

CHAPTER 6 Alternatives to the Proposed Project

CEQA Guidelines Section 15126.6(a) requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly attain the basic objectives of the project while reducing significant project impacts. An EIR is not required to consider every conceivable alternative to a project; rather, it must consider a range of potentially feasible alternatives that will foster informed decision-making and public participation. In addition, an EIR should evaluate the comparative merits of the alternatives. Therefore, this chapter sets forth potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines relating to the alternatives analysis (Sections 15126.6 et seq.) are summarized below:

- The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- The “no project” alternative shall be evaluated along with its impact. The “no project” analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

6.1 RATIONALE FOR SELECTING POTENTIALLY FEASIBLE ALTERNATIVES

The alternatives may include a different type of project, modification of the proposed project, or suitable alternative project sites. However, the range of alternatives discussed in an EIR is governed by a “rule of reason” which CEQA Guidelines Section 15126.6(f) defines as:

... set[ting] forth only those Alternatives necessary to permit a reasoned choice. The Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those Alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible Alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in CEQA Guidelines Section 15126.6(f)(1)) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire,

control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the project alternatives are evaluated to determine the extent to which they attain the basic project objectives, as presented in Section 3.3 (Project Objectives), while significantly lessening any significant effects of the project. The objectives are as follows:

- Promote new investment that supports the growth and success of Bella Terra and Golden West College.
- Build on the presence of Golden West College, Bella Terra, and the existing transit infrastructure to instigate the emergence of a vital and attractive urban district characterized by a synergistic mix of students, customers, residents, pedestrians, transit-riders, office workers, and visitors.
- 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.
- Enhance pedestrian, bicycle, and vehicular connections between Golden West College, Bella Terra, the Goldenwest Transit Center, and development along Edinger Avenue.
- 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.
- Design a mixed-use community consistent with the policies and development framework of the City's General Plan and the Beach and Edinger Corridor Specific Plan 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, specifically the Edinger Avenue corridor, 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.
- Create a community that enables residents to live in proximity to jobs, education, 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.

Applicant 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 contemporary living alternative, and attract 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.
- 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 existing vacant big-box retail with the visual enhancement of new, contemporary development.
- Significantly improve the open space environment through the addition of a 0.75 acre open space area for public use.
- 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.
- Provide affordable housing pursuant to the BECSP and Housing Element.
- Create a mixed-use development that maximizes opportunities for green building and environmentally sound design.
- Provide a mixed use development that is economically feasible and consistent with the BECSP.
- Provide high quality open space and recreation opportunities for residents.

In addition, the proposed project's objectives are consistent with those included in the BECSP for future development anticipated to occur in both the Town Center Core and Town Center Neighborhood zones of the Town Center District as described in Section 1.4.2(3) (Town Center Neighborhood) and Section 1.4.2(4) (Town Center Core Edge) of the BECSP:

- **Town Center Neighborhood:** Overall, the Town Center Neighborhood is envisioned to encompass the areas surrounding the Town Center Core (i.e., Bella Terra) to the west and north; those areas that are included within the Specific Plan boundaries specifically include the parcels north of the Town Center Core Edge along Edinger Avenue, between Gothard Street and the Union Pacific Railroad right-of-way (UPRR ROW). Existing uses within this area include the Goldenwest Transit Center, The Amstar/Red Oak Project site (formerly known as The Ripcurl Project), and the vacant Levitz site.

Near-term development activities would take advantage of the large areas of vacant and underutilized land in this area to provide the investment opportunities that would begin the formation of the urban neighborhood surrounding and supporting the Town Center Core. This neighborhood would feature the City's widest range of contemporary housing types and possibly a wide mixture of uses, all concentrated within walking distance of the Town Center Core's theater, shops, restaurants, cafes, nightlife, and amenities. As infill proceeds and the region continues to invest in transit infrastructure, the neighborhood would benefit from the presence of the Goldenwest Transit Center.

The vitality and identity of the neighborhood would primarily stem from the new development pattern. Buildings would be built close to the sidewalks with entrances facing the public thoroughfares. Streets and pedestrian ways would provide connectivity between the college, the

shopping core, and the Goldenwest Transit Center. The pattern of pedestrian-scaled blocks that would be created by these streets and ways would be distinguished by the public spaces distributed among them. Building massing and façade composition would emphasize variety and street-side interest.

- **Town Center Core Edge:** The Town Center Core Edge includes the linear portion at the edge of the Town Center Neighborhood along Edinger Avenue (between Gothard Street and the recently approved The Revised Village at Bella Terra immediately east of the UPRR ROW). New development would feature ground-level retail, restaurant, and entertainment uses contiguous with those planned for The Revised Village at Bella Terra.

Alternatives to be Evaluated

The alternatives that are evaluated in this section include the following:

- **Alternative 1: No Project/No Development Alternative**—In addition to alternative development scenarios, Section 15126.6(e) of the CEQA Guidelines requires the analyses of a “no project” alternative. The purpose of examining such an alternative is to allow decision-makers to compare the effects of approving the project with the effects on not approving the project. For the purposes of this analysis, the “no project” alternative would serve as a “no development” alternative with the site remaining in its existing condition. This would include the continued vacancy of the 235,000 sf Levitz Building and continued operation of the 4,990 sf EZ Lube shop. The EZ Lube shop would remain, with no improvements occurring at the site. Section 15126.6(e)(3)(C) of the CEQA Guidelines states that the lead agency should analyze the effects of the no project alternative by evaluating what could reasonably be expected to occur in the foreseeable future if no changes were to occur. Therefore, under Alternative 1, the impacts of the proposed project are compared to the impacts that could occur under the existing development. This alternative would result in the continuation of the existing commercial uses on the site and would not involve any improvements at the site.
- **Alternative 2: Reduced Project Alternative**—This alternative assumes a reduced intensity of the project elements at the same project site. Under this alternative, approximately 498 residential units, a 4,000 sf leasing center, and approximately 11,000 sf of neighborhood serving retail use, as well as a 0.5-acre public park would be developed. Alternative 2 would include a total of 750,600 sf of gross building square footage, a decrease of 145,554 sf of gross building area compared to the proposed project. Eleven residential buildings, three to four stories in height plus a mezzanine level would be developed. Alternative 2 would also include two or three recreation buildings ranging in height from two to four stories. Of the eleven residential buildings, three would be mixed-use with commercial use at ground level fronting Edinger Avenue, and three stories of residential units above. Amenities would include a 0.5-acre public park, club room and lounge areas, a full-length swimming pool, fitness and spa areas, outdoor living and lounge areas, and an indoor private theater.

6.2 ALTERNATIVES REJECTED AS INFEASIBLE

In addition to the identified alternatives, other alternatives were considered but ultimately determined to be infeasible as described below.

6.2.1 Alternative Locations/Sites

Given that the City of Huntington Beach is a highly urbanized area, underdeveloped or vacant land parcels of similar size to the project site are limited. Additionally, moving the project to another location would not satisfy many of the project objectives; nor would it reduce significant and unavoidable impacts to traffic conditions. For example, one of the objectives is to support regional mobility goals by placing the site close to transit and activity centers, which thereby limits the potential for alternative locations. No other large vacant sites would be suitable to provide residential and retail use in close proximity to transit centers like the Golden West Transportation Center while simultaneously serving Golden West College and providing access to regional activity centers like the existing Bella Terra Mall and The Revised Village at Bella Terra. The proposed project site is located within Town Center Neighborhood and the Town Center Core designations of the Beach and Edinger Corridors Specific Plan (BECSP) area. The extent and intensity of all anticipated development activity within the BECSP area, including the proposed project, has been identified in the Specific Plan. Therefore, the proposed project site has been identified in the BECSP for a mix of residential and retail uses; and it is anticipated that such uses would be developed on the proposed project site even if the proposed project were not implemented. In addition, there are a number of other project objectives that could not be served at other locations. For example, the project is designed to create a pedestrian-friendly complement to Golden West College by providing resident- and student-serving retail along with providing for an increase in the area's residential density with access to regional freeways, such as I-405. No other feasible locations are available in the City to successfully complete both of these objectives. Therefore, this alternative was rejected as infeasible.

6.2.2 All Commercial

An All-Commercial alternative that would maximize the amount of commercial uses on the site (as currently allowed) would not achieve the objectives of the proposed project and would not provide enough flexibility to adequately respond to changing market conditions over the long-term. Allowing only commercial uses would effectively represent the continuance of current uses on the project site and would not be consistent with policies and development framework of the City's General Plan and the Beach and Edinger Corridor Specific Plan to maximize land use opportunities. In addition, an All-Commercial alternative would not benefit from the traffic reductions identified in a mixed-use project and would therefore result in an increase in traffic when compared to the proposed project. As such, an All-Commercial alternative would not help to reduce significant impacts identified for the proposed project (Air Quality, Traffic) which does not achieve the goal of the CEQA analysis of project alternatives. Therefore, an All-Commercial alternative was rejected from further analysis in the EIR.

6.3 ANALYSIS OF ALTERNATIVES TO THE PROPOSED PROJECT

This section provides an analysis of the environmental impacts of each of the project alternatives, including a comparison of the potential impacts of the alternative to the proposed project, as well as the impacts that would result from implementation of the project alternatives themselves.

6.3.1 Alternative 1: No Project Alternative

■ Description

Section 15126.6(e) of the CEQA Guidelines requires the analysis of a “no project” alternative. The purpose of examining such an alternative is to allow decision-makers to compare the effects of approving the project with the effects on not approving the project. This “no project” analysis must discuss the existing conditions of the site, as well as what would be reasonably expected to occur in the foreseeable future if the proposed project were not to be approved. For a development project (such as the proposed project), the analysis generally focuses upon the property remaining in its existing state with the addition of no new development or improvements. The No Project Alternative represents the status quo; the project site would continue with the 235,000 sf retail showroom and distribution space (formerly Levitz Furniture) and a 4,990 sf EZ Lube shop. Further, the existing tenants would remain unchanged. The vacant space would remain vacant, and the employment levels would remain as they are for the existing EZ Lube shop.

■ Potential Impacts

In general, no new environmental effects would directly result from the selection of this alternative. Maintenance of the project site in its present state would allow the use of the EZ Lube shop on-site to continue and the 235,000 sf Levitz Furniture building would remain vacant. As a result, the project site would remain underutilized and blight could occur at the project site under this alternative. The project site would not be developed with new uses, as it is currently developed as a commercial/retail site, and no demolition, grading or building construction activities would occur, eliminating potential construction related air quality and noise related impacts. No increase in traffic impacts would occur above what currently exists as the site, as the No Project Alternative would not include additional uses or associated trips. The lack of new traffic trips would eliminate potential operational air quality impacts associated with the proposed project. The project site would remain visually as-is, and no changes to the visual character of the project site would occur. As no development would occur on the project, including earth moving activities, the potential to encounter geology and soil constraints would be eliminated, in contrast to the proposed project.

No significant and adverse environmental impacts directly or cumulatively associated with this alternative would occur. Although implementation of the No Project Alternative would effectively eliminate all potential impacts associated with the proposed project, the No Project Alternative would fail to meet the objectives of the BECSP, and allow for the project site to remain underutilized and mostly vacant. Specifically, allowing conditions to remain on the project site would prevent the Edinger Avenue Corridor from becoming an attractive, pedestrian-oriented, urban district that features high-density mixed-use communities, easily accessible via public transportation, including the Goldenwest Transit Center. Furthermore, maintaining the 235,000 sf retail showroom as a vacant property would not provide the unifying aesthetic character potentially resulting in the degradation of visual quality and the likely need for increased police and fire services at the site to address vandalism. No upgrades to utilities or associate infrastructure would occur, resulting in no increases in water, wastewater, or energy demands;

however, as the entire BECSP area is currently constrained with regards to utility infrastructure, the project site would not experience the benefit that the proposed upgrades would provide.

■ Attainment of Project Objectives

Under this alternative, the mixed-use project would not be constructed and the project site would remain in its existing state. As a result, none of the stated City and Applicant project objectives would be achieved by implementation of the No Project Alternative, as the project site would remain underutilized and largely vacant, and no new retail or residential uses would be developed that could create a mixed-use, urban neighborhood. While the No Project Alternative would eliminate most environmental impacts associated with the proposed project, it would not satisfy the identified project objectives.

6.3.2 Alternative 2: Reduced Project

■ Description

Alternative 2, the Reduced Project Alternative, assumes a reduced level of the same type of development on the project site. Alternative 2 includes development of 498 residential units, 4,000 sf leasing center, approximately 11,000 sf of neighborhood-serving retail along Edinger Avenue, and a 0.5-acre public park integrated into the proposed site plan, for a total development of 750,600 sf. Eleven residential buildings are programmed, each to be three to four stories plus mezzanine in height. Of the eleven residential buildings, three would be mixed-use with commercial use at ground level and three stories of residential units above. The maximum height for all buildings is 60 feet.

Residential amenities will include a clubroom and lounge area, a swimming pool, fitness and spa areas, outdoor living and lounge areas, and an indoor private theater. The 0.5-acre public park, which will be available for public access, will house a beach-style sand volleyball court, paddle ball courts, outdoor eating areas, grass areas for lounging, and a jogging track.

As shown in Figure 6-1 (Reduced Project Alternative Site Plan), vehicular access to the site would be provided from Gothard Street and Edinger Avenue, similar to the proposed project. Alternative 2 is designed with multiple access points for pedestrian connections to the surrounding community. Pedestrian access would be available to the Golden West Transit Center to the north, to Golden West College across Gothard Street to the west, and to Bella Terra Mall to the east. A total of 868 parking spaces are planned with a combination of private residential garages, carports, and surface parking.

■ Potential Impacts

Aesthetics

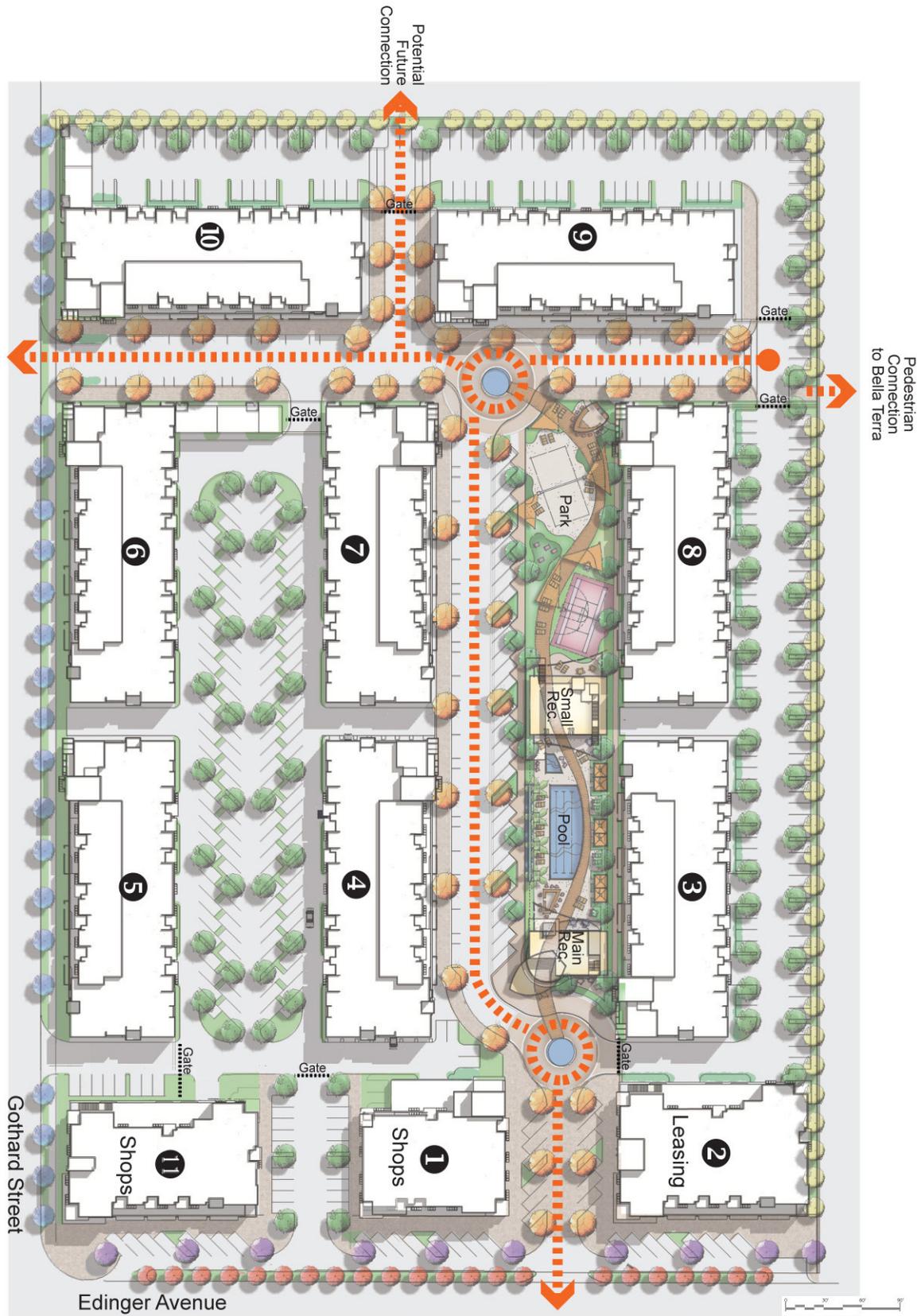
Alternative 2 would result in development of a mixed-use development that is reduced in size and massing compared to the proposed project. Alternative 2 would result in 11, three- to four-story buildings totaling approximately 750,600 sf of gross building area, compared to six five- to six-story buildings with a total of approximately 896,154 sf of building area. Therefore, Alternative 2 would result in an overall reduction of approximately 145,554 sf of building area. Scenic vistas in the City of Huntington Beach are primarily located along the coast. As the project site is located approximately

4 miles from the ocean, no views of the coast from the site currently exist. Therefore, no scenic vistas would be impacted as a result of Alternative 2 and impacts would be less than significant, similar to the proposed project.

Alternative 2 would be taller than the existing on-site structures and would result in a change to the overall visual character of the project site. However, Alternative 2 has been designed in conformance with the design standards of the BECSP for the Town Center Neighborhood and Town Center Core designations. Development standards relating to the visual quality and character of Alternative 2 would include regulations for building scale, frontage and building placement, streets, open space, architecture and signage. All building frontages would be oriented toward the existing and proposed streets or the proposed park, as required by BECSP Section 2.4.1 (Building Orientation to Street and Public Open Spaces) and would be designed in compliance with BECSP Section 2.4.2 (Private Frontage Types). BECSP Section 2.4.2(3) includes specifications for private frontages, including allowable façade and entrance treatment for various types of entrances. Compliance with street regulations included as BECSP Section 2.5 would ensure that streets and blocks, developed or improved as part of Alternative 2 are built to enhance the connectivity of the community and create a safe and attractive streetscape environment. Compliance with these development standards would ensure that implementation of Alternative 2 would not degrade the existing visual character and quality of the site and surrounding area. Rather, implementation of Alternative 2 would help to achieve the objectives of the BECSP by transforming the character of the site to that consistent with the vision of the BECSP for the Town Center Boulevard segment, similar to the proposed project.

Because structures under Alternative 2 would be reduced in height compared to the structures under the proposed project, Alternative 2 would cast less shadows on adjacent structures, including the Amstar/Red Oak project compared to the proposed project. The four-story structures associated with Alternative 2 would cast shadows on the proposed park similar to the proposed project; however, as Alternative 2 would be reduced in height compared to the proposed project, the duration and extent of shadows cast on the proposed park would be reduced. As such, visual impacts due to shadows under Alternative 2 would be reduced from the proposed project and would remain less than significant.

Due to the urbanized nature of the surrounding area, a significant amount of ambient nighttime light currently exists, reducing the views of stars and affecting views of the nighttime sky. Streetlights and headlights along Edinger Avenue provide a significant amount of existing ambient light surrounding the project site. Nearby uses such as the Bella Terra Mall also provide exterior lighting. Development of Alternative 2 would introduce nighttime lighting directly onto the project site, as well as into the surrounding area. Consequently, the surrounding uses could be exposed to exterior lighting associated with the proposed buildings, streets, and open space. However, BECSP Section 2.6.8(5)(a) requires that lighting fixtures shall be directed downward from the horizontal plane of the light source to preserve a dark sky and prevent unnecessary light pollution, and requires that lighting and planting plans for public and private frontage areas be visually and aesthetically coordinated. Furthermore, BECSP Section 2.6.8(5)(d) requires specific luminaire types that would prevent light spill over, and provide for an efficient distribution of lighting. Additionally, some of this light would be masked by existing street lighting and nighttime vehicular traffic. Additionally, mitigation measure BECSP MM4.1-2 requires that



Pedestrian Connection to Bella Terra

Potential Future Connection

Gothard Street

Edinger Avenue



Source: Sares Regis Group, 2010.



FIGURE 6-1
Reduced Project Alternative Site Plan

100000407

Murdy Commons

new structures be designed to maximize the use of nonreflective face treatment, and that this must be demonstrated on final building plans for Alternative 2. As such, compliance with mitigation measure BECSP MM4.1-2 would ensure that impacts related to daytime glare would be reduced to a less than significant level by reducing the reflective properties of the building materials employed, such as glass, metal, or finished concrete. This impact would remain less than significant, similar to the proposed project.

Overall, aesthetic impacts anticipated under Alternative 2 would be similar to the proposed project, although slightly less due to the decreased scale and height of the mixed-use structures proposed under Alternative 2. Impacts to aesthetic resources would be less than significant.

Air Quality

Implementation of Alternative 2 would require demolition of on-site structures and construction of residential units, similar to the proposed project. The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the RCPG are considered consistent with the AQMP growth projections. In turn, projects that are consistent with the City's General Plan are considered to be consistent with the Growth Management Chapter, as the General Plan forms the basis for population and employment forecasts in the RCPG. This is because the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. Implementation of Alternative 2 would result in a new residential population of approximately 1,330 persons, an estimated reduction of 1,297 persons from the proposed project.¹¹⁹ As approved, full build-out of the BECSP would result in a total population increase of 12,015 residents, which was within the SCAG population projection for 2030 increase of approximately 22,795 residents. The introduction of 1,330 residents would represent approximately 11 percent of the anticipated population approved for the BECSP. Based on the consistency of the approved BECSP with current SCAG projections and AQMP forecasts, and as discussed above, the fact that Alternative 2 would represent approximately 11 percent of the total population increase anticipated in the BECSP EIR, the proposed project would not impair implementation of the AQMP, and this impact would be less than significant, similar to the proposed project.

Construction activities associated with Alternative 2 would last approximately three years and would generally involve four stages: (1) demolition, (2) excavation and shoring, (3) construction (which includes building construction) and (4) final coating (painting) along with landscaping improvements and paving

¹¹⁹ Based on the existing average household size of 2.67 persons for the City of Huntington Beach.

activities. Alternative 2, unlike the proposed project, has a design where there is no subterranean parking structure and enhanced foundation system. The foundation would consist of slab-on-grade design, which would require the alternative construction contractor to import approximately 50,000 cubic yards (cy) of fill material to ensure that all potential geotechnical issues have been properly mitigated. The import of 50,000 cy of fill would involve additional truck trips and a more intensive grading schedule than that evaluated for the proposed project. Similar to the proposed project, it is anticipated that individual construction activities, such as excavation, grading and building construction, would occur concurrently. Table 6-1 (Alternative 2 Estimated Peak Daily Construction Emissions) identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that mitigation measures BECSP MM4.2-1 through MM4.2-14 have been implemented to reduce construction related emissions.

Table 6-1 Alternative 2 Estimated Peak Daily Construction Emissions						
<i>Emissions Source</i>	<i>Peak Day Emissions in Pounds per Day</i>					
	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>SO_x</i>	<i>PM₁₀^a</i>	<i>PM_{2.5}^a</i>
2011 (DEMOLITION/GRADING/TRENCHING)						
Exhaust	11.75	87.18	45.03	0.09	4.37	4.02
Fugitive Dust	0.00	0.00	0.00	0.00	727.55	151.98
Maximum Daily Emissions	11.75	87.18	45.03	0.09	731.81	155.90
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	Yes	Yes
2012 (TRENCHING/BUILDING CONSTRUCTION/PAVING)						
Exhaust	13.12	76.20	81.73	0.08	4.70	4.31
Fugitive Dust	0.00	0.00	0.00	0.00	0.34	0.12
Maximum Daily Emissions	13.12	76.20	81.73	0.08	5.04	4.43
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
2013 (BUILDING CONSTRUCTION/ARCHITECTURAL COATING)						
Exhaust	11.70	20.56	44.78	0.07	1.20	1.09
Fugitive Dust	0.00	0.00	0.00	0.00	0.30	0.11
Maximum Daily Emissions	11.70	20.56	44.78	0.07	1.50	1.20
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
SOURCE: PBS&J 2010 (calculation sheets are provided in Appendix A)						
Assumes the implementation of all BECSP EIR Mitigation Measures						

As shown, construction-related daily emissions would exceed SCAQMD significance thresholds for PM₁₀ and PM_{2.5} during the grading phases of Alternative 2. No other threshold is anticipated to be exceeded during construction. The thresholds for PM₁₀ and PM_{2.5} would be exceeded due to the increased intensity for grading activities associated with development of Alternative 2, even with implementation of the

identified mitigation measures. Therefore, Alternative 2 would result in a *significant and unavoidable* construction related impact that would not occur with development of the proposed project. It should be noted that the thresholds for PM₁₀ and PM_{2.5} would only be exceeded during the grading phase, which is anticipated to last approximately 40 days, and upon completion of grading activities no other thresholds would be exceeded. Therefore, this impact would be temporary in nature and would not result in long-term daily emissions that would exceed the SCAQMD threshold.

Alternative 2 would result in development of 498 residential units and 11,000 sf of retail space, which reduces the amount of residential and retail uses analyzed for the proposed project by 486 units and approximately 49,000 sf of retail uses, respectively. The analysis of daily operational emissions from Alternative 2 has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. The results of the URBEMIS 2007 calculations for the daily operational emissions of the proposed project are presented in Table 6-2 (Alternative 2 Net Daily Operational Emissions) (refer to Appendix A for URBEMIS 2007 outputs). The emissions shown below reflect the net increase in emissions anticipated by implementation of Alternative 2.

Table 6-2 Alternative 2 Net Daily Operational Emissions						
Emissions Source	Emissions in Pounds per Day^a					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Water and Space Heating (Natural gas)	0.33	4.24	1.84	0.00	0.01	0.01
Landscape Maintenance	0.20	0.03	2.47	0.00	0.01	0.01
Consumer Products	22.74	—	—	—	—	—
Architectural Coatings	0.88	—	—	—	—	—
Motor Vehicles	19.89	25.58	223.42	0.39	65.13	12.60
Maximum Daily Emissions	44.04	29.6	227.73	0.39	65.15	12.62
SCAQMD Thresholds (lb/day)	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact	No	No	No	No	No	No

SOURCE: PBS&J 2010 (calculation sheets are provided in Appendix A).

a. Assumes no natural gas fireplaces.

Due to the reduction in vehicle trips associated with Alternative 2, operation of Alternative 2 would not generate emissions that exceed the thresholds of significance recommended by the SCAQMD. The amount of air pollutant emissions (i.e., CO, VOC, NO_x, SO_x, and PM₁₀) generated by motor vehicles and daily operation of Alternative 2 would be substantially reduced from that analyzed for the proposed project. Therefore, operation of Alternative 2 would not exceed any SCAQMD operational thresholds, and operation of Alternative 2 would be considered less than significant, reduced from the proposed project.

As shown in Table 6-3 (Alternative 2 Total Construction Emissions and Localized Significance Thresholds CO and NO_x) and Table 6-4 (Alternative 2 Total Construction Emissions and Localized Significance Thresholds PM₁₀ and PM_{2.5}) localized CO and NO₂, would not exceed SCAQMD thresholds during proposed project construction at any of the identified sensitive receptors. However, PM₁₀ and PM_{2.5} exceed the SCAQMD thresholds at all sensitive receptors. This impact would be *significant* for

PM₁₀ and PM_{2.5} during the mass grading phase of the project. Localized concentrations were estimated and assume implementation of mitigation measures BECSP MM4.2-1 to BECSP MM4.2-11, as well as mitigation measures Project MM4.2-15 and Project MM4.2-16 identified for the proposed project.

Table 6-3 Alternative 2 Total Construction Emissions and Localized Significance Thresholds CO and NO_x

<i>Pollutant and Averaging Time</i>	<i>Receptor Location</i>	<i>Background Air Quality (ppm)^a</i>	<i>Maximum Incremental Project-Related Impact (ppm)</i>	<i>Total Impact (Background + Project) (ppm)</i>	<i>Most Restrictive Air Quality Standard (ppm)</i>	<i>Significant Impact?</i>
CO, 1-hour	Southeast Residential	5	0.0159	5.0159	20	No
	Northeast Residential	5	0.0209	5.0209	20	No
	Golden West College	5	0.0279	5.0279	20	No
	Bella Terra Residential	5	0.0327	5.0327	20	No
	Red Oak Residential	5	0.0299	5.0299	20	No
	Montessori School	5	0.0107	5.0107	20	No
	Perta Christian Academy	5	0.0120	5.0120	20	No
CO, 8-hour	Southeast Residential	3.1	0.0039	3.1039	9	No
	Northeast Residential	3.1	0.0060	3.1060	9	No
	Golden West College	3.1	0.0135	3.1135	9	No
	Bella Terra Residential	3.1	0.0162	3.1162	9	No
	Red Oak Residential	3.1	0.0142	3.1142	9	No
	Montessori School	3.1	0.0022	3.1022	9	No
	Perta Christian Academy	3.1	0.0028	3.1028	9	No
NO ₂ , 1-hour	Southeast Residential	0.08	0.0019	0.0819	0.18	No
	Northeast Residential	0.08	0.0019	0.0819	0.18	No
	Golden West College	0.08	0.0022	0.0822	0.18	No
	Bella Terra Residential	0.08	0.0010	0.0810	0.18	No
	Red Oak Residential	0.08	0.0010	0.0810	0.18	No
	Montessori School	0.08	0.0027	0.0827	0.18	No
	Perta Christian Academy	0.08	0.0020	0.0820	0.18	No
NO ₂ , Annual	Southeast Residential	0.013	0.0000770	0.0132770	0.03	No
	Northeast Residential	0.013	0.0001007	0.0133077	0.03	No
	Golden West College	0.013	0.0001934	0.0133934	0.03	No
	Bella Terra Residential	0.013	0.0002382	0.0134382	0.03	No
	Red Oak Residential	0.013	0.0002023	0.0134023	0.03	No
	Montessori School	0.013	0.0000589	0.0132575	0.03	No
	Perta Christian Academy	0.013	0.0000737	0.0132737	0.03	No

SOURCE: PBS&J 2010; AERMOD, Localized Significance Threshold Methodology (calculation data sheets provided in Appendix A).

Table 6-4 Alternative 2 Total Construction Emissions and Localized Significance Thresholds PM₁₀ and PM_{2.5}

<i>Pollutant and Averaging Time</i>	<i>Receptor Location</i>	<i>Maximum Incremental Project Related Impact (µg/m³)</i>	<i>Most Restrictive Air Quality Standard (µg/m³)</i>	<i>Significant Impact?</i>
PM ₁₀ , 24-hour	Southeast Residential	2,189.78711	10.4	Yes
	Northeast Residential	5,402.39111	10.4	Yes
	Golden West College	7,849.88525	10.4	Yes
	Bella Terra Residential	7,701.57715	10.4	Yes
	Red Oak Residential	9,430.87598	10.4	Yes
	Montessori School	845.42072	10.4	Yes
	Perta Christian Academy	1,215.86060	10.4	Yes
PM ₁₀ , Annual	Southeast Residential	121.05215	1.0	Yes
	Northeast Residential	637.59546	1.0	Yes
	Golden West College	2,035.22852	1.0	Yes
	Bella Terra Residential	1,900.49658	1.0	Yes
	Red Oak Residential	2,716.39575	1.0	Yes
	Montessori School	78.33422	1.0	Yes
	Perta Christian Academy	133.34621	1.0	Yes
PM _{2.5} , 24-hour	Southeast Residential	202.75787	10.4	Yes
	Northeast Residential	475.23709	10.4	Yes
	Golden West College	1,215.10706	10.4	Yes
	Bella Terra Residential	981.52032	10.4	Yes
	Red Oak Residential	1,248.00378	10.4	Yes
	Montessori School	84.19934	10.4	Yes
	Perta Christian Academy	136.53644	10.4	Yes
PM _{2.5} , Annual	Southeast Residential	25.27184	1.0	Yes
	Northeast Residential	133.07906	1.0	Yes
	Golden West College	424.79965	1.0	Yes
	Bella Terra Residential	396.70569	1.0	Yes
	Red Oak Residential	566.97491	1.0	Yes
	Montessori School	16.35110	1.0	Yes
	Perta Christian Academy	27.83467	1.0	Yes

SOURCE: PBS&J 2010; AERMOD, Localized Significance Threshold Methodology (calculation data sheets provided in Appendix A).

With the implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11, and mitigation measures Project MM4.2-15 and Project MM4.2-16, the emissions of PM₁₀ and PM_{2.5} will be reduced during construction. However, even with the inclusion of these mitigation measures, emissions of PM₁₀ and PM_{2.5} are anticipated to remain above the SCAQMD LST thresholds. Therefore, even with

mitigation, impacts to localized sensitive receptors will remain *significant and unavoidable* during construction, similar to the proposed project.

Operation of Alternative 2 would generate local traffic volumes that would be lower than the proposed project. Similar to the proposed project, the traffic generated from Alternative 2 would not expose sensitive receptors to substantial localized carbon monoxide (CO) concentrations. Although traffic volumes would increase beyond existing levels at local intersections, the ARB has projected reduced future vehicle emissions factors for CO resulting from anticipated improvements in emissions technologies, and localized CO emissions would not exceed applicable federal or state standards. Therefore, this impact would be less than significant, similar to the proposed project.

Construction and operation of Alternative 2 would not create objectionable odors, from either construction activities or daily operation that would affect a substantial number of people, as the distance between the site and adjacent land uses would ensure that any such odors would dissipate. This impact would be less than significant, similar to the proposed project.

Overall, air quality impacts anticipated under Alternative 2 would be less than the proposed project as Alternative 2 would not result in operational emissions that exceed the SCAQMD thresholds. While construction activities would result in both regional and localized emissions that exceed the SCAQMD thresholds, these emissions would be temporary in nature and only occur during the 40 day grading phase of construction. As such, construction related impacts for regional pollutant emissions would be greater than identified for the proposed project and construction related localized impacts would be similar to the proposed project. Impacts relating to operations, CO hotspots and odors would be similar to, but slightly less than, the proposed project.

Biological Resources

The project site does not contain riparian habitats, wetlands, or sensitive species, and there is no adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan that covers the project site. Further, the project site is located within a fully urbanized and developed City, and does not contain a wildlife corridor or other biological resource of importance to the region. Therefore, similar to the proposed project, Alternative 2 would result in no impacts for these thresholds. Similar to the proposed project, implementation of Alternative 2 could have a direct or indirect impact on habitat loss in the area, specifically for nesting birds. However, the implementation of the mitigation measure BECSP MM4.3-1 would ensure that this impact remains less than significant. Therefore, Alternative 2 would have a similar impact as the proposed project with respect to habitat loss. Additionally, Alternative 2 would not interfere with or impact the implementation of any City, State, or federal policies or ordinances that would apply to biological resources, similar to the proposed project. Overall, the impacts of Alternative 2 on biological resources would be similar to the impacts of the proposed project and would be less than significant.

Cultural Resources

Both the proposed project and Alternative 2 would demolish the existing on-site buildings and construct improved developments on the site, which could potentially disturb previously unknown cultural resources, including human remains. This would occur specifically during the grading and trenching

phases of construction. Despite the reduction in project size, Alternative 2 would result in grading of the entire site. Project requirements and mitigation measures incorporated into Alternative 2 would ensure that this impact would be less than significant. Alternative 2 would be required to adhere to the policies of the General Plan and Municipal Code requirements with regard to cultural resources as well as mitigation measure BECSP MM4.4-3(b) identified for the proposed project, and impacts from Alternative 2 would similarly be less than significant.

Geology and Soils

Similar to the proposed project, Alternative 2 could expose people and/or structures to potentially substantial adverse effects resulting from strong seismic groundshaking or seismic-related ground failure. All impacts associated with geological and soil impacts that were identified for the proposed project would also apply to Alternative 2. Construction and building of the residential units would follow all established policies and codes. Therefore, impacts associated with geology and soils would be similar to the proposed project and would result in a less than significant impact.

Similar to the proposed project, Alternative 2 could expose people and/or structures to potentially substantial adverse effects resulting from strong seismic groundshaking or seismic-related ground failure. Through compliance with federal, State, and local regulations related to seismic safety, this impact would remain less than significant. The risks to people and structures would not be increased regardless of the size of the development, as adherence to these regulations would assure seismic safety to the greatest extent possible. Therefore, impacts due to seismic activity would be less than significant. Alternative 2 could result in soil erosion, but would not result in the loss of topsoil. As part of the project, a site-specific Stormwater Pollution Prevention Plan, which is part of the NPDES Municipal General Permit, would be prepared for development under Alternative 2. Unstable soil conditions would be addressed through compliance with the Grading and Excavation Code and incorporation of the recommendations of the project-specific Geotechnical Engineering Feasibility Report into the project's final grading plan, as required by mitigation measure BECSP MM4.5-1. Compliance with applicable requirements would ensure that this impact remain less than significant, similar to the proposed project.

Hazards and Hazardous Materials

Although the intensity of development under Alternative 2 would be less than that identified for the proposed project, potential impacts with respect to hazards and hazardous materials would be similar. Construction of Alternative 2 would involve the use of hazardous materials, specifically in the form of diesel fuel. Project construction could expose construction workers to significant health and safety hazards through earthmoving activities that could result in the release of hazardous materials to the environment through reasonably foreseeable upset and accident conditions. Implementation of mitigation measures BECSP MM4.6-1 through BECSP MM4.6-4 would reduce this impact to a less than significant level, similar to the proposed project. Operation of the residential uses for Alternative 2 could involve the use of hazardous materials in the form of basic household cleaning materials and landscaping chemicals. Overall, Alternative 2 would result in similar impacts with respect to hazards and hazardous materials as compared to the proposed project. Therefore, impacts would be less than significant, similar to the proposed project.

Hydrology and Water Quality

With respect to hydrology and water quality, impacts associated with Alternative 2 would be similar to those identified for the proposed project. Alternative 2 would develop the Project site with 498 residential units, 11,000 sf of commercial uses, as well as surface parking for residents and visitors. Hydrology impacts related to construction and operation of Alternative 2 would be the same as those identified for the proposed project as the project site would be developed with similar impervious surfaces. Similar to the proposed project, any potential impacts would be mitigated through compliance with existing regulations and mitigation measures BECSP MM4.7-1 through BECSP MM4.7-4 that would also apply to Alternative 2. Therefore, impacts would be less than significant, similar to the proposed project.

Land Use

Implementation of Alternative 2 would result in land use effects that are nearly identical to the proposed project, as the introduction of new land uses and land use intensification would occur on-site. Development of the three- to four-story residential and commercial development would include the demolition of the existing buildings on-site and would replace them with 498 residential units and 11,000 sf of neighborhood-serving retail within 11 buildings. As identified for the proposed project, Alternative 2 would not change land use patterns in a manner that would divide an established community and would not conflict with any applicable habitat conservation plans. Similar to the proposed project, Alternative 2 is located within the Town Center Neighborhood and Town Center Core designations of the BECSP. As such, development of Alternative 2 would be regulated by these district designations. Applicable development standards are included in Sections 2.1.3 and 2.1.4 of BECSP. To ensure that proposed development is consistent with the BECSP, Alternative 2 would be required to submit a Site Plan Review application, and environmental assessment. In order for the Site Plan Review application to be approved, the Director of Planning and Building must make the following findings:

- i. The project is consistent with the City's General Plan and all applicable requirements of the Municipal Code
- ii. The project will not be detrimental to the general welfare of persons working or residing in the vicinity nor detrimental to the value of the property and improvements in the neighborhood
- iii. The project will not adversely affect the Circulation Plan of this Specific Plan
- iv. The project complies with the applicable provisions of the BECSP and other applicable regulations

Approval of the Alternative 2's Site Plan Review application will ensure that Alternative 2 would not conflict with any applicable plans, policies, and regulations. Therefore, Alternative 2 would not conflict with land use policies established by the City, and would result in a less than significant impact, similar to the proposed project.

Noise

Demolition of existing structures and construction of a new mixed use facility would occur under Alternative 2. While construction activities would occur for approximately 3 years compared to 6 years for the proposed project, the construction noise impacts would be similar to the proposed project as the amount and type of demolition activities and construction activities would be similar. While construction

noise could be a nuisance to nearby sensitive uses, compliance with the City's Noise Ordinance would ensure that construction noise impacts remain less than significant. Implementation of identified mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would reduce temporary construction noise impacts, and construction related noise would be less than significant, similar to the proposed project.

Similar to the proposed project, construction activities associated with Alternative 2 would have the potential to impact sensitive receptors surrounding the project site, including the future Amstar/Red Oak and The Revised Village at Bella Terra projects if they are developed and occupied prior to completion of Alternative 2. It is anticipated that similar construction activities would occur under Alternative 2; therefore, vibration levels could reach approximately 81 VdB within 50 feet of the project site. As such, sensitive receptors would not experience vibration levels during construction of Alternative 2 that would exceed the FTA's vibration impact threshold of 85 VdB for human annoyance and this impact would be less than significant, similar to the proposed project.

Alternative 2 would result in development of 498 residential units and 11,000 sf of retail space, which reduces the amount of residential and retail uses associated from that analyzed for the proposed project by 486 units and approximately 49,000 sf respectively. The reduction of 486 residential units and approximately 49,000 sf of retail uses compared to the proposed project would reduce the number of vehicle trips generated by Alternative 2. As such, operational noise impacts due to additional vehicle trips and increased human activity at the site would be slightly less than the proposed project. Operational noise impacts generated by residential uses such as mechanical equipment (HVAC) would be similar to the proposed project. Installation of shielding around these HVAC systems would be required by mitigation measure BECSP MM4.9-4, which would further reduce HVAC noise levels. Deliveries of goods to the retail component would be reduced from the proposed project due to the reduction of retail uses. Mitigation measure BECSP MM4.9-5 would apply to Alternative 2 and would ensure that exterior living spaces, such as porches and patios are constructed in a manner that noise levels, including noise from the occasional retail delivery activities do not exceed the City noise standards. With implementation of mitigation measures BECSP MM4.9-4 and BECSP MM4.9-5, operational noise would remain less than significant, similar to the proposed project. Overall, noise impacts anticipated under Alternative 2 would be similar to, but slightly less severe than, the proposed project, and would be less than significant.

Population and Housing

Alternative 2 would result in the development of 498 residential units, a reduction of 486 units compared to the proposed project. Once fully occupied, the population increase as a result of implementation of Alternative 2 would result in a new residential population of approximately 1,330 persons, an estimated reduction of 1,297 persons from the proposed project.¹²⁰

Residential development on the site was accounted for in the overall population growth analysis performed in the BECSP EIR. BECSP Section 2.1.1 establishes the maximum amount of net new development (MAND) of residential and commercial development permitted in the BECSP, which ultimately included 4,500 residential dwelling units and associated commercial uses. Section 4.10

¹²⁰ Based on the existing average household size of 2.67 persons for the City of Huntington Beach.

(Population and Housing) of the BECSP EIR concluded that full build out of residential uses in the plan area would not exceed the City's General Plan policy of limiting growth, but would exceed SCAG 2030 household projections. However, the exceedance of such projections is an existing condition and is not a direct result of the BECSP. The BECSP would not exceed SCAG 2030 population projections, though it would represent approximately 56 percent of the remaining growth that is anticipated through 2030.¹²¹

Alternative 2 (approximately 498 units) accounts for approximately 11 percent of the 4,500 dwelling units ultimately approved for full build-out of the BECSP, and would be the first residential development to be considered under the BECSP.¹²² When the MAND is reached, no further development may be permitted without an amendment to the MAND provisions and environmental review. As such, Alternative 2 would be well within the established MAND for the BECSP. Because BECSP EIR Section 4.10 (Population and Housing) concluded that population growth induced by implementation of the BECSP would not result in significant impacts, population growth associated with Alternative 2 would not induce population growth beyond that already anticipated, and a less than significant impact would occur. Therefore, Alternative 2 would result in a similar impact to the proposed project with respect to population and housing, and would be less than significant.

Public Services

Fire Protection

Development of 498 residential units would result in a new residential population of approximately 1,330 persons, an estimated reduction of 1,297 persons at the project site.¹²³ Implementation of Alternative 2 would not result in additional impacts to public services beyond those identified for the proposed project, which were found to be less than significant. Similar to the proposed project, all development plans prepared for Alternative 2 would be reviewed by the HBFD prior to construction to ensure that adequate fire flows would be maintained. The reduction in residential population, as well as compliance with all required policies, rules, and regulations would ensure that implementation of Alternative 2 would not require any new or physically altered fire facilities to maintain adequate response times and staffing, the construction of which could result in significant environmental impacts. This impact would be less than significant, and less than the proposed project.

Police Protection

The HBPD has 215 sworn personnel currently protecting 203,484 residents in the City. Implementation of Alternative 2 could result in up to 1,330 new residents.¹²⁴ Using the worst-case population increase scenario, the additional 1,330 residents generated by Alternative 2 would increase the existing population of the City of Huntington Beach from 203,484 residents to 204,814 residents. This increase in residential population would not create greater demand on police services than those identified for the proposed project. Consistent with the proposed project, this increase in residential population associated with

¹²¹ City of Huntington Beach, Section 4.10 (Population and Housing), *Beach and Edinger Corridors Specific Plan Environmental Impact Report* (August 2009).

¹²² It should be noted that the Amstar/Red Oak Project was approved prior to adoption of the BECSP, but has not yet been constructed. The 385 units to be developed by the Amstar/Red Oak Project are part of the 4,500 MAND units.

¹²³ Based on the existing average household size of 2.67 persons for the City of Huntington Beach.

¹²⁴ Based on the existing average household size of 2.63 persons for the City of Huntington Beach.

Alternative 2 is not expected to notably affect HBPD resources given that general fund monies from increased property tax revenue associated with development as well as other fee revenues (i.e., building permit fees) may be used to augment equipment levels. Further, implementation of mitigation measure BECSP MM4.11-1 would ensure that adequate staffing levels are maintained. Therefore, persons on-site or elsewhere in the City would not be exposed to increased risks as a result of Alternative 2. Therefore, this impact would be less than significant, and less than the proposed project.

School Service

The proposed project site would be served by the HBUHSD and the OVSD. Per the HBUHSD and the OVSD, the current level of enrollment within both school districts has been declining in recent years and this decline is expected to continue for the next several years. Additionally, all three schools serving the project site are currently operating below maximum capacity, and direct population growth resulting from implementation of Alternative 2 would not have an impact on the capacity of schools within the HBUHSD and OVSD. Additionally, both Districts anticipate that enrollment for its schools will be lower in the upcoming years and will continue to decline in the future. Due to declining enrollment within each District, new students generated as a result of development under Alternative 2 would not result in overcrowding and would likely help offset the current declining population. With implementation of CR4.11-1 and CR4.11-2, implementation of Alternative 2 would not require any new or physically altered school facilities to serve the project, the construction of which could result in significant environmental impacts. This impact would be less than significant, and less than the proposed project.

Library Service

Similar to the proposed project, implementation of Alternative 2 would place a higher demand on services provided by the Huntington Beach Library System. But as the demand for additional full-time employees would not substantially increase as a result of the increase in population, Alternative 2 would not result in a significant impact to the Huntington Beach Public Library system under current conditions. Nonetheless, implementation of Alternative 2 would contribute to the current condition of the City's library system being severely under staffed and staffing would need to be increased to meet current professional service standards for both current and new residents. Similar to the proposed project, implementation of code requirement CR4.11-3 would be required under Alternative 2 to ensure that these additional residents would not notably affect the current ratio of staff per resident. Library service impacts would be less than significant for Alternative 2, similar to, but less than, the proposed project.

Recreation

Alternative 2 would result in 498 residential units, generating an estimated population of 1,330 persons.¹²⁵ The project would include 0.50-acre public open space located in center of the proposed alternative development. This is similar to the proposed project and would satisfy requirements of BECSP Section 2.6.2. While the proposed park would directly increase the availability of on-site amenities for future residents potentially displacing the demand on existing public recreational facilities, it does not

¹²⁵ Based on the existing average household size of 2.67 persons for the City of Huntington Beach.

completely satisfy the policies of the General Plan which requires that 5 acres of parkland are provided for each 1,000 residents of the City. Alternative 2 would need to provide 6.55 total acres of parklands to meet this standard. As Alternative 2 would only provide 0.50 acre of public open space, the remaining need would be addressed through the payment of park fees, which would be allocated to fund the acquisition and/or development of future parks or facility renovations associated with increased use of public facilities. Similar to the proposed project, Alternative 2 would be required to satisfy Section 2.6.2 of the BECSP and Chapter 230.20 of the City's Zoning and Subdivision Ordinance, which require provision of public open space on the project site (larger than 0.5 acre) and the payment of a park fees. Compliance with BECSP Section 2.6.2 and Chapter 230.20 of the Zoning Code and the identified General Plan policies would ensure that recreational impacts would be less than significant, and similar to the proposed project.

Transportation/Traffic

The analysis in this section focuses on the nature and magnitude of the change in transportation and traffic patterns due to implementation of the reduced alternative. Alternative 2 would result in development of 498 residential units and 11,000 sf of retail space, which reduces the amount of residential and retail uses associated from that analyzed for the proposed project by 486 units and approximately 49,000 sf respectively. Overall, the reduced alternative would result in 58 percent fewer traffic trips compared to the proposed project, although the level of significance of traffic impacts would be similar. Additionally, Alternative 2 would result in a 65 percent decrease in daily trips as well as fewer trips in the AM and PM peak hours than was analyzed for the BECSP EIR. Much of the analysis below draws from the analysis within Section 4.13 of this DEIR.

Table 6-5 (Alternative 2 Trip Generation Comparison) below compares the trip generation of Alternative 2 with that of the proposed project.

Year 2030 volumes used for this analysis were derived using the Huntington Beach Traffic Model (HBTM). Year 2030 conditions of the proposed project include build-out of the BECSP. As shown on Figure 6-1 (Reduced Project Alternative Site Plan), access to the site is provided from Gothard Street (two ingress and two egress locations) and Edinger Avenue (one full ingress/egress to Edinger Avenue, one right-in only to the Edinger Avenue frontage road and one right-out only to the Edinger Avenue frontage road). The main access points (one on Gothard Street and one on Edinger Avenue) would be accessible to the public. The secondary access point on Gothard Street would have gate-controlled access for residential uses.

Similar to the proposed project, this access scheme would include a left-turn into the project site across Edinger Avenue which requires a right-turn only onto Edinger Avenue from the site's primary access point. This will likely increase the number of u-turns at the intersection of Edinger Avenue and Gothard Street. Alternative 2 would result in approximately 30 additional u-turns in the AM peak hour and 26 additional u-turns during the PM peak hour. This would result in a less than significant impact similar to the proposed project.

Table 6-5 Alternative 2 Trip Generation Comparison

Project Description	Amount	Peak Hour						ADT
		AM			PM			
		In	Out	Total	In	Out	Total	
Proposed Project								
Mixed-Use Vertical	984 du	98	403	501	394	216	610	6,612
Mixed-Use Vertical	60 TSF	57	51	108	77	80	157	2,408
Project Trip Generation Total		155	454	609	471	296	767	9,020
Alternative 2								
Mixed-Use Vertical	498 du	50	204	254	199	110	309	3,347
Mixed-Use Vertical	11 TSF	10	9	19	14	15	29	441
Alternative 2 Trip Generation Total		60	213	273	213	125	338	3,788
Net Change from Proposed Project	-486 du / 49 TSF	(95)	(241)	(336)	(258)	(171)	(429)	(5,232)
% Difference				(55)%			(56)%	(58)%

SOURCES: Austin-Foust Associates, Inc., *Beach-Edinger Corridor Specific Plan Area Traffic Analysis for Murdy-Commons Project* (September 29, 2010), Table 1 and Table 3

ADT = average daily traffic; du = dwelling unit; TSF = thousand square feet

As shown in Table 6-5 (Alternative 2 Trip Generation Comparison), Alternative 2 would result in approximately 58 percent less ADT than the proposed project and would therefore result in less severe impacts. Alternative 2 would be subject to the fair-share contribution, as outlined in BECSP mitigation measures MM4.13-1 through MM4.13-14. This contribution, and therefore satisfaction of mitigation, would reduce the impacts on the area roadway system resulting from Alternative 2 to a less than significant level, similar to, but less than, the proposed project.

Similar to the proposed project, Alternative 2 would contribute to the I-405 northbound loop ramp from Beach Boulevard which is currently deficient in both the AM and PM peak hours. Implementation of Alternative 2 would add trips to this intersection and contribute to this deficiency. Any contribution to an existing deficient Caltrans facility is considered a significant impact. Therefore, despite the fact that Alternative 2 would generate less ADT than the proposed project, this impact would be significant and unavoidable, similar to, but less than the proposed project.

Construction

Construction activities associated with Alternative 2 would last approximately three years. As with the proposed project, construction traffic would generally occur outside of the peak periods, consistent with the typical construction workday of 7:00 AM to 3:00 PM. Further, per BECSP mitigation measure MM4.2-9, construction activities that would affect traffic flow on the arterial system would be scheduled between 10:00 AM and 4:00 PM. The City's General Plan Circulation Element Figure CE-7 identifies several arterial roadways in the project site vicinity as designated truck routes, including Edinger Avenue, Goldenwest Street, and Bolsa Avenue. Additionally, access to the I-405 Freeway would be available from Center Avenue to the east of the project site. Similar to the proposed project, access to State freeways would eliminate truck traffic in the surrounding arterial streets. Truck trips could travel along designated

truck routes north/east to I-405. BECSP mitigation measures MM4.2-8, MM4.2-9, and MM4.2-10 (as included in Section 4.2 [Air Quality]) would ensure that construction traffic does not block the free flow of traffic. Alternative 2 would also be required to submit a traffic control plan during construction to ensure appropriate emergency access during construction. As such, construction-related traffic impacts associated with Alternative 2 would be less than significant. As the proposed construction schedule for Alternative 2 is reduced by approximately three years as compared to the proposed project, impacts would be less than the proposed project.

CMP Analysis

The Orange County Transportation Authority is designated as the Congestion Management Agency (CMA) to oversee the Orange County Congestion Management Plan (CMP). There are five CMP intersections throughout the BECSP area; however, there are no CMP intersections located within the limited Alternative study area. The nearest CMP intersection is Beach Boulevard at Edinger Avenue, located approximately 0.5 mile east of the project area. CMP-designated intersections have a performance standard of LOS E or better (intersection capacity utilization (ICU) not to exceed 1.00), and a project is considered to have a significant impact if it contributes three percent or more to an ICU when the performance standard is exceeded. As identified in Table 5-2 of the BECSP Traffic Study, 2016 ICU values for build-out of the BECSP show ICU values of 0.86 and 0.94 (AM and PM peak hours, respectively) for the intersection of Beach Boulevard and Edinger Avenue, thereby resulting in a less than significant impact. As Alternative 2 would result in 65 percent less ADT than the BECSP, Alternative 2 would not increase the ICU value and would result in a less than significant impact to CMP intersection, similar to but less than the proposed project.

Design Hazards

For the purposes of this analysis, hazards are defined as changes to circulation patterns that could result in unsafe driving or pedestrian conditions. Examples include inadequate vision or stopping distance, sharp roadway curves where there is an inability to see oncoming traffic, or vehicular/pedestrian traffic conflicts. Alternative 2 would not substantially increase hazards due to design features or incompatible uses nor would it introduce design features incompatible with current circulation patterns.

As with the proposed project, Alternative 2 would be part of the BECSP which contains typical street section design intended to provide an aesthetically pleasing streetscape environment, consistent with the overall objectives of the BECSP. Two features that would have some potential effect on traffic operations are the recommendations for additional local streets and the creation of a Classic Boulevard section on Edinger Avenue. While neither is expected to increase roadway hazards, additional information is provided below.

As shown in Figure 6-1, access to the project site would be provided from Gothard Street (two full ingress/egress) and Edinger Avenue (one ingress/egress to Edinger Avenue, one right-in only to the Edinger Avenue frontage road, and one right-out only to the Edinger Avenue frontage road) under Alternative 2. The potential for roadway hazards can occur as an inherent result of the placement of additional access points along public roadways. New intersections require adequate sight distance and intersection traffic control in order to minimize potential hazards. Alternative 2 would result in three points of access on Edinger Avenue (but will incorporate the use of a frontage road to minimize conflicts

and create safe on-street parking), as well as two access points along Gothard Street. Similar to the proposed project, implementation of BECSP code requirements CR4.13-1 and CR4.13-2 would be required under Alternative 2. With implementation of BECSP code requirements CR4.13-1 and CR4.13-2 and the City's site plan review process, impacts relating to hazardous design would be less than significant under Alternative 2, similar to the proposed project.

Parking

The parking requirements outlined in the BECSP recognize the unique characteristics intended for the overall plan area. They are customized with respect to the different districts, with lower parking ratios where size and diversity provide greater opportunities for shared parking. Parking management as set forth in the BECSP has two potential applications under such circumstances: on-site management and consolidated parking. In the case of the proposed project, on-site parking management carried out by the owners/tenants will be used. This manner of parking is appropriate in this case because residents of the future project would expect to have separate and dedicated parking for their convenience apart from commercial users. Under Alternative 2, 868 parking spaces are planned with a combination of private residential garages, carports, and surface parking. Under Alternative 2, parking would be provided on site at a ratio of 9 spaces per 1,000 sf for commercial uses and 1.75 spaces per residential unit. This would exceed the parking capacity required by the City of Huntington Beach in the BECSP. Therefore, parking impacts would be less than significant, similar to, but less than, the proposed project.

Similar to the proposed project, Alternative 2 would provide on-street parking along Gothard Street from north of Edinger Avenue to the northern extents of the property. The addition of this parking presents two main issues: capacity and safety. Analysis of this on-street parking is discussed in Section 4.13 of this EIR for the proposed project and was determined to result in a less than significant impact with the incorporation of mitigation. With respect to capacity (i.e., the ability to provide the on-street parking within the existing street section), Alternative 2 would result in less ADT than the proposed project and would therefore, result in a similar, but reduced, less than significant impact. With respect to safety, Alternative 2 would result in the same issues: potential for vehicular accidents, an increase in hazards to cyclists, and additional issues created by potential jaywalkers to/from Goldenwest College. Alternative 2 would be subject to the same mitigation measures as the proposed project (Project mitigation measures MM4.13-15, MM4.13-16, and MM4.13-17) that would reduce potentially significant safety issues to a less than significant level.

Similar to the proposed project, plans for Alternative 2 would be submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius, in compliance with existing regulations. Therefore, future project traffic would not impede emergency access to and from adjacent and surrounding roadways after compliance with existing regulations. This impact would be less than significant, similar to the proposed project.

Alternative Transportation

Implementation of Alternative 2 would be consistent with local policies related to transportation, including the City of Huntington Beach General Plan Land Use and Transportation Elements as well as the Circulation Plan and development standards set forth in the BECSP. The location of Alternative 2 within the Town Center District requires further consideration for design considerations that promote

alternative modes of transportation. Alternative modes of transportation are accessible for both patrons of commercial uses within the project area, as well as residents of future development. The walkability of the surrounding area, as well as the easy access to transit facilities would promote the city's goal of reducing vehicle miles traveled by residents and visitors of the BECSP area and Alternative 2.

In addition, the Goldenwest Transportation Center, located at Gothard Avenue and Center Avenue, is the City's largest transit hub and serves six bus lines and provides transit access throughout northern Orange County. The location of the project area in such close proximity to the transportation center hub would provide residents with a convenient means of alternative transportation. In addition, an existing OCTA transit stop is located along the Gothard Street frontage. Although not included as part of this analysis, the project area could also benefit from future commuter rail service if it is established along the existing Union Pacific Railroad line.

As discussed in Chapter 3 (Project Description), a primary objective of the proposed project would be to promote alternative methods of transportation, specifically to promote an active pedestrian environment and the use of public transit. In consideration of the project area's close proximity to the OCTA transit center, as well as anticipated mixed-use development in the area (i.e., The Amstar/Red Oak and The Revised Village at Bella Terra projects), Alternative 2 would promote and allows for the use of alternative transportation modes. Due to Alternative 2's compatibility with adopted policies supporting alternative transportation, this impact would be less than significant, similar to the proposed project.

Utilities and Service Systems

Implementation of Alternative 2 would result in utility impacts that are similar to, but slightly less than, the proposed project.

Domestic Water Supply

Alternative 2 would result in a water demand of 101,250 gpd, as shown in Table 6-6 (Water Demand for Alternative 2), which would result in a reduction in demand of approximately 104,550 gallons per day (gpd), as compared to the proposed project. The Diemer Filtration Plant has an operating capacity of 520 mgd and treats approximately 213 mgd, while the Jensen Filtration Plant currently has an operating capacity of 750 mgd and treats approximately 420 mgd.¹²⁶ If the imported water demand of Alternative 2 were treated solely at either Filtration Plant, this increase would represent less than 1 percent of the remaining capacities of either facility. For the reasons discussed in Section 4.14, under Impact 4.14-1 of this EIR, the development of Alternative 2 would not directly result in the construction of new treatment facilities or expanded water treatment facilities. Therefore, this is considered a less than significant impact, similar to, but less than the proposed project.

New development on the project site would increase demands for municipal water services by approximately 101,250 gpd. Although imported water supplies from the Delta are of significant concern, for the reasons discussed in Section 4.14 under Impact 4.14-2 of this EIR, the City would be able to provide a reliable source of water to accommodate its existing users and the additional demand on water

¹²⁶ City of Huntington Beach, Section 4.7 (Utilities and Services Systems), *Beach and Edinger Corridors Specific Plan Environmental Impact Report* (August 2009).

Table 6-6 Water Demand for Alternative 2			
Land Use	Generation Rates	Proposed Project	
		Units	Total Demand
Residential	200 gpd/du	498 units	111 AFY (99,600gpd)
Retail	0.15 gpd/sf	11,000 sf	2 AFY (1,650 gpd)
Total			113 AFY (101,250 gpd) (0.10 mgd)

SOURCE: PBS&J, *Water Supply Assessment for the Proposed Beach and Edinger Specific Plan Project*, Prepared for City of Huntington Beach (August 2009).

supplies created by the implementation of the reduced alternative for the 20-year projection. The City’s conservation programs coupled with increased groundwater would improve water supply reliability. In addition, implementation of mitigation measure BECSP MM4.14-1 would serve to reduce the municipal water demand of Alternative 2. Therefore this impact would be less than significant, similar to, but less than, the proposed project. As with the proposed project, the project Applicant shall submit building plans for approval to the City of Huntington Beach to incorporate the following project conditions to ensure that conservation and efficient water use practices are implemented for Alternative 2:

- Waterless urinals in the commercial and restaurant areas
- Ultra low-flush toilets in the residential units
- Low-flow shower heads and faucet aerators in the residential units
- Aggressive drought tolerant landscape design with the option to use artificial turf
- Efficient irrigation including smart irrigation controllers and separate irrigation meters
- Ultra water efficient clothes washers and other appliances in common areas
- Incentives for new residents to purchase ultra water efficient appliances
- Provide signs throughout the proposed project site to wisely use water
- Make available resources to residents and tenants on how to use water efficiently

Wastewater

For wastewater impacts, Alternative 2 would result in similar, but reduced impacts as compared to the proposed project. The NPDES permit system requires that all existing and future municipal and industrial discharges to surface waters within the City be subject to specific discharge requirements. Alternative 2 would not result in the discharge of wastewater to any surface water. Instead, operational discharges will be sent to the project's sewer system, which would ultimately be treated at one or more of the OCSD wastewater treatment plants. The OCSD wastewater treatment plants are required to comply with their associated waste discharge requirements (WDRs). WDRs set the levels of pollutants allowable in water discharged from a facility.

Compliance with any applicable WDRs, as monitored and enforced by the OCSD, would ensure that Alternative 2 would not exceed the applicable wastewater treatment requirements of the SARWQCB with respect to discharges to the sewer system. This would result in a less than significant impact, similar to, but less than the proposed project.

Alternative 2 would include the development of 498 residential units and approximately 11,000 sf of commercial uses. As shown in Table 6-7 (Wastewater Generated from Alternative 2) below development of Alternative 2 would increase the amount of wastewater transported by the City’s sewer system by

approximately 167,223 gpd (0.17 mgd). However, this would be less than the proposed project, which would result in an increase to the amount of wastewater by approximately 196,008 gpd (0.20 mgd).

Table 6-7 Wastewater Generated from Alternative 2			
<i>Land use</i>	<i>Quantity</i>	<i>Duty Factor</i>	<i>Estimated Flow</i>
Residential	498 du	187 gpd/du	93,126 gpd
Commercial	11,000	0.2 gpd/sf	2,200 gpd
Total			95,326 gpd (0.095 mgd) (0.107 AFY)

SOURCE: City of Huntington Beach, Section 4.13 (Utilities and Services System), *The Village of Bella Terra*, 2008.

The existing local wastewater collection lines are not adequate to meet the requirements of Alternative 2, and the project developer(s) would be responsible for constructing local mains and extensions to serve the proposed project. Prior to allowing additional connections to the sewer lines, the capacity of the existing sewers would need to be confirmed and a sewer study would be needed at the time of development to determine if the existing sewer lines need to be upgraded to accommodate the proposed project’s sewer flow. Similar to the proposed project, Alternative 2 would be required to implement BECSP code requirements CR4.14-1 and CR4.14-2. In addition, any development connecting directly or indirectly to the OCSD sewer system is required to pay a connection fee in accordance with the OCSD Connection Fee Master Ordinance. The Connection Fee Program ensures that all users pay their fair share of any necessary expansion of the system, including expansion to wastewater treatment facilities. These fees are considered full mitigation under CEQA for potential impacts resulting from project development.

Construction of the wastewater collection systems for Alternative 2 would adhere to existing laws and regulations, and the infrastructure would be sized appropriately for the proposed project. Individual water and wastewater connections would occur as part of the proposed project site. In addition, BECSP code requirement CR4.14-1 and CR4.14-2 would ensure that proper sewer connections are provided for at the project site under this Alternative. Therefore, this impact is considered less than significant, similar to, but less than, the proposed project.

Solid Waste

Alternative 2 would reduce the overall amount of solid waste generated at the project site. Alternative 2 is estimated to produce approximately 2,058 lbs per day and approximately 751,170 lbs per year of solid waste. This translates to a generation rate of approximately 1.029 tons of solid waste per day and 376 tons of solid waste per year as shown in Table 6-8 (Waste Generated from Alternative 2). Development of Alternative 2 would result in a reduction of approximately 1.121 tons per day and 408 tons per year than analyzed for the proposed project.

Rainbow Disposal is the exclusive hauler of all solid waste for the City of Huntington Beach. Rainbow Disposal’s Transfer Station has a design capacity of 2,800 tons per day, and current utilization ranges between 53 and 71 percent. For purposes of this analysis, and assuming a worst-case scenario of 71 percent current utilization, the daily solid waste contribution to this transfer station under

Alternative 2 would be less than 0.1 percent at approximately 0.0003 percent of its entire design capacity. Utilization of the transfer station would remain at 71 percent under the implementation of Alternative 2.

As described in Section 4.14 (Utilities and Service Systems), there are three landfills (Frank R. Bowerman Landfill in Irvine; Olinda Alpha Landfill in Brea; and Prima Deshecha Landfill in San Juan Capistrano) that could serve the project site, which have a design capacity of 4,000, 8,000, and 8,500 tons per day, respectively. Based on landfill capacity, the solid waste contribution of 1.029 tons per day to any of the three landfills that serve the project site is less than 1 percent of their allowed daily capacity. This would be similar to, although less than, the proposed project and would result in a less than significant impact.

Table 6-8 Waste Generated from Alternative 2			
Land Use	Solid Waste Generation Rates (lbs/unit/day)	Proposed Project	
		Units	Waste Generated (lbs/day)
Residential (medium-high density)	4 lbs/dwelling unit/day	498 units	1,992 lbs/day
Retail	0.006 lbs/sf/day	11,000 sf	66 lbs/day
	Total		2,058 lbs/day (1.029 tons/day) 751,170 lbs/yr (376 tons/yr)

SOURCE: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates, <http://www.ciwmb.ca.gov/wastechar/wastegenrates/> (accessed August 20, 2010).

Energy

Alternative 2 would require similar, although slightly lower energy resources than the proposed project, due to the reduction of 486 residential units and approximately 49,000 sf of retail space. This would reduce the overall demand for electricity and natural gas compared to the proposed project. As shown in Table 6-9 (Alternative 2 Projected Electricity Demand), the total annual electricity consumption by future development under Alternative 2 is estimated to be approximately 2,951,047 kWh/year. As this is less than the proposed project, and the proposed project would be served, Alternative 2 would also be served and an adequate supply of electricity is anticipated to be available to serve Alternative 2, similar to the proposed project. Development of Alternative 2 would comply with the provisions of Title 24 of the CCR and Alternative 2 would be designed to further conserve energy. Also, because SCE is currently in the process of upgrading its transmission systems, it is anticipated that the electricity demand generated by future development could be supplied without the need for additional construction or expansion of energy facilities beyond that which is planned.

Table 6-9 Alternative 2 Projected Electricity Demand			
Type of use	Energy Consumption Rates	Proposed Development	Electricity (kWh/year)
Residential (medium-high density)	5,626.50 kWh/units/year	498 units	2,801,997 kWh/year
Retail	13.55 kWh/sf/year	11,000 sf	149,050 kWh/year
	Total	—	2,951,047 kWh/year

SOURCE: South Coast Air Quality Management District, Natural Gas and Electricity Consumption Rates, CEQA Air Quality Handbook (1993).

As shown below in Table 6-10 (Alternative 2 Projected Natural Gas Demand) the project-generated demand for natural gas would be approximately 24,355,524 cf/year. The SCGC declares itself a “reactive” utility that will provide natural gas as customers request its services. The SCGC has indicated that an adequate supply of natural gas is currently available to serve the proposed project and that the level of service provided to the surrounding area would not be impaired by future development, including the reduction in demand anticipated under Alternative 2. New natural gas lines to serve future development at the project site would be located underground and would be constructed in accordance with the SCGC’s policies and extension rules on file with the CPUC at the time contractual agreements are made.

Table 6-10 Alternative 2 Projected Natural Gas Demand

Type of use	Energy Consumption Rates	Proposed Development	Natural Gas (ft ³ /year)
Residential (medium-high density)	48,138 ft ³ /unit/year	498 units	23,972,724 ft ³ /year
Retail	34.8 ft ³ /sf/year	11,000 sf	382,800 ft ³ /year
Total	—	—	24,355,524 ft³/year

SOURCE: South Coast Air Quality Management District, Natural Gas and Electricity Consumption Rates, CEQA Air Quality Handbook (1993).

Similar to the proposed project, all utilities impacts under the reduced alternative would be less than significant. However, because a reduction in overall resource consumption would occur under Alternative 2, the impacts would occur to a lesser degree than the proposed project.

Climate Change

Similar to the proposed project, construction of Alternative 2 would result in GHG emissions due to the operation of heavy pieces of construction equipment, in addition to worker commute trips to and from the project site and building supply vendor vehicles. As such, construction of Alternative 2 would result in additional GHG emissions, which could represent a substantial contribution. Similarly, operation of Alternative 2 would result in GHG emissions as a result of direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. However, implementation of BECSP EIR mitigation measures MM4.15-1 through MM4.15-9, which are consistent with strategies recommended by the CCAT, CAPCOA, and the California Attorney General, would reduce impacts associated with GHG emissions to less than significant levels, similar to the proposed project.

■ Attainment of Project Objectives

Under Alternative 2, 498 residential units and 11,000 sf of commercial space would be developed on the project site. Implementation of Alternative 2 would satisfy all of the identified project objectives, including those related to developing dense residential uses within close proximity to transit, schools, and regional activities while offering close proximity to retail opportunities.

Additionally, Alternative 2 would eliminate the significant operational air quality impacts identified for the proposed project to less than significant levels. All other project related impacts would be similar or

reduced under Alternative 2, with the exception of the short-term construction related regional air quality impact that would not occur under the proposed project. Impacts relating to aesthetics, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, recreation, transportation, utilities, and greenhouse gas emissions would be similar to the proposed project, but reduced in scale due to the reduction of residential units and commercial uses. Impacts relating to cultural resources, land use and recreation would be similar to the proposed project.

6.4 COMPARISON OF ALTERNATIVES

Table 6-11 (Comparison of Alternatives to the Proposed Project) provides a summary of the comparison of alternatives to the proposed project.

Table 6-11 Comparison of Alternatives to the Proposed Project		
<i>Environmental Issue Area</i>	<i>No Project/No Development</i>	<i>Reduced Alternative 2</i>
Aesthetics	-	-
Air Quality (construction)	-	+
Air Quality (operation)	-	-
Biological Resources	-	-
Cultural Resources	-	=
Geology and Soils	-	-
Hazards and Hazardous Materials	-	-
Hydrology and Water Quality	-	-
Land Use	-	=
Noise	-	-
Population and Housing	-	-
Public Services	-	-
Recreation	-	=
Transportation	-	-
Utilities	-	-
Greenhouse Gas Emissions	-	-

(-) = Impacts considered to be less when compared with the proposed project.

(+) = Impacts considered to be greater when compared with the proposed project.

(=) = Impacts considered to be equal or similar to the proposed project.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project/No Development Alternative would be environmentally superior to the proposed project on the basis of the minimization or avoidance of physical environmental impacts. However, the CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative,

“the EIR shall also identify an environmentally superior alternative among the other alternatives” (Section 15126.6(e)(2)). Alternative 2, however, would obtain all project objectives and would eliminate the significant and unavoidable operational air quality impact caused by the proposed project.

While Alternative 2 would result in construction related criteria pollutant emissions that would exceed the SCAQMD thresholds that would not occur with the proposed project, this impact would be temporary in nature, lasting for approximately 40 days of a three year construction schedule. However, the proposed project would result in daily emissions of criteria pollutants during project operation that would last for the lifetime of the proposed project. Operation of Alternative 2 would not result in permanent daily emissions that would exceed the SCAQMD thresholds for criteria pollutants due to the reduction in residential and commercial uses and the associated reduction in vehicle trips. Additionally, while Alternative 2 would result in a significant traffic related impact, similar to the proposed project, this impact would be reduced compared to the proposed project due to the 43 percent reduction in daily trips associated with Alternative 2. Therefore, Alternative 2 would be considered the environmentally superior alternative, as summarized above in Table 6-11.

6.6 REFERENCES

- Austin-Foust Associates, Inc. *City of Huntington Beach, Beach-Edinger Corridor Specific Plan Area Traffic Analysis for Murdy-Commons Project*, September 29, 2010.
- Huntington Beach, City of. Section 4.13 (Utilities and Services System). *The Village of Bella Terra*, 2008.
- PBS&J. *Water Supply Assessment for the Proposed Beach and Edinger Specific Plan Project*. Prepared for City of Huntington Beach, August 2009.
- South Coast Air Quality Management District. Natural Gas and Electricity Consumption Rates. *CEQA Air Quality Handbook*, 1993.