

CHAPTER 3 Project Description

3.1 PROJECT LOCATION

The proposed mixed-use project is located on a 9.4-acre, L-shaped parcel at the southwest corner of the Beach Boulevard and Warner Avenue intersection in the City of Huntington Beach in western Orange County, California. Figure 3-1 (Project Vicinity and Regional Location Map) illustrates the proposed project site’s regional location and vicinity.

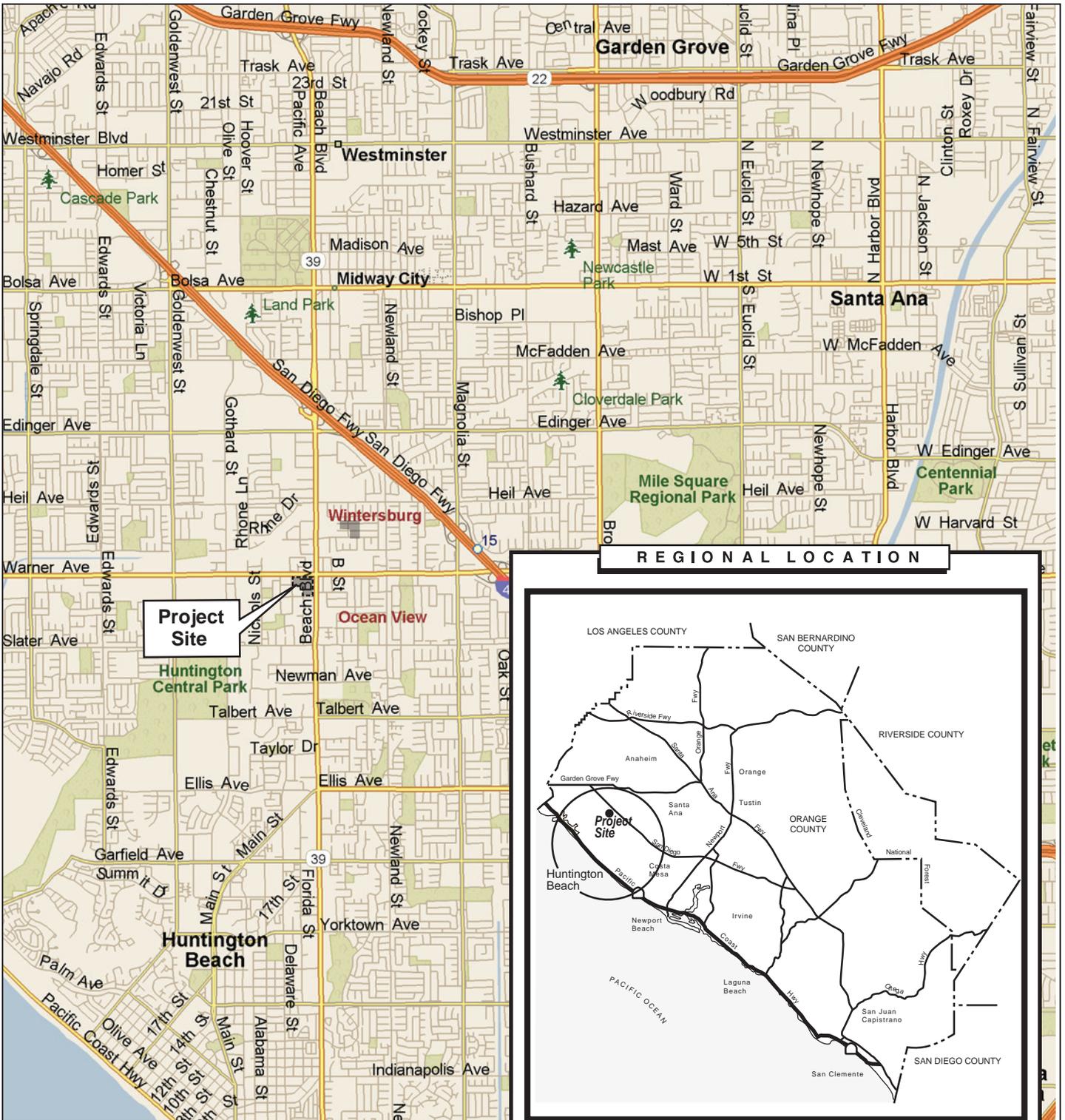
The project site is bound to the north by Warner Avenue, to the east by Beach Boulevard, to the south by Cypress Avenue and Sycamore Avenue, and to the west by Elm Street and Ash Street. The project site is designated as a Neighborhood Center within the Beach and Edinger Corridors Specific Plan (BECSP), which was adopted in March 2010, and is recognized in the BECSP as a neighborhood center.

3.1.1 Existing Project Site

The existing general characteristics of the project site are summarized in Table 3-1 (Summary of Existing Site Characteristics). Land uses on the project site and surrounding area are shown on Figure 3-2 (Project Site and Surrounding Land Uses).

Table 3-1 Summary of Existing Site Characteristics				
<i>Component</i>	<i>Relevant Information</i>			
Applicant/ Property Owner	Decron Properties, Len Lichter, City of Huntington Beach Redevelopment Agency			
Assessor’s Parcel Numbers (APN)	165-364-03	165-364-13	165-364-17	165-364-21
	165-364-04	165-364-14	165-364-18	165-364-22
	165-364-06	165-364-15	165-364-19	165-364-24
	165-364-12	165-364-16	165-364-20	165-364-25
Site Area	9.5 acres			
Existing Land Use	Retail, Restaurant and Office Uses			
Topography	Flat			
Zoning Designation	Specific Plan 14 (SP-14)			
General Plan Designations	Mixed Use-Specific Plan Overlay-Design Overlay (M-sp-d)			

The project site is currently developed with a fifteen-story office tower at the corner of Beach Boulevard and Warner Avenue, several one-story strips of retail, office, and restaurant uses fronting Beach Boulevard or Warner Avenue, a two-story movie theater, a six-story parking structure, and a two-story Bally’s total fitness. A portion of the project site on the northeast corner of Cypress Avenue and Elm Street is currently undeveloped. Table 3-2 (Existing Development on Project Site), provides the size of existing development on the project site.



Source: Microsoft Streets and Trips, 2010.

FIGURE 3-1
Project Vicinity and Regional Location Map



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Beach and Warner Mixed-Use Project



FIGURE 3-2
Project Site and Surrounding Land Uses

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Table 3-2 Existing Development on Project Site

<i>Use</i>	<i>Square Footage (sf)</i>
Movie Theater	26,730
Retail (on Warner Avenue)	13,414
Restaurant (on Warner Avenue)	5,117
Office Tower	196,000
Restaurant (north)	7,205
Restaurant (south)	6,000
Office Building (north)	15,000
Office Building (south)	9,200
Fitness Center	42,343
Total Existing Development	321,009

Currently there are nine driveways providing access to the project site: four on Cypress Avenue, two on Beach Boulevard, one on Warner Avenue, one on Ash Street, and one on Elm Street. An internal roadway currently cuts across the project site, providing through (although not direct) access between Beach Boulevard and Warner Avenue. This driveway also provides access to the existing uses on-site, reducing the number of access points from both Beach Boulevard and Warner Avenue. The existing six-story parking structure is accessible from a driveway on Ash Street as well as the internal roadway.

3.1.2 Surrounding Land Uses

The proposed project site is located approximately one mile south of I-405 at the southwest corner of Beach Boulevard and Warner Avenue. Due to the unique L-shape of the project site, the site has more street frontages and adjacent land uses than a typical, regularly shaped site. The project site is surrounded by the following uses:

- **North (Across Warner Avenue)**—Vacant flower store and a car wash (located within BECSP area); multi-family residential uses further to the north
- **East (Across Beach Boulevard)**—Carwash and commercial uses fronting Beach Boulevard; single-family and multifamily residential uses further to the east (both located within the BECSP area)
- **South (across Cypress Avenue)**—Just Tires and Sherwin Williams Paints fronting Beach Boulevard (within BECSP area)
- **South (across Sycamore Drive)**—Single- and multi-family residential uses
- **West (across Elm Street)**—Single and multi-family residential uses
- **West (across Ash Street)**—Vacant commercial use and undeveloped land (southwest corner of Warner Avenue and Ash Street), multi-family residential uses

3.1.3 General Plan/Zoning Designations

The proposed project site has a General Plan Land Use designation of Mixed Use-Specific Plan-Design Overlay (M-sp-d). The M-sp-d designation permits a range of commercial and multi-family residential uses. The exact density, location and mix of uses permitted in this designation is governed by a Specific Plan (“-sp”), form-based code, allowing for greater design flexibility and to address the uniqueness of a particular area. The project site is zoned as Specific Plan 14 (SP-14), which is the BECSP adopted in March 2010. The proposed project site is designated as a Neighborhood Center within the BECSP. Within the Neighborhood Center designation, existing shopping centers are encouraged to intensify development with a mixture of complimentary uses that are less exclusively auto-oriented. The BECSP permits upper-level housing, ground-level live/work units along Warner Avenue, office and/or lodging in Neighborhood Centers. Ground-level housing is also allowed along Ash Street and Cypress Avenue. Development would be subject to the Specific Plan’s Development Code for this designation, as applicable.

3.2 PROJECT CHARACTERISTICS

The project includes the construction of two new retail buildings at the corner of Warner Avenue and Beach Boulevard, new mixed-use buildings along both Warner and Beach Boulevards, and two new parking structures. Under the proposed project, the existing fifteen-story, 196,000 square-foot (sf) office tower; the 18,531 sf retail/restaurant building along Warner Avenue; the 7,205 sf restaurant on Beach Boulevard; and the six-story, 863-stall parking structure located on the northeast corner of Sycamore Avenue and Ash Street would remain. All other existing buildings on the project site would be replaced with new development.

The project proposes three components; the construction of a mixed-use building on Beach Boulevard, a mixed-use building on Warner Avenue, and two retail buildings on the corner of Beach Boulevard and Warner Avenue, as described in the following sections. Figure 3-3 (Proposed Project Site Plan) illustrates how the proposed and existing buildings would be oriented on the project site. Refer to Table 3-3 for a breakdown of proposed uses by project component.

3.2.1 Beach Mixed-Use Building

Under the proposed project, a mixed-use building would be constructed on Beach Boulevard (Beach Mixed-Use building) and would be bound by Beach Boulevard to the east, Cypress Avenue to the south, Elm Street to the west, and the realigned internal roadway to the north. The Beach Mixed-Use building would include a total of 247,421 sf of building area, including 15,600 sf of retail uses, 5,000 sf of restaurant uses, and 202 residential units (totaling approximately 221,420 sf), as well as 5,400 sf of residential common area. Parking for these uses would be contained in an internal three-level, 481-stall parking structure (one level below grade, one level at-grade, one level above-grade). The proposed building would surround the parking structure on all four sides. Retail and restaurants uses would front Beach Boulevard, while residential uses would be located along Elm Street and Cypress Avenue. Residential uses also would be located on levels 3 through 6 of the building, above the commercial uses and the parking podium.

Table 3-3 Summary of Proposed Development on Project Site

<i>Use</i>	<i>Beach Mixed-Use Building</i>	<i>Warner Mixed-Use Building</i>	<i>Beach/Warner Corner Retail Buildings</i>	<i>Total at Build-out</i>	<i>Existing Development to Remain on Site with Proposed Project</i>
Residential	202 du	77 du*	NA	279 du	NA
Retail	15,600 sf	3,000 sf	11,000 sf	29,600 sf	13,414 sf
Offices	NA	NA	NA	0sf	196,000 sf
Restaurants	5,000 sf	1,000 sf	NA	6,000 sf	12,322 sf
Common Area	5,400 sf	1,600 sf	NA	7,000 sf	NA
Public Open Space	25,000 sf	6,000 sf	44,000 sf	75,000 sf	NA
Private Open Space	11,000 sf	4,800 sf	NA	15,800 sf	NA

SOURCE: Studio One Eleven at Perkowitz and Ruth Architects. Warner and Beach Boulevard Program Summary. June 2010.

du = dwelling unit

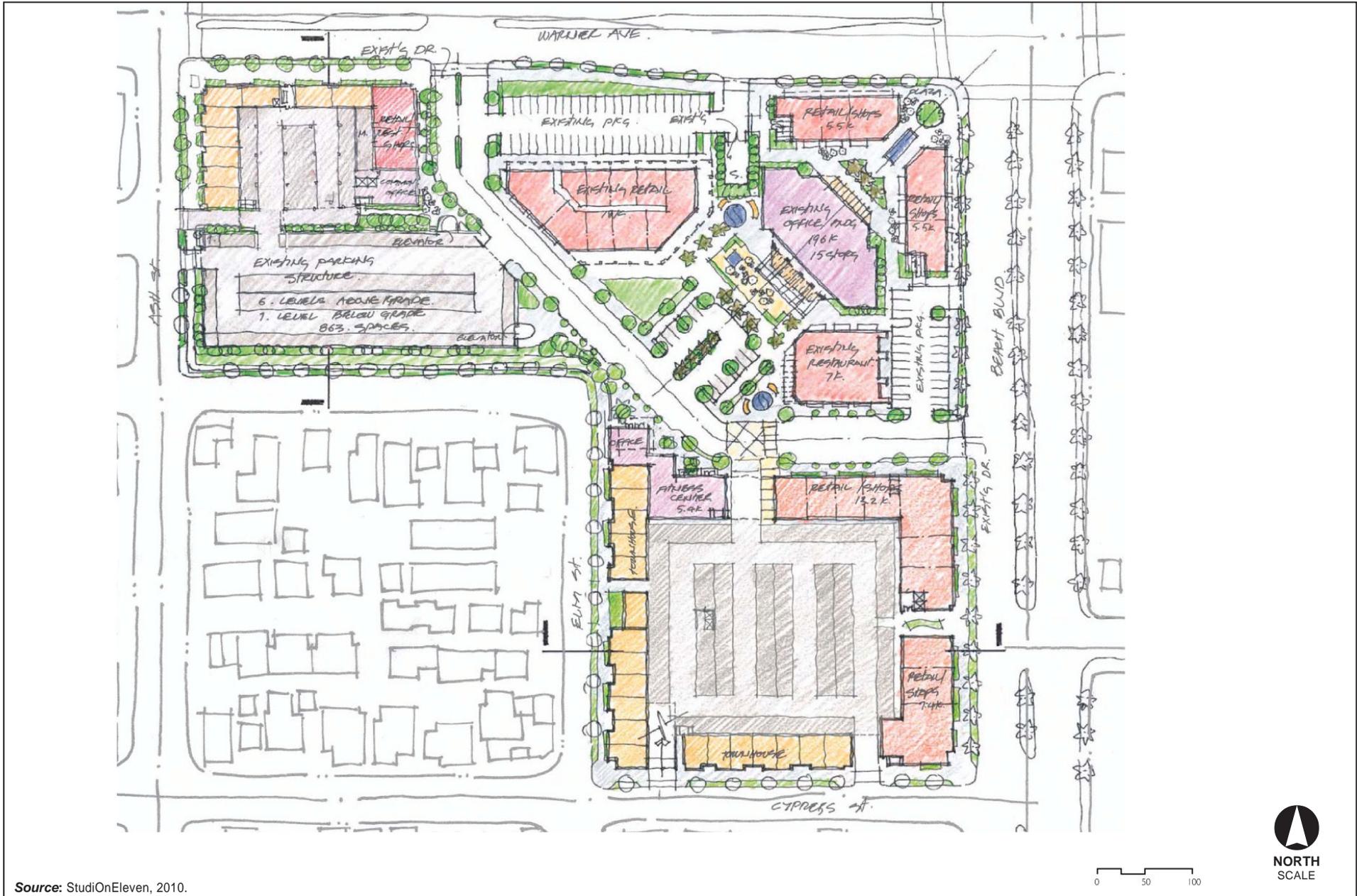
* The unit mix includes 41 one-bedroom units, 32 two-bedroom units, and 4 two-bedroom, live/work units. Residential building area totals 83,444 sf, consisting of approximately 81,844 sf of residential uses and 1,600 sf of retail uses associated with the four live/work units.

Along Cypress Avenue and Elm Street, 19 two-level, two bedroom townhomes would be developed with direct street access. On levels three through six, which would be stepped back away from the residential streets, 119 one-bedroom flats and 64 two-bedroom flats would be developed, accessible via an internal corridor. Residential uses would be oriented around a large central courtyard space at podium level (above the proposed parking structure). Residential common areas would include an office and fitness center, located at the ground level at the northwest corner of the site.

Building heights would vary across the site, with the most height concentrated near Beach Boulevard and Cypress Avenue, stepping down to two stories across from the residential uses adjacent to the project site on Elm Street and Cypress Avenue. The proposed building would be a maximum of six stories tall.

3.2.2 Warner Mixed-Use Building

Under the proposed project, a mixed-use building would be constructed on Warner Avenue (Warner Mixed-Use building) and would be bound to the north by Warner Avenue, to the east by the realigned internal roadway, to the south by the existing six-story parking structure, and to the west by Sycamore Avenue. The Warner Mixed-Use building would include a total of 89,044 sf of building area, consisting of 3,000 sf of retail uses, 1,000 sf of restaurant uses, 77 residential units (totaling approximately 81,844 sf of residential uses and 1,600 sf of retail uses associated with the four live/work units), and 1,600 sf of residential common area. Parking for these uses would be contained in a new internal two-level, 55-stall parking structure (one-level below grade, one above grade), and in the existing parking structure to the south. The proposed building would surround the internal parking structure on the three street-fronting sides. Retail shops and restaurants uses would front Warner Avenue and the realigned internal roadway. Residential uses would be located at street level along Elm Street and Ash Street and above the retail and parking podium on levels 2 through 6 of the proposed building.



Source: StudiOnEleven, 2010.

FIGURE 3-3
Proposed Project Site Plan



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Of the 77 residential units proposed, there would be 41 one-bedroom and 36 two-bedroom apartments. Nine of these units, including 4 live/work units, would be two levels, located at the ground level, and accessed from the street. The remaining units would be accessed via internal corridors. Upper level units are arranged around a large central courtyard space provided at the podium level.

Buildings heights would vary across the site; at the street buildings would be two-stories in height, with up to six-stories stepped back towards the existing six-story parking structure. The proposed Warner Mixed-Use building would be a maximum of 6 stories high.

3.2.3 Beach/Warner Corner Retail Project

Two new one-story, 5,500 sf retail buildings would be constructed on the corner of Beach Boulevard and Warner Avenue, flanking the existing fifteen-story office tower. The orientation of the proposed buildings and the existing fifteen-story office tower would activate a public plaza on the corner. Parking would be provided in the existing and proposed parking structures, and by some of the existing surface parking that would remain with implementation of the proposed project.

3.2.4 Vehicular Access, Circulation, and Parking

■ Access and Circulation

Generally, access to the project site would be available from Beach Boulevard and Warner Avenue, along with an existing internal site roadway. Direct access to the project site would be provided by eight driveways from Beach Boulevard, Warner Avenue, Cypress Street, and Ash Street. Three of these driveways would provide direct access to the existing and proposed (residential-only) parking structures. Direct access to the existing and proposed parking structures would not be available from Beach Boulevard or Warner Avenue. The remaining driveways, located on Beach Boulevard and Warner Avenue, provide access to the existing surface parking located along Beach Boulevard and Warner Avenue, or the proposed surface parking that would be accessed by the internal site roadway. Additional driveways along the internal roadway would provide access to the existing parking structure (on the west side of the project site), existing retail and office uses, and the proposed Beach Boulevard Mixed-Use building. The access locations on Beach Boulevard and Warner Avenue will have limited access. The two new access points on Beach Boulevard will be right-turn ingress and egress only. The main entrance on Warner Avenue will allow left- and right-turn ingress and right-turn egress only. The second Warner Avenue access will have right-turn ingress and egress only. Access locations along Ash Street and Cypress Avenue would allow full access. Although no new roadways would be introduced as part of the proposed project, the existing internal roadway will be realigned.

■ Parking

The amount of parking provided on the project site was designed to comply with the Parking Regulations established in BECSP Section 2.1.5 for the Neighborhood Center designation. Parking for the Beach Mixed-Use building would be provided in a new internal three-level, 481-stall parking structure (one level below grade, one level at grade, one level above grade). Access to the below-grade residential parking level would be provided via a westerly ramp on Cypress Avenue, while access to the at-grade

retail parking level and the above-grade residential parking level would be provided via a separate, easterly ramp on Cypress Avenue. Paseos would lead pedestrians from the parking areas out to the surrounding streets and internal roadway at ground level.

Parking for the Warner Mixed-Use building would be provided in a new internal two-level, 55-stall parking structure (one level below grade, one above grade). Additionally, parking would be provided in the existing six-story, 863-stall parking structure immediately south of the proposed building. Access to the new internal parking structure would be available from a northerly ramp on Ash Street, while access to the existing parking structure would continue to be available from a southerly ramp on Ash Street. The proposed retail buildings at the corner of Beach Boulevard and Warner Avenue would utilize the existing and proposed parking structures, as well as existing surface parking spaces to provide parking for patrons and employees.

The amount of parking provided on the project site was designed to comply with the Parking Regulations established in BECSP Section 2.1.5 for the Neighborhood Center designation. Based on these regulations, 1,398 parking spaces would be required for the proposed project (including the existing commercial uses on site that will remain). Table 3-4 (Parking Summary) identifies the number of existing and proposed parking spaces.

Table 3-4 Parking Summary		
<i>Location</i>	<i>Existing</i>	<i>Proposed</i>
Existing Parking Structure	863	863
Beach Mixed-Use Building Parking Structure	0	481
Warner Mixed-Use Building Parking Structure	0	55
Surface Parking	197	99
Total	1,060	1,498

SOURCE: Studio One Eleven at Perkowitz and Ruth Architects. Warner and Beach Boulevard Program Summary. June 2010.

■ Ancillary Project Activities

Infrastructure improvements (i.e., utilities, on-site roadways, etc.) necessary to serve the proposed development would be constructed. The future on-site utilities would connect to existing facilities and some off-site improvements to existing infrastructure may also be required.

■ Construction Schedule

Construction of the proposed project would occur in two phases. Phase 1 would occur on the northern portion of the site where the Warner Mixed-Use building would be located, as well as at the corner of Beach Boulevard and Warner Avenue. Phase 1 will have four subphases including demolition, grading and excavation, building construction, and building occupancy/lease up. Phase 1 would include the demolition of the 26,730 sf movie theater and construction of the Warner Mixed-Use building as well as the two retail pads to be located at the corner of Beach Boulevard and Warner Avenue. Phase 1 is anticipated to begin in June 2012 and would take approximately 20 months, consisting of 3 months for

demolition, 3 months for grading and excavation, 12 months for building and construction, and 2 months for occupation.

Phase 2 would occur on the portion of the project site planned for the Beach Mixed-Use building and have five subphases including demolition, grading and excavation, subgrade construction, building construction, and building occupancy/lease up. Phase 2 would include the demolition of the existing 6,000 sf restaurant (south) located along Beach Boulevard, the 15,000 sf and 9,200 sf office buildings, and the 42,343 sf Bally’s Total Fitness building. Phase 2 would also include construction of the Beach Mixed-Use building. Phase 2 would begin within 12 months of reaching 90 percent occupancy of the Warner Mixed-Use building, and would take approximately 27 months, consisting of 3 months for demolition, 3 months for grading and excavation, 2 months for subgrade construction, 16 months for building construction, and 3 months for occupation. Phase 2 is anticipated to be complete by summer of 2017.

It is anticipated that from the start of Phase 1 to completion of Phase 2 would take approximately 59 months.

3.3 PROJECT OBJECTIVES

The proposed project responds to the design vision and requirements set forth in the BECSP. The proposed project is substantially in compliance with the objectives of the BECSP. Below are the overarching objectives of the BECSP:

City Objectives

- Orchestrate new public and private investment toward the establishment of a more lasting framework for growth and development—a framework of clearly defined districts, centers, street patterns, and local architecture, and landscape identity—upon which new development can reliably respond to, build upon, and draw value from.
- Re-position disinvested corridor properties to capture value in the contemporary marketplace.
- Begin the transformation of the visual character of Beach Boulevard from “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north-south thoroughfare.
- Instigate the development of a network of pedestrian-oriented streets, promenades, and other public open spaces that encourage walking, and ultimately, walking in combination with transit ridership.
- Balance mobility and community development objectives that enable continued market-driven growth and development while maintaining minimum community mobility standards, and furthering patterns of land use and development that contribute toward long-term regional mobility and livability.
- Make the most of each increment of new development to build toward a more environmentally sustainable future city and region.
- Ensure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to the unique history and character of the City.
- Ensure adequate utility infrastructure and public services for new development.

Applicant Objectives

Community

- Support regional mobility system by encouraging development within the existing corridor's transportation and activity centers that will reduce vehicular trips and infrastructure costs, and encourages the expansion and use of public transportation services.
- Provide housing that will address the unmet demands for a class-A rental-housing alternative of market rate and affordable housing that is centrally located to a variety of retail and office uses along Beach Boulevard.
- Construct a project within an area that has existing infrastructure to support development or that can easily be upgraded.

Development and Site

- Develop a mixed-use project that includes a premium residential community, together with a complementary commercial component to serve the demands from both the residential community and the adjacent office-building tenants.
- Upgrade the quality of the immediately adjacent built environment by developing a new, attractively designed project to replace existing aging and outdated purpose-built mixed-use buildings and/or vacant lots which contribute to the sense of either underutilization or blight.
- Design a project with a mix of different unit square footages to optimize the project's appeal and incorporate secured parking and direct access to the design of the new residential units.
- Construct desirable amenities for the future residents within this mixed-use project, which may include programs such as activity/recreation facilities, outdoor amenities, meeting rooms and the like.
- Optimize the efficiencies that can be gained by constructing with sound green-building practices by incorporating those standards found in the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.
- Provide residents with a sense of safety and security within an attractively designed new building.

Economic

- Maximize the economic vitality of existing commercial development in the surrounding area by bringing a new source of demand for those goods and services to the market through the development of new residential units, while promoting local job opportunities.
- Provide retail and service type businesses that serve future residents of the project as well as the surrounding community, thus generating rents for the project and taxes for the City and other governmental entities.
- Utilize construction materials and methods, including those best practices of green building, to reduce costs of maintaining and operating the building, as a component of the goal of achieving an attractive return on investment as well as being a responsible member of the community.
- Optimize the value of the land and future building improvements by constructing an attractive project with appropriate density.
- Develop underutilized parcels to accommodate higher and better economic uses, while enhancing the City's financial resources.

- Eliminate and prevent the spread of conditions of blight and create a more favorable environment for commercial and residential development by encouraging mixed-use development and stand alone commercial business types through the Specific Plan area.

In addition, the proposed project's objectives are consistent with those included in the BECSP for future development within the Neighborhood Boulevard Segment, on a site designated as a Neighborhood Center as described in Section 1.4.1-1 (Neighborhood Centers) of the BECSP:

- **Neighborhood Centers:** Neighborhood Centers are existing shopping centers that would retain their overall function and encourage eventual transition of the properties to achieve greater land use efficiency and a mixture of complementary uses. To encourage eventual maximum efficiency of land use and a less exclusively auto-oriented type of development, the Specific Plan allows for intensification with upper level housing, office, and/or lodging. New development on these sites may continue to provide exclusively shopping center uses with surface parking, or may also feature a wider mixture of uses and structured parking. In either case, ground level uses would continue to provide convenient neighborhood-serving retail uses such as supermarkets and specialty grocery stores, pharmacies and banks, as well as small-scale restaurants and cafes, personal and business services. Upper level uses may include apartments, condominiums, offices, or hotel rooms.

The Neighborhood Centers would be distinguished from other uses in the various segments by their enhanced visibility from the roadway. A portion of the new buildings would be built up to the back of the sidewalk, and the sidewalk would extend to the curb. Landscaping improvements would extend from the right-of-way line to the existing back-of-curb.

3.4 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 the Beach and Warner Mixed-Use project. This EIR has been prepared to analyze potentially significant environmental impacts associated with the design, 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.

3.5 PUBLIC ACTIONS AND APPROVALS REQUIRED

3.5.1 City of Huntington Beach

This EIR is being prepared for 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:

- Site Plan Review
- Conditional Use Permit (CUP) required for structures up to six stories on sites with existing building of the same or greater height

3.5.2 State and Local Agencies

In addition to the Lead Agency, there may also be federal, state, and regional (including county) agencies that have discretionary or appellate authority over the project and/or specific aspects of the project. These agencies are referred to as Responsible Agencies pursuant to CEQA Guidelines Section 15381 and will also rely on this EIR when acting on such projects. Those Responsible Agencies that would rely upon the information contained in this EIR when considering approval of this project 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)

3.6 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 3-5 (Cumulative Projects) summarizes cumulative development projects within the vicinity of the project area.

Table 3-5 Cumulative Projects

No.	Project Name	Major Project Features	Project Status
Projects Located within 1 Mile of Project Site			
1	Edinger Hotel	The proposed Edinger Hotel project would consist of a 200-room, 138,870 sf, six-story hotel on a 99,869 sf lot on the southeast corner of Edinger Avenue and Parkside Lane in the Town Center Boulevard area of the Specific Plan.	The City is determining the appropriate level of environmental clearance for this project.
2	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, streetlights, and the installation of 24" box parkway trees. An 8-foot-high wall will also be constructed along the proposed northerly right-of-way.	Project is constructed.
3	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.	The project has been approved.
4	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 approved.
5	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 approved.
6	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.	A Mitigated Negative Declaration has been approved.
7	CVS	Drive-Thru CVS located at 16961 Beach Boulevard on the north west corner of Beach and Warner.	Entitlements submitted.
Projects Located Further Than 1 Mile from Project Site			
8	Amstar/Red Oak Project (formerly known as The Ripcurl)	A mixed-use project proposed at the southeast corner of Gothard Street and Center Avenue. The project consists of 10,000 sf of commercial uses on the ground floor and 440 residential units above the ground floor (five stories).	An EIR was certified and a CUP approved in 2008.
9	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 constructed.
10	Golden West 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 and a new classroom building has been constructed.

Table 3-5 Cumulative Projects

No.	Project Name	Major Project Features	Project Status
11	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.
12	The Village at Bella Terra/The Revised 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 amendment currently allows a maximum of 713 dwelling units and 138,085 sf of commercial uses. The City approved a mixed-use project with 468 dwelling units and 30,000 sf of commercial uses, as well as a 154,113 sf Costco, including an ancillary tire sales/installation center and gas station.	An Environmental Impact Report has been certified for the approved The Village at Bella Terra project. An Addendum to this was approved for The Revised Village at Bella Terra project.
13	Murdy Commons	The Murdy Commons project consists of a mixed-use development in the Town Center District of the Specific Plan. The existing uses on site would be demolished including a (vacant) Levitz furniture store, an EZ lube oil change shop, and associated surface parking. The proposed project includes 984 residential dwelling units and approximately 60,000 sf of ground floor retail, located at the intersection of Edinger Avenue and Gothard Street.	Environmental documentation is being prepared for this project.
14	Beach & Ellis Mixed-Use	The Beach-Ellis project would result in a six-story mixed-use development consisting of commercial and residential uses on a 2.73-acre (113,256 sf) parcel in the Five Points area of the Specific Plan. The project would include approximately 30,000 sf of commercial uses, 7,000 sf of retail shops, as well as 105 residential dwelling units. Associated open space and parking is also proposed.	Environmental documentation is being prepared for this project.
15	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.
16	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.
17	Beach Promenade	The Beach Promenade consists of two options for development; Option A and Option B. Maximum development square footage approved is 38,634 sf (Option B) to the existing 85,107 sf commercial center. The development project includes 2.07-acre frontage road and 0.61-acre adjacent to westerly property to enlarge site from 6.24 acres to 9.42 acres.	The project has been approved.

SOURCE: City of Huntington Beach. Written communication from Mary Beth Broeren, October 22, 2008. Updated December 18, 2008, and April 7, 2009. Confirmed current by Rosemary Medel, November 2010.

3.7 REFERENCES

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