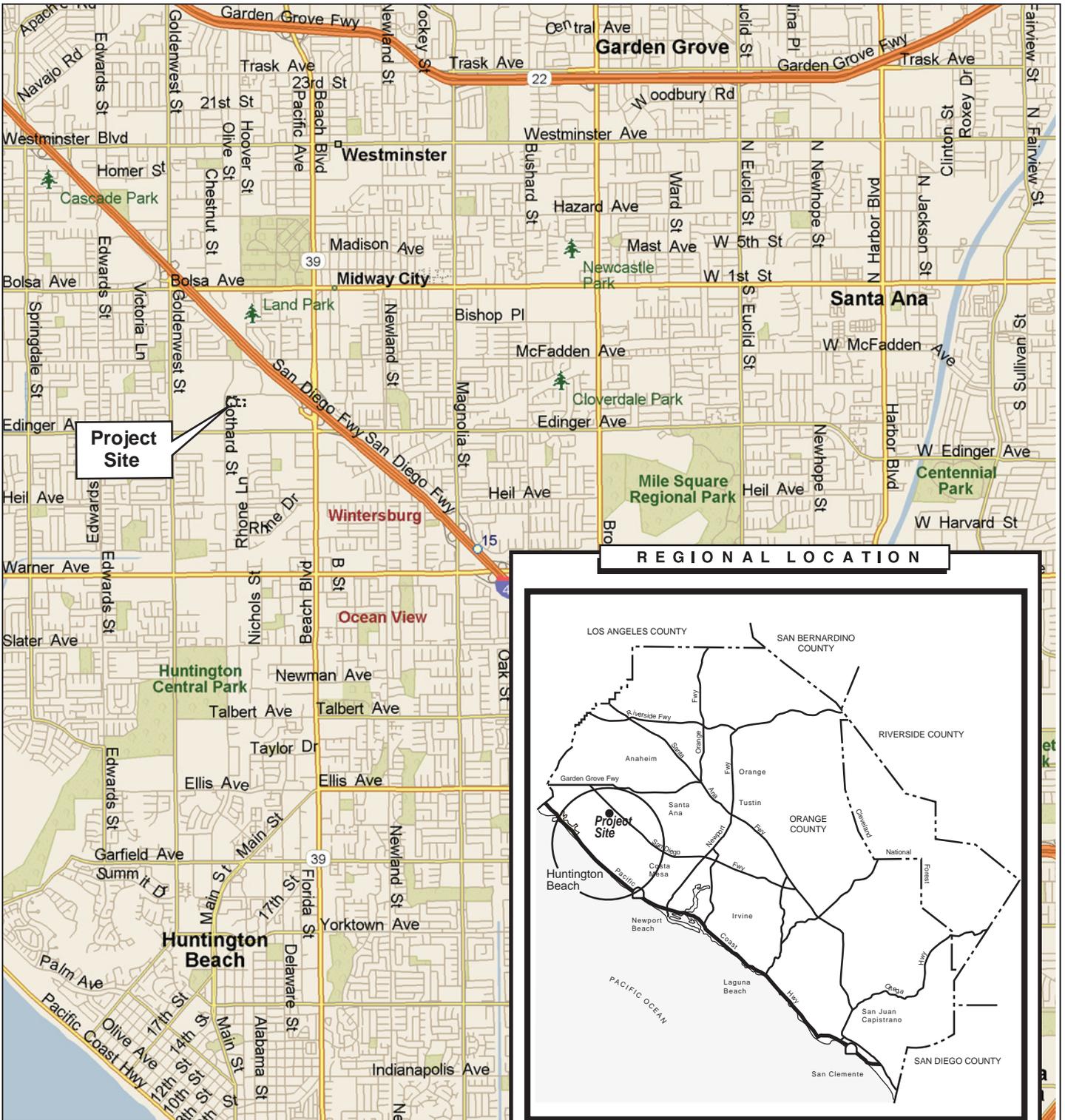
## 3.1 PROJECT LOCATION

The proposed project is located at 7302–7400 Center Avenue in the northeastern portion of the City of Huntington Beach in western Orange County, California. Figure 3-1 (Project Vicinity and Regional Location Map) illustrates the project site’s regional location and vicinity. The proposed project is located within a developed 3.8-acre site bordered by Center Avenue to the north; an existing commercial property to the south; Gothard Street to the west; and the Union Pacific Railroad right-of-way, and existing vacant commercial buildings (currently proposed for development as The Village at Bella Terra) to the east and southeast (refer to Figure 3-2 [Project Site and Surrounding Land Uses]). A small site with two Southern California Edison (SCE) transmission towers also abuts the northeast corner of the project site.

## 3.2 EXISTING PROJECT SITE

Existing characteristics of the project site are summarized in Table 3-1 (Summary of Existing Site Characteristics). An aerial photo of the site is provided in Figure 3-3 (Aerial Overview).

<i>Component</i>	<i>Relevant Information</i>
Applicant/ Property Owner	Amstar/Red Oak Huntington Beach, LLC
Assessor’s Parcel Number (APN)	142-074-06 & 142-074-12
Site Area	Approximately 3.8 acres
Existing Land Use	Commercial
Topography	Flat
Zoning Designation	CG (General Commercial)
General Plan Designations	CG-F1-d (General Commercial)



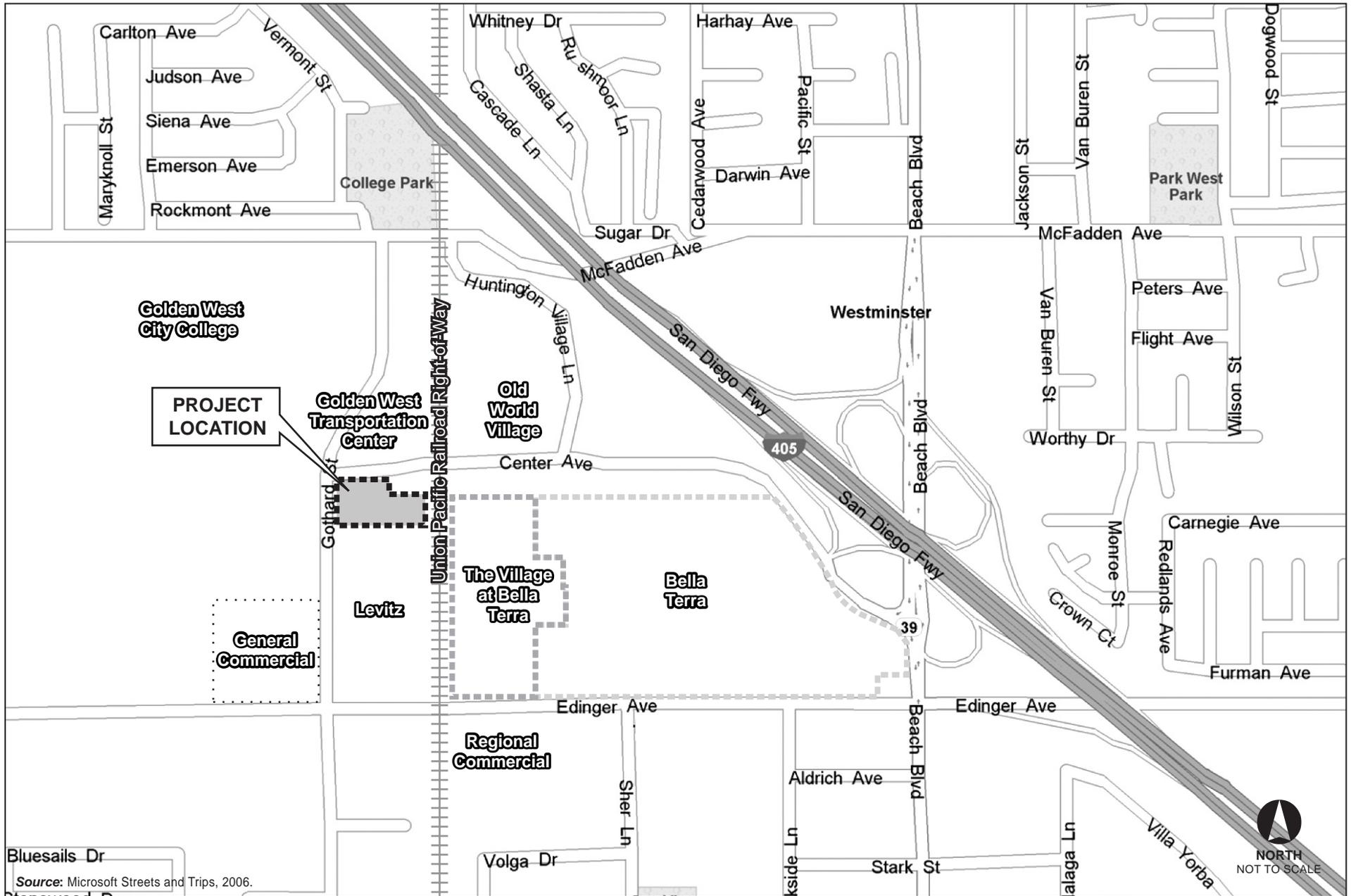
Source: Microsoft Streets and Trips, 2006.

**FIGURE 3-1**  
**Project Vicinity and Regional Location Map**



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Source: Microsoft Streets and Trips, 2006.

**FIGURE 3-2**  
**Project Site and Surrounding Land Uses**



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The project site is currently developed with a shopping center known as the College Country Center. The shopping center contains approximately 60,000 sf of commercial and office space located in four one-story retail buildings and one two-story office building, which were constructed in the late-1970s and the mid-1980s. Currently, the shopping center is approximately 80 percent leased with various retail and office tenants. The project site and surrounding vicinity is generally flat with no pronounced highs or lows. Vegetation on the project site consists of trees and ornamental shrubs.

### 3.2.1 Surrounding Land Uses

Figure 3-2 illustrates the surrounding land uses. The Golden West Transportation Center is located north of the proposed project site across Center Avenue. The Transportation Center is operated by the Orange County Transportation Authority and consists of ten bus docks and 115 parking stalls. The Old World Village, a Bavarian-themed shopping, dining, and entertainment center, is located northeast of the project site across Center Avenue and to the east of the Union Pacific Railroad right-of-way. A small site with two transmission towers also abuts the northeast corner of the project site. The transmission towers are owned and operated by Southern California Edison (SCE).

The commercial property to the east and southeast of the project site across the Union Pacific Railroad right-of-way consists of a vacant Montgomery Wards store. The Village at Bella Terra project, a new mixed-use development that is an extension of the existing Bella Terra Mall (Phase I), is proposed at this location. Immediately south of the project site is a former Levitz store, which consists of approximately 230,000 sf of retail showroom and distribution space and 331 parking stalls on 11.7 acres. Golden West College, an educational institution consisting of approximately 14,000 students and staff, is located to the west across Gothard Street.

### 3.2.2 Existing General Plan/Zoning Designations

Presently, the project site has a General Plan designation of CG-F1-d (General Commercial), which establishes a floor area ratio (FAR) of 0.35 for the site and a design overlay that permits underlying land uses to be designed in accordance with special design standards. The project site currently has a zoning designation of CG (General Commercial), which provides opportunities for a full range of retail and service businesses and is consistent with the General Plan.

### 3.2.3 Site Background

Historical records indicate that the project site was first utilized for agricultural purposes sometime prior to 1938 and the site continued to be utilized for agricultural purposes until at least 1953. As early as 1969 the site appeared to lay fallow. The project site was cleared and developed as a shopping center in 1979.



FIGURE 3-3  
Aerial Overview

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## 3.3 PROPOSED PROJECT CHARACTERISTICS

### 3.3.1 Project Background

Generally speaking, the City's neighborhood-serving commercial uses are "free standing," clustered at mini malls, or at centers typically located at the intersection of major arterial roads. The proposed project site is located within the City's Edinger Commercial Corridor District. This District is characterized by larger retail centers than those typically found along Beach Boulevard. However, the multi-tenant and larger uses have little physical or visual connection and are, most often, single trip destinations. As a consequence, the corridor lacks overall identity and strong physical anchors.

According to the City's General Plan, both Edinger Avenue and Gothard Street lack visual characteristics that provide identity and clarity of location. This is due in large part to a confusing array of signs, lack of consistent landscaping, strip commercial centers, and the predominance of tract walls.

Consequently, the City is currently preparing a Corridor Study to determine and implement a clear vision for growth and change along Beach Boulevard and Edinger Avenue. Specifically, the study will provide specifications to guide land use and development intensity, site layout, building design, site landscaping, and signage. The proposed project is being prepared simultaneously with the Corridor Study to ensure its consistency with the proposed guidelines.

### 3.3.2 Proposed Development

The proposed project is a mixed-use residential and commercial development that would consist of 440 residential units and approximately 10,000 sf of street level commercial uses. Presently, it is envisioned that the 10,000 sf of commercial uses would be divided between approximately 3,000 sf of restaurant uses and 7,000 sf of retail uses. Four levels of residential uses would be located over the retail component, which would be located on the ground level. A mezzanine level would also be located on the roof. The total project floor area, excluding parking and basement area would be approximately 382,700 sf.

Off-street parking would be provided; one level of parking would be below-grade and two levels of parking would be above-grade. Generally, the elevation at the site is approximately 21.5 feet. The lowest part of the garage would generally be approximately 14 feet down from the existing grade, down to an elevation of 7.5 feet. The actual excavation of the majority of the site would go down almost 2 feet more, to make room for pouring the foundation and footings (down to an elevation of 5.5 feet). The one part of the site that would go even deeper is the area on the easternmost side of the property where the lowest garage floor would drop down to approximately 3.5 feet, and the total excavation would go down to an elevation of 1.5 feet.

Figure 3-4 (Conceptual Site Plan) provides a conceptual site plan, while the preliminary elevations are illustrated in Figure 3-5 through Figure 3-7 (Conceptual Building Elevations), while Figure 3-8 (Conceptual Grading Plan) illustrates the conceptual groundwork anticipated for the project. The

conceptual project plans may be modified prior to final building plans and specifications in response to conditions of approval, mitigation measures, and design changes in response to code requirements. Notwithstanding that some plan changes may occur, the key features of the project are summarized in Table 3-2 (Summary of Project Site Characteristics).

<b>Table 3-2 Summary of Project Site Characteristics</b>	
<i>Component</i>	<i>Site Characteristics</i>
Proposed Land Use	Mixed Use—Commercial and High Density Residential
Proposed Development Intensity	440 residential units and 10,000 sf of commercial space (approximately 3,000 sf of restaurant uses and 7,000 sf of retail)
Building Height	Four levels of housing over three levels of parking, approximately 60-66 feet in height (total 6 stories)
Total Development Footprint	Approximately 3.8 acres
Proposed Parking Spaces	Approximately 578 spaces for residences and visitors
Open Space	Outdoor: Pool and spa area, fire pit and movie projection area Indoor: Fitness center, business center, conference room, and clubhouse
Project Access	Vehicular: Two driveways would serve the garage. The Center Avenue driveway would be the main entry for residents; the Gothard Street driveway is the main entrance for retail customers

SOURCE: Red Oak Investments, LLC, 2007

## ■ Development Characteristics

### *Residential Component*

The residential component would include approximately 301,100 sf of residential area and 7,000 sf of leasing, lobby, and recreation area. Of the 440 residential units, 151 would be studio units, 190 would be one-bedroom units, 88 would be two-bedroom units, and 11 would be live work loft units (two-bedroom units). Units would range in size from 465 sf (studio) to 1,037 sf (two-bedroom).

Outdoor amenities provided by the residential component would include a pool and spa area, fire pit and movie projection area. Indoor amenities provided by the residential component would include a fitness center, business center, conference room, and clubhouse. The conceptual residential amenity package is illustrated in Figure 3-9 (Conceptual Residential Amenity Package).

The residential component would target three populations groups: (1) Young Professionals, (2) the Golden West College Community, and (3) Progressives. Young professionals consist of childless couples and singles who work in Huntington Beach, North Orange County, and South LA County who would be drawn to amenities provided in the neighboring Bella Terra project, the surrounding neighborhood and the project itself. The Golden West College Community consists of students, teachers, and administrators associated with the neighboring college who would like to take advantage of new living options close to campus. Progressives consist of people who would utilize transit for work, who are drawn to an urban lifestyle with neighborhood amenities within walking distance, and who would appreciate the green features of the project.



Source: Van Tilburg, Banvard & Soderbergh, 2008.

**FIGURE 3-4**  
**Conceptual Site Plan**

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**FIGURE 3-5**  
**Conceptual Building Elevations**

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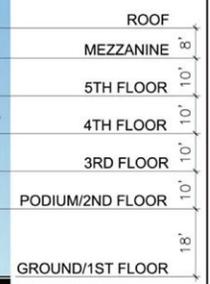




- EXTERIOR MATERIALS**
- 1 PORTLAND CEMENT PLASTER
  - 2 ANODIZED ALUMINUM WINDOW / DOOR SYSTEM
  - 3 METAL GUARDRAIL
  - 4 METAL TRELLIS
  - 5 STORE FRONT SYSTEM
  - 6 ENHANCED RETAIL / BLDG. BASE TREATMENT



CONCEPTUAL NORTH ELEVATION (EAST BUILDING)



CONCEPTUAL NORTH ELEVATION (WEST BUILDING)



Sources: Van Tilburg, Banvard & Soderbergh, 2008.



**FIGURE 3-6**  
**Conceptual Building Elevations**

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- EXTERIOR MATERIALS**
- 1 PORTLAND CEMENT PLASTER
  - 2 ANODIZED ALUMINUM WINDOW / DOOR SYSTEM
  - 3 METAL GUARDRAIL
  - 4 METAL TRELLIS
  - 5 STORE FRONT SYSTEM
  - 6 ENHANCED RETAIL / BLDG. BASE TREATMENT



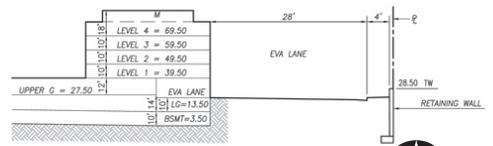
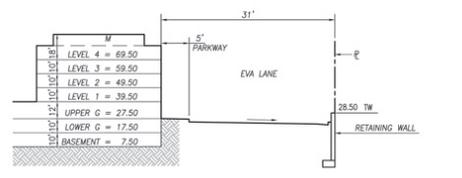
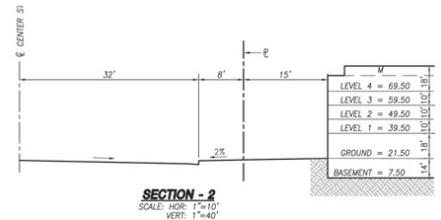
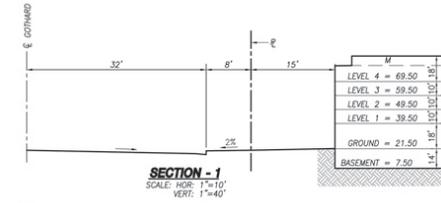
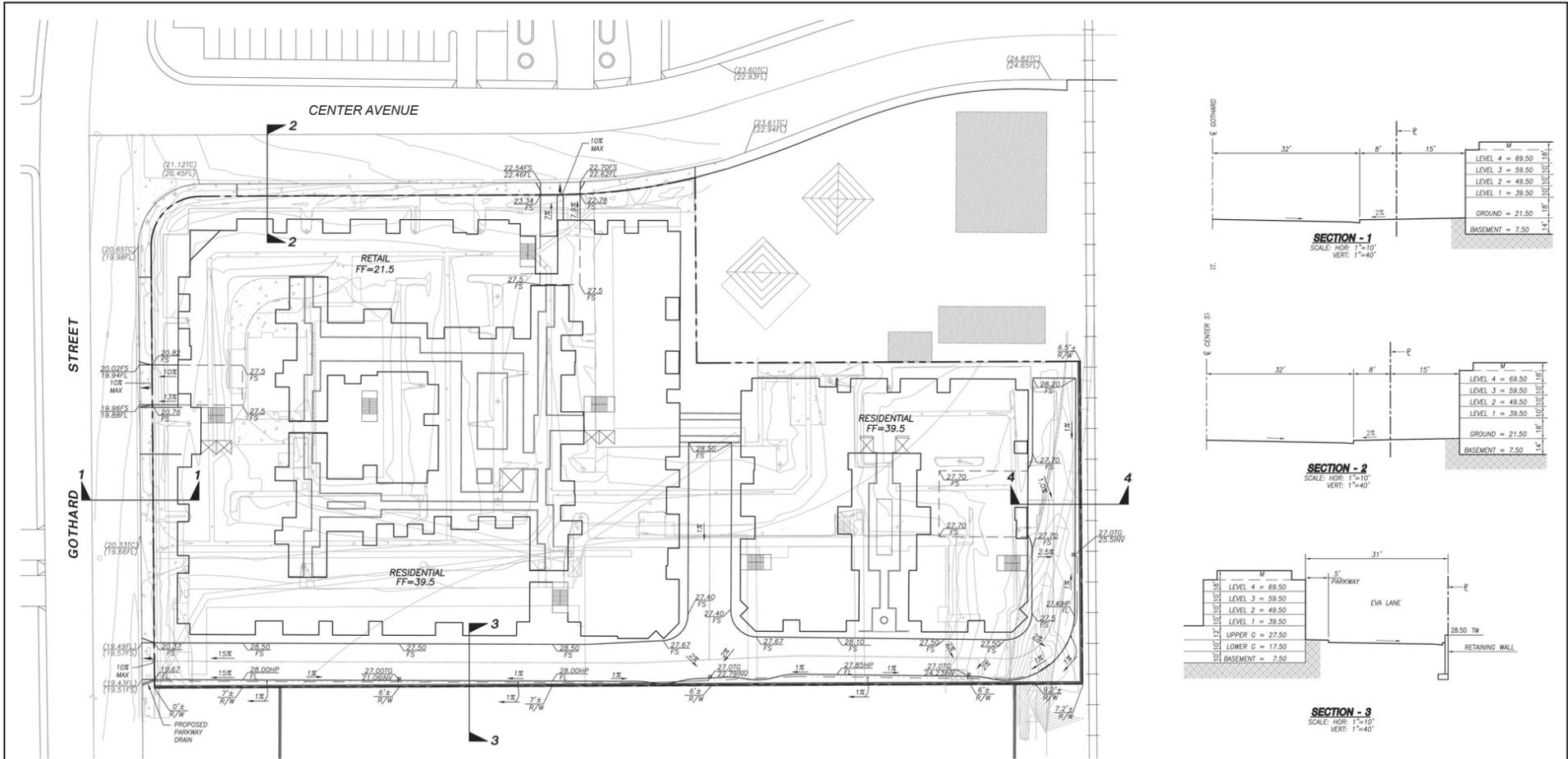
Source: Fuscoe Engineering, 2007.

**FIGURE 3-7**  
**Conceptual Building Elevations**



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**PRELIMINARY EARTHWORK QUANTITIES**  
 CUT..... 80,000 CY  
 FILL..... 5,000 CY

**NORTH**  
 SCALE IN FEET

Source: Fuscoe Engineering, 2008.

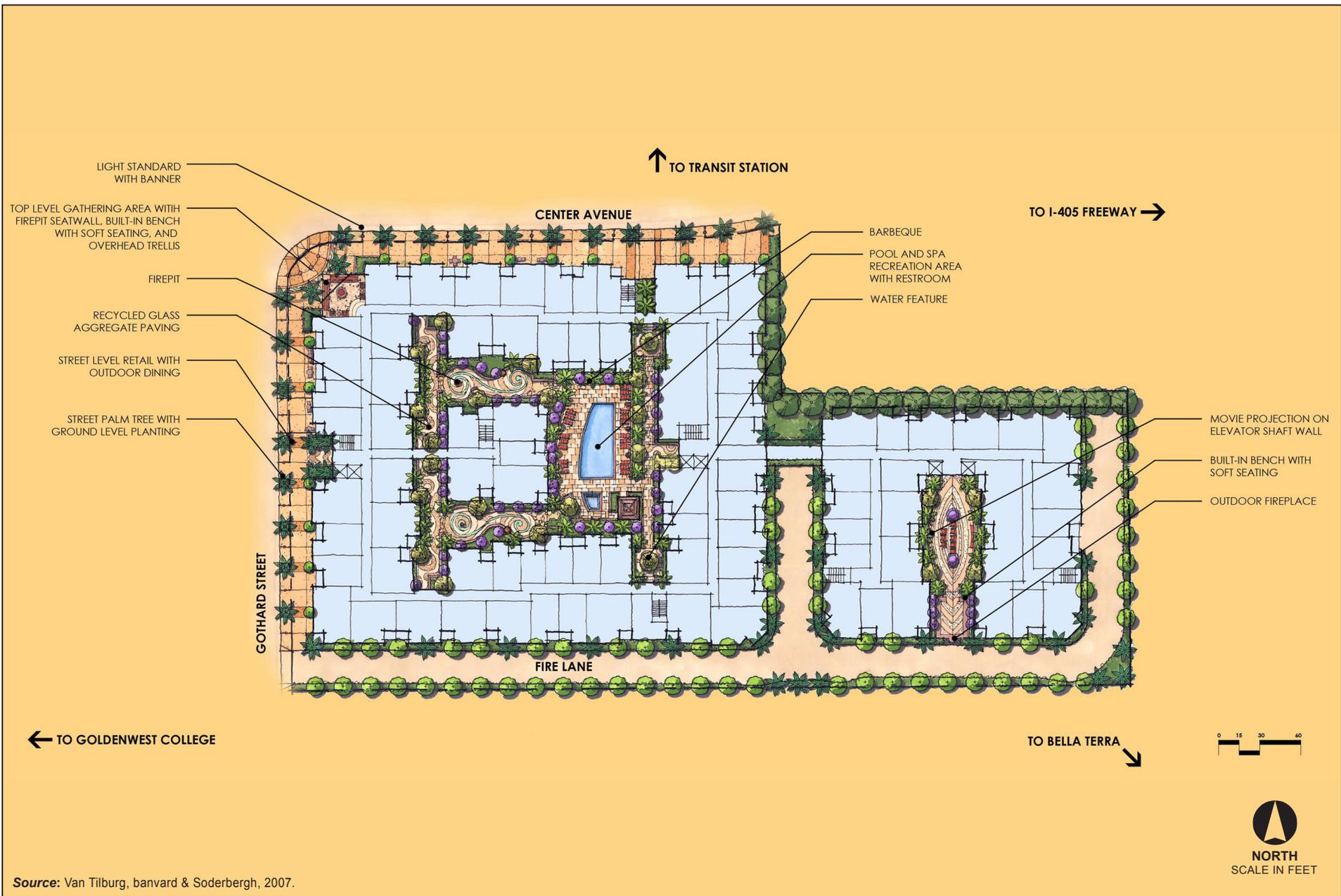
**FIGURE 3-8**  
**Conceptual Grading Plan**

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**FIGURE 3-9**  
**Conceptual Residential Amenity Package**

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### ***Commercial Component***

The commercial component of the proposed project would include up to 10,000 sf of ground floor space that would be located on the corner of Gothard Street and Center Avenue. Presently, it is anticipated that commercial uses would include approximately 3,000 sf of restaurant uses and approximately 7,000 sf of retail uses. The commercial component would target the Golden West College community and nearby, as well as project, residents. The project would provide a convenient location for college-serving businesses, such as bookstores, copying centers, and internet cafes to serve students, teachers, and administrators. Potential tenants could include a convenience store, café, sandwich shop, cleaners, juice shop, and mailbox store. If commercial demand rises in the future, the live-work units could be converted to retail in the future. Based on current operations on the project site, the commercial component would generate approximately 36 new full-time employment positions.

### ***“Green” Component***

The Applicant intends to design the project to a “Build it Green”-equivalent standard, which would utilize efficient building design and green products to reduce the proposed project’s overall use of resources. The project is likely to have bike storage for residents and for retail and would be designed for walking and cycling. Additional green project components would include low water consumption landscaping, diversion of construction waste, some engineered lumber, CO-sensing garage ventilation, Energy Star appliances, low-flow faucets and showers, low-VOC paints, educational materials that promote the use of transit, preferences for alternative fuel and hybrid vehicles, preferences for reduced car ownership, and superior energy performance.

In addition, some inherent characteristics of the site contribute to recognized green goals and would earn additional points under applicable rating systems. The project would be transit-friendly in that it is situated adjacent to the Golden West Transportation Center, which is the City’s largest transit hub and provides transit access throughout northern Orange County. The location of the project next to the transportation center hub would provide residents with a convenient alternative means of transportation. The project could also benefit from future commuter rail service if it is established along the existing Union Pacific Railroad line. The proposed location of high-density infill development would also benefit from the existing nearby retail and neighborhood services.

### **3.3.3 Amendments to the General Plan and Zoning Code**

As discussed above, the project site currently has a zoning designation of General Commercial, consistent with the General Plan. Residential uses are not currently permitted, with the exception of some group residential quarters. Since the General Plan and Zoning Code do not currently allow residential uses at this location, implementation of the proposed project would require the following amendments, along with certification of the environmental document:

- General Plan Amendment (GPA) to allow mixed use on the site and establish the allowable residential density and FAR. Currently, the General Plan has a Mixed Use-Vertical Integration category but it limits maximum density to 30 units per acre with a 3.0 FAR. However, the General

Plan also has a residential density category of “>30” that permits greater than 30 dwelling units per net acre. The Applicant is proposing up to 130 units per acre and requests the creation of a new land use designation, “Transit Center District.”

- Zoning Map Amendment (ZMA) to establish the “Transit Center District” zoning for the project site.
- Zoning Text Amendment (ZTA) to establish a “Transit Center District” and establish the associated development standards, a draft of which has been prepared by the Applicant.

### 3.3.4 Vehicular Access, Circulation, and Parking

#### ■ Off-Site Vehicular Circulation and Parking

**Center Avenue** is located immediately north of the project site. A new access driveway is planned along Center Avenue to provide access/egress to the residential component of the project site.

**Gothard Street** is located immediately west of the project site. Two access driveways are planned along Gothard Street to provide access/egress. One of the proposed access ways from Gothard Street also serves as an Emergency Vehicle Access lane on the project site.

#### ■ On-Site Vehicular Access, Circulation, and Parking

As described above, access to the project site would be provided from Gothard Street and Center Avenue, both of which are arterial streets. An emergency access lane accessed from Gothard Street and located along the southern border of the project site would provide secondary access to both components. Gates would separate the residential parking from the retail parking. The proposed project would provide a total of 578 parking spaces on three levels. Of these spaces, 528 stalls will be reserved for the residential component and 50 stalls will be reserved for the commercial component.

## 3.4 OTHER IMPROVEMENTS

#### ■ Site Elevation

Approximately 1.3 acres of the southeastern portion of the project site has been delineated on Federal Emergency Management Agency (FEMA) flood maps as being within Zone “A.” The base flood within the project site has a depth of 2 feet.<sup>1</sup> Thus, as a portion of the project site is located within a special flood hazard area, the proposed structure would be required to be built one foot higher than the Base Flood Elevation (BFE). A Letter of Map Amendment (LOMA) from FEMA effectively removed the existing structure from the flood hazard area; however, any future on-site construction would remain subject to federal, State, and local regulations pertaining to floodplain management.<sup>2</sup>

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<sup>1</sup> Fuscoe Engineering, Base Flood Elevation Study for The Ripcurl Development. October 18, 2007.

<sup>2</sup> Federal Emergency Management Agency, LOMA Determination Document (Removal)—Case No. 07-09-1952A. January 22, 2008.

## ■ Ancillary Project Activities

Infrastructure improvements (i.e., utilities, onsite roadways, adjacent access driveway, etc.) necessary to serve the proposed development would be constructed. The future onsite utilities would connect to existing facilities and some off-site improvements to existing infrastructure may also be required. Two transmission towers owned and operated by SCE abut the northeast corner of the project site. No change to this infrastructure is proposed.

### 3.5 CONSTRUCTION SCENARIO

Project construction is anticipated to consist of five phases: demolition, excavation and shoring, sub-grade construction, building construction and building occupancy. A summary of the construction schedule is provided in Table 3-3 (Construction Schedule). Construction of the proposed project is anticipated to occur over approximately 24 months beginning in July 2009. Demolition would involve the removal of an existing 30,000 sf two-story office building and a 30,000 sf one-story retail building. The demolition phase would likely generate an estimated 60,000 cubic yards of material that would need to be removed from the project site and is anticipated to take three months to complete.

Grading work is estimated to produce an approximately 80,000 cubic yards of cut and 5,000 cubic yards of fill and is anticipated to take four months to complete. After grading activities are completed, sub-grade construction and building construction would follow. It is anticipated the sub-grade construction would take three months to complete while building construction is anticipated to take 12 months to complete. Building occupancy would involve final inspections and is anticipated to take two months to complete. It is anticipated that construction would be completed in June 2011. Leasing is anticipated to occur over another 18 months. Therefore, full project occupancy is anticipated to occur by winter 2012/2013.

<b>Table 3-3 Construction Schedule</b>	
<i>Phases</i>	<i>Duration</i>
Demolition	3 months
Grading and Excavation	4 months
Sub-Grade Construction	3 months
Building Construction	12 months
Occupation	2 months
<i>Total</i>	<i>24 months</i>
SOURCE: Red Oak Investments, LLC, 2007	

## 3.6 PROJECT OBJECTIVES

The objectives of the proposed project as identified by the City are as follows:

- Establish zoning standards and implementation mechanisms applicable to mixed-use developments consistent with the policies and development framework of the City's General Plan and Zoning and Subdivision Ordinance to maximize land use opportunities.
- Create a development that is compatible with and sensitive to the existing land uses in the project area.
- Promote residential and commercial buildings that convey a high quality visual image and character.
- Enhance the community image of Huntington Beach through the design and construction of high quality development consistent with the Urban Design Element of the City's General Plan.
- Ensure adequate utility infrastructure and public services for new development.
- Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.
- Provide for the development of mixed-use projects that integrate residential and commercial uses and ensure compatibility of these uses.
- Mitigate environmental impacts to the greatest extent possible.

Additionally, the objectives of the proposed project, as identified by the Applicant are as follows:

### Community Objectives

- Support regional mobility goals by encouraging development in and around current and future potential transportation and activity centers, thereby reducing vehicle trips and infrastructure costs, and encouraging the expansion and improvement of public transportation service.
- Provide local residents and college students, faculty, and staff with a luxury living alternative, and attract high-income renters from other areas whose spending power and consumption habits will provide support for surrounding retail businesses.
- Accommodate demand for Class-A market rate rental housing otherwise unmet in the community.

### Development and Site Design Objectives

- Create a high-quality, mixed-use development that offers unique urban living experiences while promoting an active pedestrian environment and access to restaurant and retail uses in the area.
- Maximize utilization of a uniquely located development opportunity by locating density where it is self-mitigating through resident access to campus and transit.
- Provide for the development of an underutilized site and replace the visual blight of existing strip retail with the visual excitement of new, top-rate development.

- Improve the open space environment through the addition of open spaces and increased landscaping including new landscaped podiums and pathways, some of which will be accessible not only to the residents, but also to the public.
- Capitalize on future potential commuter rail service by locating development along the likely route of the Union Pacific rail line.
- Provide parking with direct access to the development.
- Create affordable housing through on-site and directly subsidized off-site units.
- Create a mixed-use development that maximizes opportunities for green building and environmentally sound design.

### **Economic Objectives**

- Maximize the value of the currently underutilized site through the development of new housing and retail uses, consistent with anticipated market demands.
- Accommodate sufficient residential density to make demolition of an operating retail and office asset financially feasible.
- Achieve high retail rents by providing a base of captive on-site customers and a smaller but upgraded offering of establishments.
- Achieve premium apartment rents by meeting the high market demand for housing that is close to retail, office, education, and transportation.
- Accommodate future economic expansion by providing high density housing and retail within a community that has the necessary infrastructure to support the development.
- Strengthen the economic vitality of the region by attracting new workers, through construction, rehabilitation, and operation of the project.

## **3.7 INTENDED USES OF THIS EIR**

This Environmental Impact Report (EIR) is a Project EIR, as defined in CEQA Guidelines 15161, and analyzes the impacts of a specific project—The Ripcurl Project. This EIR has been prepared to analyze potentially significant environmental impacts associated with the planning, construction, and operation of the project. This EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed project. EIRs not only identify significant or potentially significant environmental effects, but also identify ways in which those impacts can be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, EIRs function as a technique for fact-finding, allowing concerned citizens, City staff, and decision makers an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

## 3.8 PUBLIC ACTIONS AND APPROVALS REQUIRED

### 3.8.1 City of Huntington Beach

This EIR is being prepared by the City of Huntington Beach to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. The City of Huntington Beach is the Lead Agency for the project and has discretionary authority over the project and project approvals.

This EIR serves as the required environmental documentation for the following discretionary approvals that are required to implement the proposed project:

- **Conditional Use Permit Request**—To permit construction of the proposed structures
- **Design Review**—Approval
- **General Plan Amendment**—To allow mixed-use on the site and establish an allowable residential density and FAR
- **Zoning Map Code Amendment**—To establish a “Transit Center District” zone on the project site
- **Zoning Text Amendment**—To establish a “Transit Center District” and associated development standards

### 3.8.2 State and Local Agencies

In addition to the City of Huntington Beach (the Lead Agency), there are also federal, regional, and State, responsible agencies that have discretionary or appellate authority over the project and/or specific aspects of project. The responsible agencies will also rely on this EIR when acting on such projects. Those federal, State, or local agencies that would rely upon the information contained in this EIR when considering approval include, but are not necessarily limited to, the following:

- California Regional Water Quality Control Board (Permit for dewatering during construction; and National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- Orange County Sanitation District—Waste service
- California Department of Transportation (Caltrans)
- California Department of Fish and Game
- United States Fish & Wildlife Service

## 3.9 CUMULATIVE DEVELOPMENT SCENARIO

Section 15355 of the CEQA Guidelines defines “cumulative impacts” as “two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.” In general, these impacts occur in conjunction with other related developments whose impacts might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the project in combination with existing development and other expected future growth, the amount and location of growth expected to occur (in addition to the proposed project) must be considered. Section 15130(b) of the CEQA Guidelines allows the following two methods of prediction:

- A. A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or
- B. A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions.

This EIR primarily uses a list of cumulative projects for the cumulative analysis, because the types of impacts anticipated from the project are primarily local in nature and would not be affected by regional development. However, where use of regional projections is appropriate for the cumulative analysis of a particular resource, this is specified in the cumulative discussion of that resource in Chapter 4 (Environmental Analysis). Table 3-4 (Cumulative Projects) summarizes cumulative development projects within the vicinity of the project area.

<b>Table 3-4 Cumulative Projects</b>			
<i>No.</i>	<i>Project Name</i>	<i>Major Project Features</i>	<i>Project Status</i>
<b>Projects Located within One Mile of Project Site</b>			
1	Goldenwest College Master Plan	This project consists of an extensive improvement and building program to meet increasing enrollment needs and to update technology and outdated infrastructure. The project will include the renovation of older buildings, re-using existing buildings and the construction of new buildings, landscaping, and infrastructure.	A Program Environmental Impact Report has been circulated.
2	The Village at Bella Terra	General Plan Amendment and Zoning Text Amendment to increase the maximum development density, establish mixed-use zoning, and create mixed-use development standards in Specific Plan No. 13, located between Edinger Avenue and Center Avenue, just west of the existing Bella Terra mall. The General Plan would allow either 713 residential units and 138,085 commercial sf or 538 residential units and 414,255 commercial square feet. The conceptual development consists of five major building blocks between four and ten stories high with various combinations of semi-subterranean parking along with housing and retail wrapping around above-ground parking structures. The retail component would be on the ground level adjacent to above-grade parking or in separate stand-alone commercial buildings.	The project is under review by the Planning Department.
3	Beach/Edinger Corridor Study	The City of Huntington Beach is beginning work on a new vision and new zoning for properties along Beach Boulevard and Edinger Avenue. The study will assess development opportunities for the Beach Boulevard/Edinger Avenue corridor. Specifications to guide land use and development intensity, site layout, building design, site landscaping, and signage will be detailed in the Specific Plan. Land use and development standards will be drafted to replace pre-existing zoning regulations and to assist the community to more effectively attract investment and improve the evolving image and identity of the City in these areas. Future development along the Specific Plan area is envisioned differently along different portions of the corridor; therefore, the Specific Plan area has been divided into five informal "districts." Additionally, four specific projects located within the Specific Plan area boundaries are analyzed at project-level detail within the Specific Plan EIR. Overall, the Specific Plan would allow for the addition of up to approximately 6,400 dwelling units, 874,60 sf of retail, 350 hotel rooms, and 112,000 sf of office uses.	Community meetings are underway, the Specific Plan is being drafted, and preliminary environmental analysis has begun.

**Table 3-4 Cumulative Projects**

No.	Project Name	Major Project Features	Project Status
4	CVS Pharmacy	Construction of a new 12,900 sf drive-through pharmacy at the southeast corner of Goldenwest St. and McFadden Ave.	The project is under review by the Planning Department.
5	Seawind Village Apartments	Addition of 10 residential units to a 277-unit apartment complex and construction of a 7,500 sf clubhouse/recreation center at 15555 Huntington Village Drive, on the west side of Huntington Village Drive, north of Center Avenue.	The project is under review by the Planning Department.
6	Heil Widening	The project will construct the street improvements necessary to widen the north side of Heil Avenue between Silver Lane and Beach Boulevard to its full 80-foot secondary arterial street width. Currently, this segment of Heil Avenue provides one through-lane in each direction, bike lanes, and a striped median. The widened street section will provide one additional through-lane in each direction. The project includes relocation of existing utility poles and the construction of new asphalt pavement, concrete curb, gutter, sidewalk, street lights, and the installation of 24" box parkway trees. An eight-foot high wall will also be constructed along the proposed northerly right-of-way.	Construction is anticipated to begin Fall 2008.
7	Irby Park Urban Runoff Treatment Project	This project will divert dry weather urban runoff from two local storm drain pump stations for natural treatment in an effort to protect and improve the water quality of the downstream receiving waters. The treated urban runoff will be used for groundwater recharge, park restoration, habitat enhancement, and potential irrigation. The project will be incorporated into the currently undeveloped portion of Irby Park, located southeast of Edwards Street and Heil Avenue.	A formal application for Environmental Assessment is anticipated for submittal in Summer 2008.

**Projects Located Within the City of Westminster**

8	Self-Storage Retail Center	Develop a new 135,100 sf self-storage and 6,777 sf retail center at the northeast corner of Beach Blvd. and Edinger Ave.	This project has been approved and the site is being graded.
9	Rezone on Moran Street	Rezone of all M (Industrial) and CM-1 (Commercial-Industrial) properties along Moran Street and Weststate Street, South of Bolsa, North of Bishop to C2 (Community Business).	This project is currently under Review by the City of Westminster.
10	Moran Street Senior Condos	Develop 144 Senior Condos at 15088-15238 Moran Street.	The project has been approved and is currently in plan check.

**Projects Located Further Than One Mile of Project Site**

11	Gun Range	The City will prepare an EIR for clean-up and reuse of the site located in Central Park east of the Sports Complex.	An EIR is currently underway.
12	Senior Center	Construction of a new 45,000 sf senior center and associated parking at southwest corner of Goldenwest Street and Talbert Avenue.	Entitlements have been approved.
13	Talbert Lake Water Quality Project	The Talbert Lake Diversion Project would divert up to 3 million gallons per day of urban runoff from the East Garden Grove Wintersburg Channel, through pre-treatment devices, and into a 15-acre area in Central Park for treatment to remove pollutants, thereby significantly reducing pollutant loading to the coastal receiving waters. Project components will include a channel diversion structure, pump station, control system, existing pipeline inspection and rehabilitation, additional conveyance piping, pretreatment, Natural Treatment Systems, Talbert Lake rehabilitation, groundwater recharge enhancements, educational exhibit, and monitoring.	An environmental assessment is currently underway.

Table 3-4 Cumulative Projects

No.	Project Name	Major Project Features	Project Status
14	Brightwater Annexation	The Brightwater residential project consists of 349 single-family units on 105.3 acres of the upper bench portion of Bolsa Chica. The property is currently in unincorporated Orange County but the City is in the process of annexing the property.	The project is under construction and annexation has begun in phases.
15	Parkside Estates	A 170-unit single-family residential project with 14.4 acres of proposed park/open space located on 50 acres on the west side of Graham Street, south of Warner Avenue.	The project has been approved by the City Council and is under consideration by the Coastal Commission.
16	Toyota Dealership	This project, located on Beach Boulevard north of Garfield Avenue, involves the replacement of the existing vehicle sales and service building and improvements with a new 39,500 sf vehicle sales and service building and an attached five-level parking structure. When complete, the new facility will provide capacity for up to 465 vehicles.	Construction has been completed.
17	Ocean Breeze Plaza	The project, located at northwest corner of Beach Boulevard and Ronald Drive, involves the construction of a new two-story 9,544 sf multi-tenant retail/office building.	The project has been approved and is in plan check.
18	Plaza Buccella Townhomes	The project involves the construction of a five-unit residential project located at 16861 Lynn Street, on the west side of Lynn Street, north of Warner Avenue.	The project is on hold at the applicant's request.
19	Rainbow Disposal	Master plan for Rainbow to expand the existing Material Recovery Facility (MRF) and Transfer Station from the current 2,800 tons per day (TPD) to 4,000 TPD. These new buildings and operations would enable Rainbow to continue to process curbside recyclables, construction and demolition (C&D) debris, greenwaste, and commercial municipal solid waste (MSW), and to do so while improving environmental conditions around the facility as compared to current operations.	An environmental assessment is currently underway.
20	Pearce St. Subdivision	Fourteen-unit subdivision on Pearce Street.	This project is on hold at the applicant's request.
21	Bayview Residential Development	The project involves the construction of a fifteen-unit residential project and a twenty-seven-boat slip marina at 3901 Warner Avenue (former Percy Dock).	The project is under review by the Planning Department.
22	Longs Drugs	The project involves the construction of an 8,800 sf drugstore with a drive-through pharmacy at 17725 Beach Boulevard, at the NWC of Beach Boulevard and Newman Avenue.	The project is under review by the Planning Department.
23	Fein Medical Office Building	The project involves the construction of a 6,480 sf medical office building at 7922 Liberty Avenue, on the south side of Liberty Avenue, west of Beach Boulevard.	The project is under review by the Planning Department.

SOURCE: City of Huntington Beach. Written communication from Tess Nguyen, May 16, 2008.

### 3.10 REFERENCES

Geocon Inland Empire, Inc. 2006. *Geotechnical Investigation—Proposed College Country Mixed-Use Development*, December 12.

City of Huntington Beach. Written communication from Tess Nguyen, May 16, 2008.