
CHAPTER 3 Project Description

The project proposes development of 204 attached residential units on approximately 23.1 acres of currently vacant land located in southeastern Huntington Beach.

3.1 PROJECT LOCATION

The proposed Newland Street Residential Project (proposed project) is located within the southeastern portion of the City of Huntington Beach in western Orange County, California. Figure 3-1 illustrates the project site's regional location and vicinity. The project site is approximately 23.1 acres and located at 21471 Newland Street, south of Lomond Drive, west of Newland Street, and north of the terminus of Hamilton Avenue, as shown in Figure 3-2. In addition, the site is bordered to the west and south by wetlands and open space, as well as the Huntington Beach Channel. Regional access to the City and the project site is provided by Interstate 405 (the San Diego Freeway), Beach Boulevard, and Pacific Coast Highway (PCH or State Route 1).

3.2 EXISTING SITE CHARACTERISTICS

Existing characteristics of the project site are summarized in Table 3-1.

Table 3-1 Summary of Existing Site Characteristics	
<i>Component</i>	<i>Relevant Information</i>
Address	21471 Newland Street
Applicant/ Property Owner	WL Direct Huntington Beach LLC/ Mills Land and Water Company
Assessor's Parcel Number (APN)	140-011-06, 07, 08
Site Area	23.1 acres
Existing Land Use	Former oil tank farm, now vacant. Northeast corner of the site (approximately 4.5 acres) contains a recreational vehicle and boat storage facility, consisting of a large paved surface parking area and a temporary trailer serving as an administration office.
Zoning Designation	IL-O-FP2 (Limited Industrial—Oil District Overlay—Flood Plain)
General Plan Designations	I-F2-d (Industrial—0.5 Floor Area Ratio—Design Overlay)

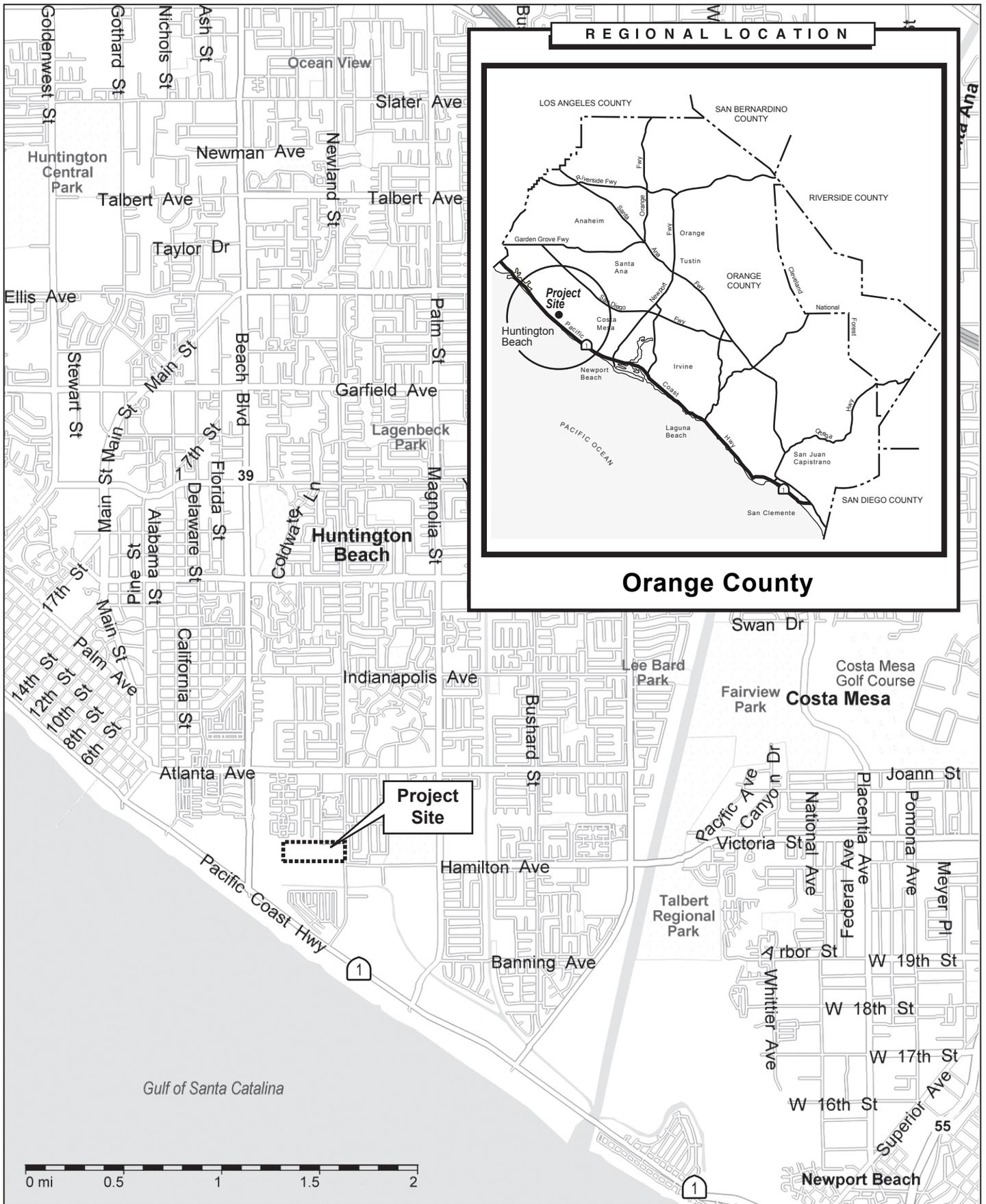


FIGURE 3-1
Project Vicinity & Regional Location Map

Sources: Microsoft Trips and Streets, 2004; EIP Associates, 2005

City of Huntington Beach



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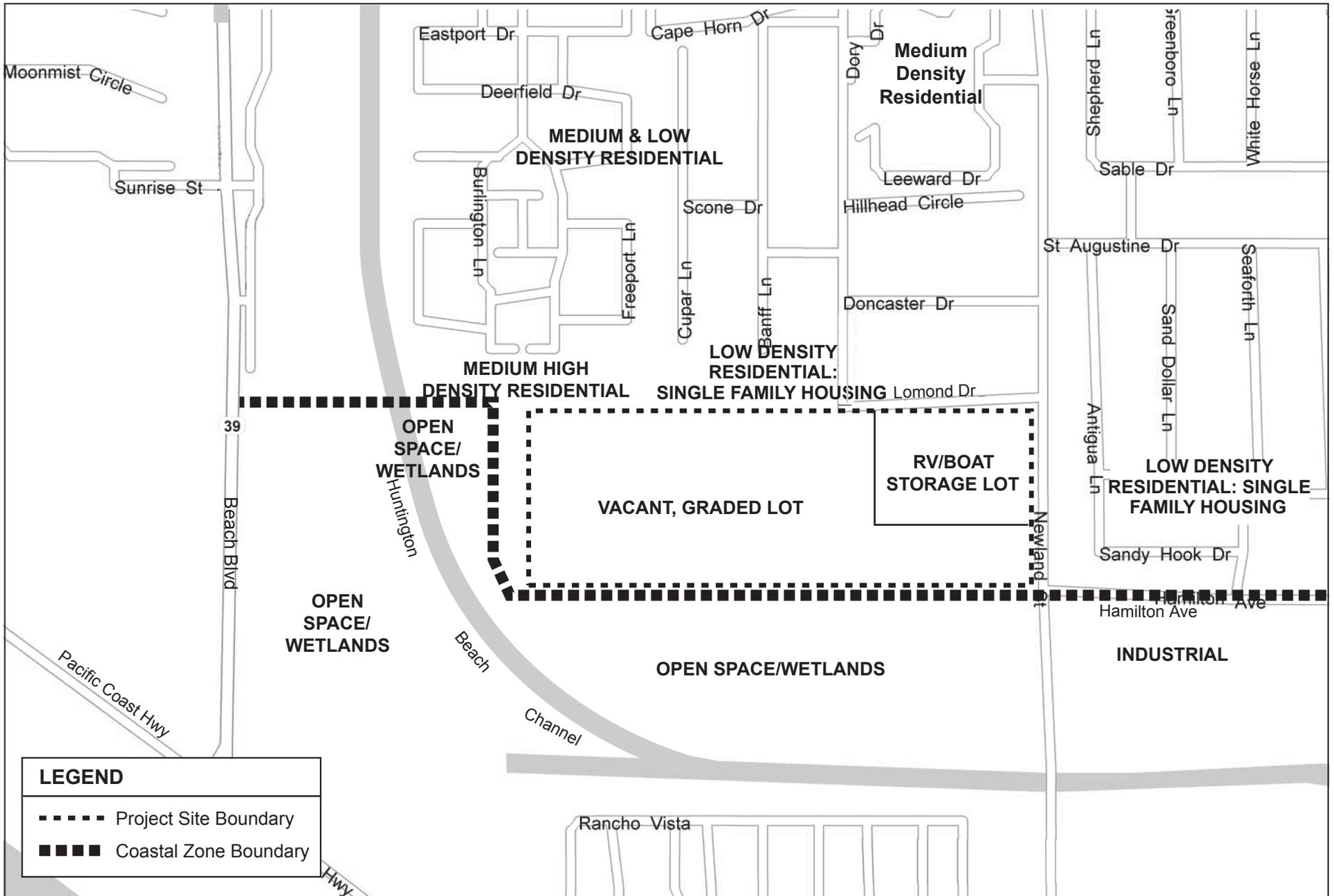


FIGURE 3-2
Site and Existing Surrounding Land Uses

Sources: Microsoft Trips & Streets, 2004; EIP Associates, 2005

Not to Scale



11034-00

City of Huntington Beach



3.2.1 Existing On-Site Land Use

The majority of the project site is currently vacant, graded soil due to the historic industrial use on site. The project site was previously graded as part of a soil remediation program, which was officially completed in June 2004, as further discussed in Section 3.2.4. As a result of the previous industrial uses and extensive soil disturbance, the graded soil portion of the site supports minimal vegetation.

The northeast corner of the site (approximately 4.5 acres located at 21401 Newland Street) is currently used as a recreational vehicle and boat storage facility, consisting of a large paved surface parking area and a temporary trailer serving as an administration office. This storage facility would be removed as part of the proposed project.

The project site is presently denoted by 36-inch temporary construction fencing along the perimeter of the site. The southern boundary of the project site is along a small earthen berm, which is situated approximately 19 feet north of existing chain link and masonry fencing. In addition, although the project site is not within the Coastal Zone, the Coastal Zone boundary is located approximately 19 feet south of the site at the approximate location of the existing chain link fence, and ranges between approximately 10 to 100 feet west of the project boundary, as illustrated in Figure 3-2.

3.2.2 Surrounding Land Uses

The project site is located approximately two miles south of the City's Downtown and approximately one half-mile from the Pacific Ocean. Surrounding land uses and zoning are as follows:

- **East** (across Newland Street)—Single-family residential housing, zoned for low density residential uses.
- **North** (adjacent and across Lomond Drive)—Single-family and multiple-family residential housing, zoned as low density residential to the north and medium-high density residential to the northwest. In addition, 10 new, for-sale residential units are currently under construction directly north of the project site west of the intersection of Lochlea Lane and Lomond Drive.
- **West**—Open space/wetlands/flood control channel, zoned for open space conservation. The Coastal Zone boundary ranges between approximately 10 to 100 feet west of the project boundary.
- **South**—Open space/wetlands/flood control channel, zoned for open space conservation in the Coastal Zone.

The open space areas to the west and south of the project site support existing wetlands. The Huntington Beach flood control channel intersects and divides the wetlands into distinct segments. Wetlands within the western segment total approximately 1.19 acres, while wetlands within the southern segment total approximately 11.19 acres. The wetlands/open space area to the south of the project site is located in the Coastal Zone boundary (approximately 19 feet south of the project site), while the area immediately adjacent to the project site to the west is outside of the Coastal Zone boundary. As discussed above, the Coastal Zone boundary ranges between approximately 10 to 100 feet west of the project boundary. These adjacent open space areas are owned and maintained by Caltrans, with a permanent deed restriction limiting the use of the property to wetlands maintenance. Southern California

Edison (SCE) has an easement running east to west along the chain link fencing south of the project site, through the wetlands, to allow for maintenance of existing 66 kV transmission lines.

3.2.3 Existing General Plan/Zoning Designations

Presently, the I-F2-d (Industrial—0.5 Floor Area Ratio—Design Overlay) General Plan land use designation applies to the project site. In addition, the site is zoned as IL-O-FP2 (Limited Industrial—Oil District Overlay—Flood Plain). The Industrial land use designation allows for the following types of uses: light manufacturing, research and development, warehousing, business parks and professional offices, supporting retail, financial, restaurants, warehouses and sales outlets, and similar uses. The design overlay associated with the land use designation permits underlying land uses in accordance with special design standards. The oil district overlay on the project site permits any oil-related operation except drilling. In addition, as discussed in Section 3.3.2 (Other Improvements), the project site is located within an identified Federal Emergency Management Agency (FEMA) flood zone, which requires elevation of the site for flood proofing.

The majority of the southern and southwestern portion of the City, including the project site, is entirely within a methane gas overlay district designated by the City. As such, methane gas, commonly known as natural gas, may underlay the site. Special development regulations, including the City's Methane Hazard Mitigation Plan, apply to projects located in methane overlay districts.

3.2.4 Site History

From the 1950s until 2002, the majority of the site was used as an oil storage facility and pipeline terminal. Owned by Mills Land and Water Company (Mills), the property was leased to Wilshire Oil Company in 1956, and subsequently to Golden West Refining Company (Golden West) in 1988 for construction and operation of the Huntington Beach marine pipeline terminal (HBMP). When Golden West developed the site as an oil pipeline terminal, it was improved with several buildings, aboveground storage tanks (ASTs), pumps, sumps, pipelines, and two underground storage tanks (USTs), including one waste-oil tank.

In March 1998, Golden West initiated the process of decommissioning the terminal. Subsequent to partial decommissioning, Golden West assigned the Mills lease to CENCO Refining Company (Cenco) in May 1998. Cenco intended to continue operations at the marine pipeline terminal.

In October 1998, Cenco reached an agreement with the City of Huntington Beach and other parties to halt efforts to continue operation at the terminal. Cenco also agreed to complete decommissioning, initiated by Golden West, by October 1999. All structures related to former oil storage/pipeline uses were decommissioned and demolished in 2001.

In 2004, the current land owner conveyed 24 acres of the wetland and open space properties that border the site to the west and south to CalTrans, an agency of the State of California. The property was deed restricted as wetlands in perpetuity. At the time of that conveyance, the current land owner caused an

additional 28 acres of property surrounding the deeded property to be likewise deed restricted as wetlands.

■ Site Remediation

Presently, a majority of the project site has been remediated (approximately 19.5 acres), and no further contamination exists within that area. For reference, the portion of the project site which has not been remediated refers to the existing RV/Boat Storage area at the northeast corner of the site.

In January 2000, two USTs were removed under the oversight of the Orange County Health Care Agency (OCHCA). In addition, a Phase II Environmental Assessment was completed by TRC in November 2001 to determine whether soil and groundwater had been impacted by operations at the site. The report concluded that impacted groundwater contained low levels of petroleum hydrocarbons in localized areas of impacted soil. In most areas of the site, groundwater was not impacted by contaminants.

During the period from November 2001 to January 2002, excavation and backfilling activities were undertaken at the site by Cenco to remediate visibly impacted soils at the site. In February 2002, TRC undertook a soil sampling program to determine the lateral and vertical extent of soluble lead concentrations in the area of the former ASTs.

Subsequent to TRC's site investigation in February 2002, a Remedial Action Plan was prepared by Targhee Inc. in September 2002. The objective of the Remedial Action Plan was to complete the environmental investigations at the site, perform remedial actions with respect to impacted soil at the site, as defined by the results of the environmental investigations, and restore the site for use and future development.

Following extensive soil excavation and remediation activities on the site, all hazardous materials and contaminated soils formerly present at the oil storage site were removed in accordance with the Remedial Action Plan. As discussed in more detail in Section 4.6 (Hazards and Hazardous Materials), a No Further Action Letter and Certificate of Completion regarding the remedial action were issued by the California Regional Water Quality Control Board (RWQCB)—Santa Ana Region on June 24, 2004. In addition, on July 27, 2004, the City of Huntington Beach Fire Department determined that the submitted data in the above referenced reports meet the City's cleanup criteria as outlined in City Specification #431-92. As such, the site has been remediated to the satisfaction of the RWQCB and City.

With respect to the RV/Boat Storage area, a Phase I Environmental Site Assessment (ESA) was prepared for seven parcels, including the existing approximately 4.5-acre RV/Boat Storage area on the project site, in April 2003. At the time the Phase I ESA was prepared, soil remediation activities on the remainder of the project site were underway, and soil and groundwater contamination were not expected to significantly impact the RV/Boat Storage area. The Phase I ESA indicated that a plugged and abandoned oil well, and two groundwater monitoring wells are located on the RV/Boat Storage property. However, the on-site inspection, historical aerial photograph review and government agency review of the site revealed no known or reported contamination at the property.

3.3 PROPOSED PROJECT

3.3.1 Residential Development

The proposed Newland Street Residential Project would provide a master-planned, gated residential community of 204 attached homes (medium-density residential units). The 204 residential units would consist of 123 triplex units and 81 duplex units, and would occupy approximately 8.45 net acres of the project site. Development would include two- and three-story structures with a variety of architecture and dwelling unit types and sizes. Per existing City requirements, the project would be required to include either on- or off-site affordable housing at a minimum of 10 percent, or approximately 21 units, of the total development. Table 3-2 summarizes the site characteristics of the residential component, and Table 3-3 lists the types of residential units proposed.

Table 3-2 Summary of Project Site Characteristics	
<i>Component</i>	<i>Site Characteristics</i>
Proposed Land Use	Duplex and Triplex units
Residential Dwelling Units Proposed	204 units (81 duplex units and 123 triplex units)
Building Height	Maximum three stories above grade (up to 35 feet)
Proposed Parking Spaces	Residential: approximately 654 spaces (482 enclosed spaces and 172 street/guest spaces) Public Park: approximately 19 spaces (on Lomond Drive)
Open Space	Common: 4.7 acres Private (backyard): 2.0 acres Private (decks): 0.5 acre Total: 7.2 acres Public Park: 2.0 acres
Project Access	Vehicular: Newland Street (one access point) and Lomond Drive (emergency access only) Pedestrian: Newland Street and Lomond Drive

SOURCE: Mills Land, 2005. Illustrative Site Plan, October 3.
John Laing Homes, 2005. Mills Land CUP Submittal, February 23.
Mills Land, 2005. Parking Plan, October 3.
Mills Land, 2005. Open Space Exhibit, October 3.

Table 3-3 Residential Units				
<i>Unit</i>	<i>Number of Units</i>	<i>Avg. SF</i>	<i>Total SF</i>	<i>Req. Parking (Inc. Guest Parking)</i>
Duplexes (3-story)	81 units	3,863	292,781	244
Triplexes (2-story)	24 units	1,765	42,360	68
Triplexes (3-story)	99 units	2,095	207,372	281
<i>Subtotal Triplexes</i>	<i>123</i>	<i>1,930</i>	<i>249,732</i>	<i>349</i>
<i>Total Residential Units</i>	<i>204</i>	<i>2,897</i>	<i>542,513</i>	<i>593</i>
Common Area & Decks/Private Open Areas	—	—	314,054	—
<i>Total Building Area</i>			<i>856,567</i>	—

SOURCES: Mills Land, 2005. Illustrative Site Plan, October 3.
John Laing Homes, 2005. Written Communication, Huntington Beach Triplex Square Footages, August 2.
Mills Land, 2005. Parking Plan, October 3.
Mills Land, 2005. Open Space Exhibit, October 3.

The duplex townhomes would include three story units, ranging between approximately 3,000 to over 4,000 square feet (sf) in size. The triplex units would feature townhome units of approximately 2,198 sf of living area on both ends of the structure with a smaller center unit over the garages of approximately 1,394 sf. Generally, the duplexes would be located on the western and southern perimeter of the project site, while the triplex units would be located in the center and northern portion of the project site. In total, there would be eight two-story triplex units, which would be located along the northern boundary of the project site. All remaining residential structures would be three stories in height. Figure 3-3 illustrates the proposed site plan for the proposed project, and Figure 3-4 illustrates the proposed building types and their associated heights.

Common open space areas would be situated around all the residential buildings, while private open space would be provided through patios, balconies, and stoops. Common open space areas would include a variety of community amenities such as outdoor cooking facilities with barbeques, open play areas, seat walls, stepping stones, and landscaping/planting pocket areas.

A two-acre public park would be constructed on the northeastern portion of the project site and dedicated/accessible for public use, as shown in Figure 3-5. The public park would feature passive recreational uses including a large open grassy area as well as hardscape areas on the western portion of the park that would contain play equipment and half-court basketball. In addition to recreational opportunities, the park turf area would be designed to act as a detention basin for storm water in the event of large storm events. City requirements limit detention in the park to flat grassy areas, occurring at a depth of 1 to 2 feet, for a maximum of 1.5 hours. The project as proposed meets these requirements. A 42-inch anodized aluminum fence would surround the eastern boundary of the park along Newland Street, and at the western edge of the park, a six-foot perimeter wall would define the boundary between the park and the residential development. The northern and southern boundaries of the park would be defined with landscaping. As such, the park would be publicly accessible from the north and south. As public parking for the park would be provided in 19 spaces along Lomond Drive, it is envisioned that the northern portion of the park would provide the majority of public ingress and egress. Residents of the project site would have access to the park through a pedestrian access gate located at the southwestern corner of the park.

3.3.2 General Plan and Zoning Amendments

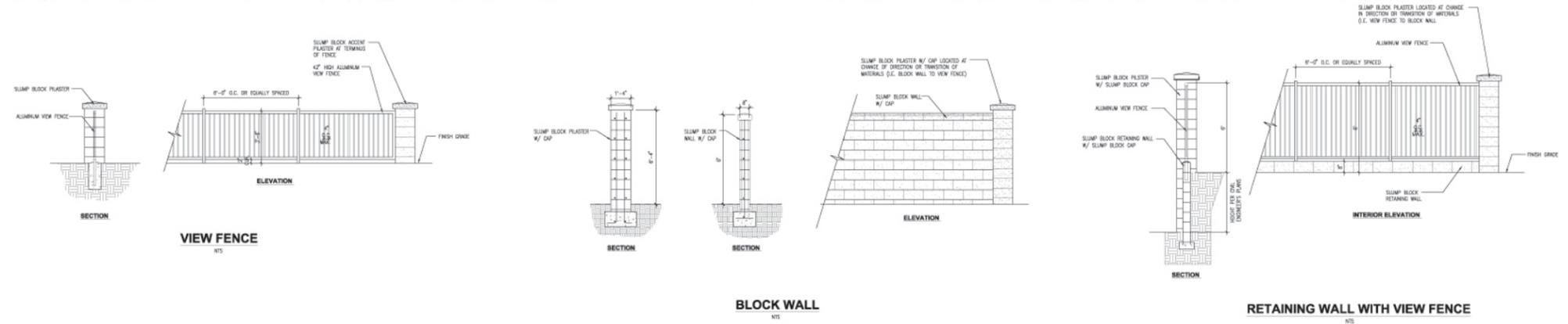
The project would include General Plan and Zoning Amendments that would change the land use and zoning designations of the project site from “Industrial” to “Medium Density Residential”. Upon project implementation, the uses on the proposed project site would be consistent with the characteristics for “Medium Density Residential” described in the General Plan and Zoning Code. Because the General Plan and Zoning designation would change, the project site would no longer be designated as an Industrial Node (currently Subarea 9F), and associated tables and figures in the General Plan Land Use Element would be changed to reflect this. It should be noted that the final decision to amend the General Plan and Zoning Code lies with the City Council.



INGRESS/EGRESS EASEMENT TO STATE OF CALIFORNIA

FUTURE HAMILTON AVENUE EXTENSION PER GENERAL PLAN CIRCULATION ELEMENT

25'x25' SITE TRIANGLE FOR FUTURE ROAD PURPOSES



LEGEND:
 - - - - - 6" PERIMETER WALL
 - - - - - 6" VIEW FENCE AND RETAINING WALL
 - - - - - BLOCK WALL
 - - - - - WOOD FENCE

* SEE SHEET 6 FOR TYPICAL SECTIONS

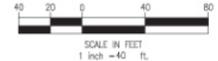
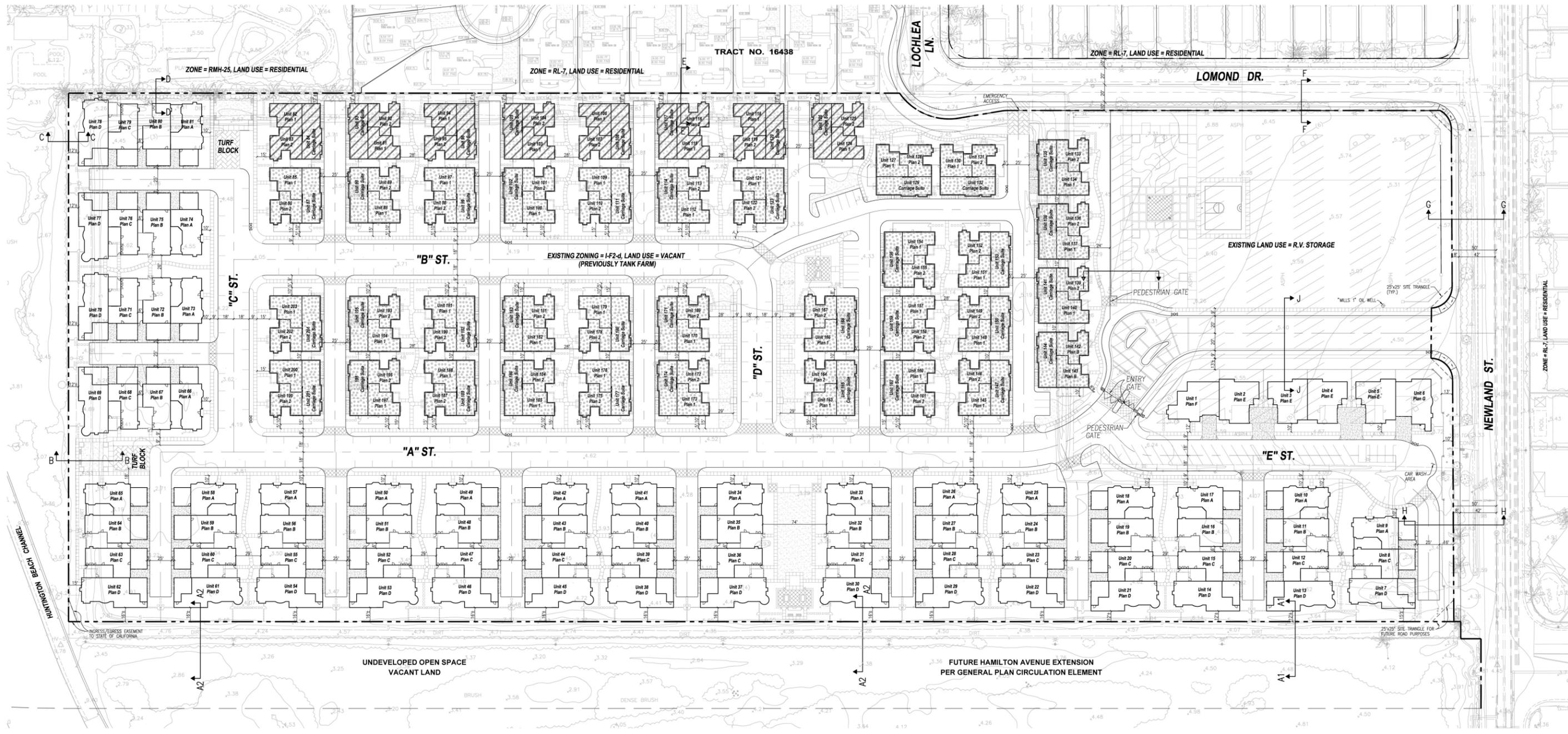


FIGURE 3-3
Proposed Site Plan

11034-00 Sources: John Laing Homes; JCC Homes; Walden & Associates, 2005

City of Huntington Beach





LEGEND	
	Duplexes (3-Story-up to 35 Feet)
	Triplexes (3-Story-up to 35 Feet)
	Triplexes (2-Story-up to 26 Feet)

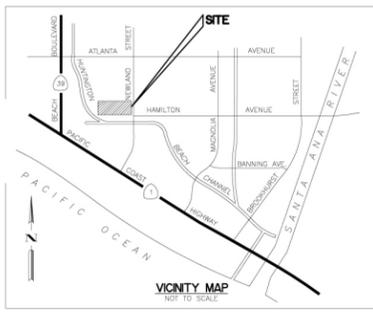
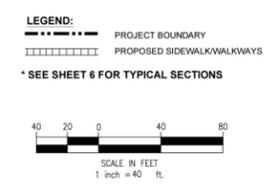
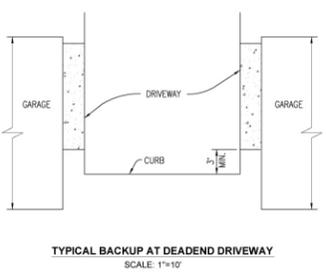


FIGURE 3-4
Proposed Building Heights

Sources: John Laing Homes; JCC Homes; Walden & Associates, 2005

Scale: 1" = 40'



City of Huntington Beach

3.3.3 Vehicular Circulation Improvements

Vehicular and pedestrian access to the project site would be provided by a combination of existing and proposed roadways, as described in this section.

■ Off-Site Vehicular Circulation and Parking

Newland Street. Newland Street is designated in the Circulation Element of the General Plan as a Collector Arterial Street, and has an existing 80-foot right-of-way (ROW). Currently, Newland Street is a two lane undivided road from Pacific Coast Highway to Hamilton Avenue. From Hamilton Avenue to Atlanta Avenue, Newland Street is currently a two lane divided facility, and then becomes a four lane divided facility north of Atlanta Avenue. One vehicular access point to the proposed project site would be provided along Newland Street; however, no direct changes to Newland Street are proposed as part of this project.

The City is planning to widen Newland Street between PCH and Hamilton Avenue to the identified 80-foot ROW and improve overall visibility. This separate project will proceed regardless of the outcome of the proposed project. Improvements would include modifying the grade at the flood control channel (to improve visibility) and the addition of bike lanes and sidewalks. Construction for these improvements is anticipated to occur in 2007.

Hamilton Avenue. This street is currently designated as a Primary Arterial Street in the Circulation Element. Currently, Hamilton Avenue is a two lane divided road between Newland Street and Magnolia Street; east of Magnolia Street, Hamilton Avenue becomes a four lane divided facility. The terminus of Hamilton Avenue is located southwest of the project site; however, in the currently adopted Circulation Plan and the Orange County Master Plan of Highways (MPAH), Hamilton Avenue is included from Newland Street to Beach Boulevard. No direct changes to Hamilton Avenue Street are proposed as part of the proposed project.

However, a separate project is currently in process to eliminate plans to construct a future extension of Hamilton Avenue through the wetlands to the south of the project site. Deletion of the planned roadway extension requires amendments to the City's General Plan, the Local Coastal Program (LCP), and to the MPAH. It is assumed that this project would be completed in 2007.

Lomond Drive. Lomond Drive is a local street situated directly north of the project site, in the existing residential neighborhood bordering the site. This street has one lane of traffic in each direction, with existing residential homes located north of the street. South of the street, land is undeveloped with the exception of a chain link fence. Implementation of the proposed project would result in the widening of Lomond Drive to the south to allow sufficient parking for the public park along with curb, gutter, and sidewalk improvements.

Parking. Off-site parking (approximately 19 spaces) would only be provided on Lomond Drive to provide access to the public park. All residential parking would be provided within the project site, as discussed further below.

■ On-Site Vehicular Access, Circulation, and Parking

Vehicular access to the project site would be provided from an access point at Newland Street. Approximately 10 feet of additional ROW along the property frontage must be dedicated to improve Newland Street. The dedication of ROW will provide side-by-side left turn lanes to allow a left-turn pocket for northbound project access and a left-turn pocket for the southbound approach to Hamilton Avenue. The residential development would include a series of internal private streets off of Newland Street that would be gated, and would provide access to residents and guests. As shown on Figure 3-4, the proposed internal streets, presently labeled “A” through “E,” would be linked to smaller local streets, allowing direct access to residential units and associated garages. Street “A,” which is connected to Newland Street and allows access to the project site, would be publicly accessible to pedestrians through a pedestrian gate.

A mix of surface parking and enclosed parking spaces along the interior streets would be provided for each residential unit, and adequate surface parking would also be provided to serve guests of the community. As shown in Table 3-3, a total of 654 spaces would be provided for residential uses, with approximately 482 enclosed spaces and 172 street spaces (for guests and residents). In addition, 19 surface parking spaces would be provided on Lomond Drive to serve the public park.

3.3.4 Other Improvements

■ Site Elevation

The project site is located within an existing floodplain and implementation of the proposed residential development requires an increase of the project site elevation by approximately three to five feet above existing grade via import of fill soil to comply with FEMA regulations. Approximately 110,000 cubic yards (cy) of soil would be imported to the site to elevate the building pads above the base flood elevation.

■ Surcharge Activities

The first phase of construction would involve soil import and surcharge activities. Surcharge activities consist of loading of soil onto an area in order to create additional pressure, resulting in further compaction of the underlying soil. For the proposed project, placement of additional surcharge fill will expedite soil compaction, which is intended to reduce the amount of post-construction settlement.

A total of approximately 130,000 cy of soil would be imported to the project site for two primary purposes: (1) to raise the site approximately three to five feet, as discussed above and (2) to perform surcharge of the site. The site would be divided into three sections, and each section would be raised and

surcharged separately. Upon completion of surcharge loading, the excess soil would be used to balance the site, with any remaining excess soil exported from the site. It is anticipated that the maximum exported soil from the site would be approximately 20,000 cy.

■ Proposed Fencing

Implementation of the proposed project would result in a gated residential community, which would include the construction of surrounding fencing. As discussed previously, the southern boundary of the project site is denoted by 36-inch temporary construction fencing along a small earthen berm, which is situated approximately 10 feet north of existing chain link and masonry fencing. The existing chain link fence located south and west of the project site would remain in place. The western and southern boundaries of the project site would be surrounded by new retaining wall and view fencing.

The existing 6-foot wall along the eastern perimeter of the project site at Newland Street would be removed and replaced approximately 16.5 feet to the west with a 6-foot slump block wall. At the vehicular entrance to the project site, this eastern boundary wall would turn westerly and run parallel in an east-west direction, south of the entrance street (A Street) off of Newland. A vehicular entry gate as well as an associated pedestrian entry gate would delineate the entrance to the residential development. North of the entry gate, the eastern block wall would turn again and run in a north-south direction forming the boundary between the residential development and the public park. This wall is shown on Figure 3-3.

Along the northern boundary of the project site, the recently constructed 6-foot concrete block wall atop of a retaining wall associated with the new 10-unit Seaside Terrace development would remain in place. Where the wall does not exist along the northern boundary, adjacent to Lomond Drive, implementation of the proposed project would construct a new 6-foot concrete block wall atop of a retaining wall to match the existing structure.

■ Ancillary Project Activities

Infrastructure improvements (i.e., utilities, storm drains, onsite roadways, etc.) necessary to serve the proposed development would be constructed on site. The future onsite utilities would connect to existing facilities and some improvements to existing infrastructure off-site may also be required. Southern California Edison (SCE) has an easement directly south of the project site that runs west to east from Beach Blvd. to Newland St., which presently has a 66,000-volt line. No change to this infrastructure is proposed.

3.4 CONSTRUCTION SCENARIO

It is anticipated that the proposed project would be constructed in several phases over approximately 26 months beginning in late 2006. Proposed construction phasing is illustrated in Figure 3-6. The first phase of construction would involve soil import and surcharge activities, as discussed above. A total of approximately 130,000 cy of soil would be imported on site to raise the site (110,000 cy) and perform surcharge (20,000 cy). With approximately 13 cy of fill per truck, it is estimated that approximately 10,000

truck trips would be necessary for site import activities. The import of approximately 130,000 cy of soil would occur with about 160 truck trips per day (approximately 20 trucks and eight trips per day) for a duration of 65 days. It is anticipated that soil would be imported in three separate phases, although it could all be imported during the initial surcharge phase. If necessary, up to 20,000 cy of excess soil could be exported following surcharge. With approximately 13 cy of fill per truck, it is estimated that up to approximately 1,539 truck trips would be necessary for soil export activities. The total duration of all grading activities is anticipated to be approximately 540 days. After grading activities are completed, construction of wet and dry utilities would commence, and construction of curbs, gutters, and walls would follow. Residential units would be constructed in several phases. Construction of the two acre public park area in the northeast corner of the project site would be completed prior to occupancy of the first residential unit. However, the grass field would not become available for public use for a period of 15 months after the installation of the park so that all plant material would have a chance to become established and well-rooted, and the irrigation system will have been adjusted and refined to allow permanent maintenance operations to obtain a tested and approved final product. The hardscape park improvements would be available for use during this time. It is anticipated that construction would be fully completed, with the project operational by early-to-mid 2009.

3.5 PROJECT GOALS AND OBJECTIVES

Project objectives have been identified by both the City and the Applicant. The City's project objectives are as follows:

- Implement the policies and development standards of the City's General Plan and Zoning and Subdivision Ordinance.
- Create a development compatible with and sensitive to the existing land uses in the project area.
- Promote the development of residential land uses that convey a high quality visual image and character.
- Expand residential land use opportunities in the City of Huntington Beach for a greater number and variety of housing options.
- Ensure the proposed residential development complies with the City's affordable housing requirements and includes an affordable housing component.
- Ensure adequate infrastructure and public services for new and existing development, and that timing and funding of improvements is closely correlated with development phasing.
- Mitigate environmental impacts to the greatest extent possible.

The Applicant's project objectives are as follows:

- Create a master planned, residential community utilizing the RM zoning designation, so as to allow for dedication of a two acre public park and appropriate project open space and amenities, while still realizing a sufficient number of homes to make the project economically feasible.
- Obtain entitlements sufficient to redevelop one of the few significant parcels in the City that is suitable for a residential project of this type, converting an unused industrial site to a residential use consistent with present needs and compatible with the surrounding residential development.
- Develop a project with a mix of housing types and floor plans, including larger, duplex units and triplex units with both moderate and smaller homes, so as to meet a broad market demand of various income levels and household sizes (including 10 percent of units dedicated to median income housing), while realizing a reasonable return on investment.

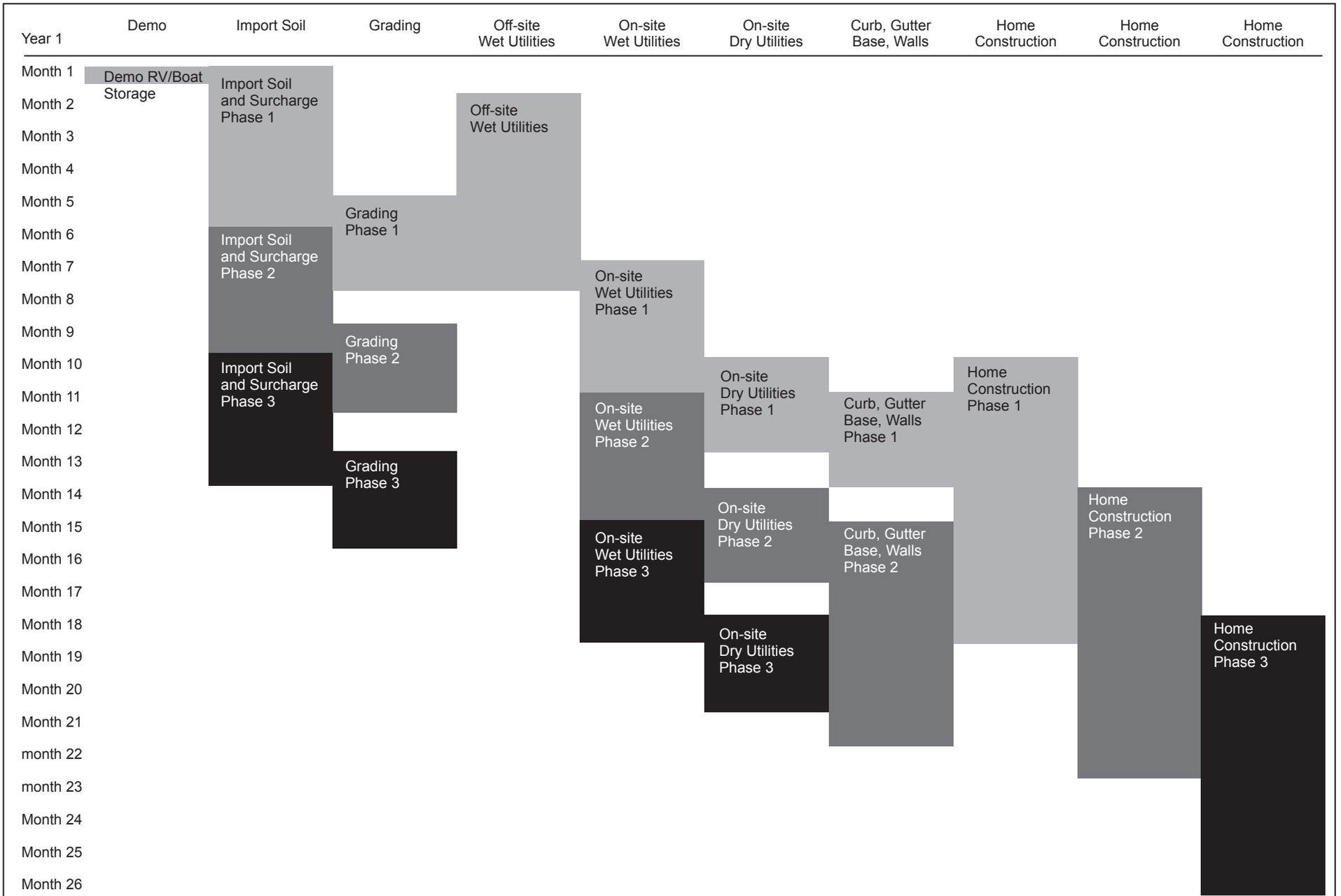


FIGURE 3-6
Construction Phasing

Sources: JCC Homes, 2005

3.6 INTENDED USES OF THE EIR

This EIR is a Project EIR, as defined in CEQA Guidelines 15161, and analyzes the impacts of a specific project—the Newland Street Residential Project. This EIR has been prepared to analyze potentially significant environmental impacts associated with the planning, construction, and operation of the project. As previously mentioned, this EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed action. 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 an Applicant, 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.

3.6.1 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 will serve as the required environmental documentation for the following discretionary approvals that are required to implement the proposed project:

- **General Plan Amendment No. 04-04**—Amendment to the General Plan Land Use designation for the 23.097 acre parcel from the current I-F2-d (Industrial—0.5 Floor Area Ratio—Design Overlay) designation to the proposed RM (Medium Density Residential) designation.
- **Zoning Map Amendment No. 04-01**—Amendment to the zoning map from the current IL-O-FP2 (Limited Industrial—Oil District Overlay—Flood Plain) zoning to the proposed RM-FP2 (Medium Density Residential—Flood Plain 2) zoning.
- **Tentative Tract Map No. 16733**—Subdivision of the 23.097 acre parcel into 21 numbered lots for multi-family residential development and nine lettered lots for private streets, sidewalks, open space, and parkway landscaping.
- **Conditional Use Permit No. 04-32**
 - › To construct a 204-unit condominium project consisting of attached duplex and triplex units
 - › To construct a multiple family residential development that abuts an arterial highway
 - › To construct a multiple family residential development that includes a dwelling unit more than 150 feet from a public street
 - › To construct a multiple family residential development that includes buildings exceeding 25 feet in height
 - › To construct retaining walls up to four feet, six inches in height in lieu of a maximum height of 2 feet on pads raised approximately 3 to 5 feet above existing grade to comply with FEMA floodplain requirements
 - › To construct an eight foot high wall within 11 to 13 feet of the front property line in-lieu of the minimum 15 foot front setback required

3.6.2 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 Department of Transportation
- 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
- Federal Emergency Management Agency

The project site does not contain jurisdictional waters of the United States or the State of California, and is not located within the Coastal Zone. Therefore, approval of the project will not require approval from the U.S. Army Corps of Engineers, the California Department of Fish and Game, or the California Coastal Commission.

3.7 CUMULATIVE PROJECTS

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 development 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 summarizes cumulative development projects within the vicinity of the project area. As shown below, cumulative projects could include a total of approximately 1,210 residential units, approximately 145,456 net sf of commercial uses (after demolition and reconstruction of existing uses as well as

construction of new uses), and approximately 399 hotel rooms, in addition to several other uses as shown below. One of the mixed use projects (No. 10) identified by the City does not have associated square footages but does list the anticipated uses proposed for the site.

Table 3-4 Cumulative Projects

No.	Project Name	Major Project Features	Project Status
Projects Located within One Mile of Project Site			
1	Seaside Terrace	Ten single-family homes located just north of the project site at Lomond Drive and Lochlea Street.	Construction nearing completion
2	Newland Street Widening	Widening of Newland Street between Pacific Coast Highway and Hamilton Avenue, including widening reinforced concrete bridge at Huntington Channel, installation of storm drain in Newland Street, and miscellaneous utility relocations.	Environmental assessment is underway
3	Hamilton Avenue	Deletion of future extension of Hamilton Avenue from General Plan Circulation Element, Local Coastal Program, and Orange County Master Plan of Arterial Highways. Located between Newland Street and Beach Boulevard.	Project initiation request sent to OCTA in June 2005
4	Southeast Water Reservoir	Five-acre site north of the AES plant for a water reservoir to serve the southeast portion of the City and would include a 10 million-gallon tank, approximately 30 to 35 feet high and 225 feet in diameter, along with associated booster pump station.	In conceptual planning stage
5	Waterfront Residential Development	A 184-unit residential development located at Beach Boulevard and Pacific Coast Highway, adjacent to the Hyatt Ocean Grand Resort hotel.	Project near completion
6	Magnolia Pacific Specific Plan (also known as Ascon/Nesi Landfill)	Specific Plan allowing 502 dwelling units on 40 acres located on southwest corner of Hamilton Avenue and Magnolia Street. The Department of Toxic Substances Control is the lead agency for clean up of site and is currently working on remedial action plan/CEQA compliance.	Remediation of site is required prior to implementation of project
7	Orange Coast River Park	Passive park which extends east from the AES power plant through Costa Mesa and Newport Beach.	Planning stages
8	Huntington Beach Wetlands Conservancy Restoration Plan	Restoration of degraded wetlands along the inland side of Pacific Coast Highway, from the AES power plant east to Brookhurst Street.	Planning stages
9	Poseidon Seawater Desalination Facility	Construction of a 50 million-gallon per day reverse osmosis seawater desalination facility; water transmission lines to connect to existing regional transmission system; and two off-site underground booster pump stations in Irvine and unincorporated portion of Orange County. Located on an 11-acre lease area on AES generating station site at 21730 Newland (at Edison Way).	EIR certified; Entitlements in process
10	Beach and Atlanta	Preliminary plans for an 11.5-acre mixed-use project, located at southeast corner of Beach Boulevard and Atlanta Avenue. The proposed project would redevelop the existing shopping center into a mixed-use center with a market, retail, restaurants, offices, hotel, and condominiums.	Developer has shared preliminary conceptual plans with City but no formal application has been made.

Table 3-4 Cumulative Projects

No.	Project Name	Major Project Features	Project Status
11	Edison Community Center	Draft preliminary master plan to convert Edison Community Park into a youth sports complex including soccer fields and more lighted practice areas. The project may also include a skate park. Plans will also endeavor to address some of the methane issues at the park.	Funding has been identified in 2006 to prepare plans and specifications for the project. No funding source for construction has been identified at this time.
12	Pacific City	A 31-acre mixed-use project, including 514 dwelling units, located along Pacific Coast Highway between Huntington Street and First Street.	Soil remediation and infrastructure construction are currently underway. Estimated completion date is 2008-2010.

Projects Located More Than One Mile from Project Site

13	Waterfront Third Hotel	Approved master site plan allows for an approximately 250-room hotel located between the existing Waterfront Hilton and the Hyatt Regency Huntington Beach Resort and Spa along Pacific Coast Highway.	No formal plans for the proposed project have been submitted.
14	The Strand	135,000 sf of retail, restaurant, and entertainment plus a 149-room hotel located at Fifth Street and Pacific Coast Highway.	Infrastructure construction is currently underway. Estimated completion date is May 2007.
15	Target Reconstruction	Demolition of existing 131,900 sf Target and garden center and construction of a new 129,356 sf Target and garden center at southwest corner of Brookhurst Street and Adams Avenue.	Project is currently under construction.
16	Home Depot	Demolition of former 126,000 sf K-Mart and miscellaneous retail and construction of 139,000 sf Home Depot located at southwest corner of Magnolia Street and Garfield Avenue.	Project application has been submitted.

SOURCE: City of Huntington Beach. Written communication from Jane James, June 2005 and February 2006.

3.8 REFERENCES

Huntington Beach, City of. 2005. Written communication from Jane James, *Newland Street Residential Project EIR Second Response to EIP's Information Needs*, June 24.

John Laing Homes. 2005. Written Communication, *Huntington Beach Triplex Square Footages*, August 2.

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Walden & Associates. 2005. Written communication via email, August 25.

