

2.0 PROJECT DESCRIPTION

2. PROJECT DESCRIPTION

INTRODUCTION

VF Outdoor, Inc., the project applicant, is requesting a General Plan Amendment, Zoning Text Amendment, Variance, and Site Plan Review for an approximately 2.7-acre parcel, located just east of the intersection of Gothard Street and Center Avenue, in order to construct a skate park and associated retail use on the property, which would be leased by the project applicant from the City of Huntington Beach (City), the property owner.

1. PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines states that the Project Description shall contain “a statement of the objectives sought by the proposed project.” As set forth by the CEQA Guidelines, the list of objectives that the City and project applicant seeks to achieve for the Project is provided below.

City Objectives

- Implement the policies and development standards of the City’s General Plan, Beach and Edinger Corridors Specific Plan (BECSP), and the Zoning and Subdivision Ordinance (ZSO) as referred to in the BECSP.
- Create a development that is compatible with and sensitive to the existing land uses in the project area.
- Enhance the community image of Huntington Beach through the design and construction of a high quality master skate park that attracts users from across the City.
- Minimize development and operational cost to the City by partnering with a private equity partner.
- Mitigate environmental impacts to the greatest extent possible.

Applicant Objectives

- Develop a skate park facility that is free of admission and open to the public.
- Build a new master skate park facility large enough to meet the current and future demand of Huntington Beach skate board enthusiasts.
- Locate a master skate park in an area with nearby public amenities that support skate park users, such as public transit, accessible pathways, trees and benches, and restrooms within a reasonable distance.
- Provide a state-of-the-art skate park facility designed to allow for innovative programming to meet the needs of a culturally diverse and multi-generational skate board enthusiast population.
- Develop a skate park in a location that is readily accessible, highly visible, and provides a safe environment for visitors.

In addition, the proposed project's objectives are consistent with those included in the BECSP for future development within the Edinger Avenue Corridor, on a site designated as Town Center Neighborhood as described in Section 1.4.2-3 (Town Center Neighborhood) of the BECSP:

- **Town Center Neighborhood:** Overall, the Town Center Neighborhood is envisioned to encompass the areas surrounding the Town Center Core 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 and the vacant Levitz site.

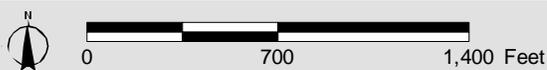
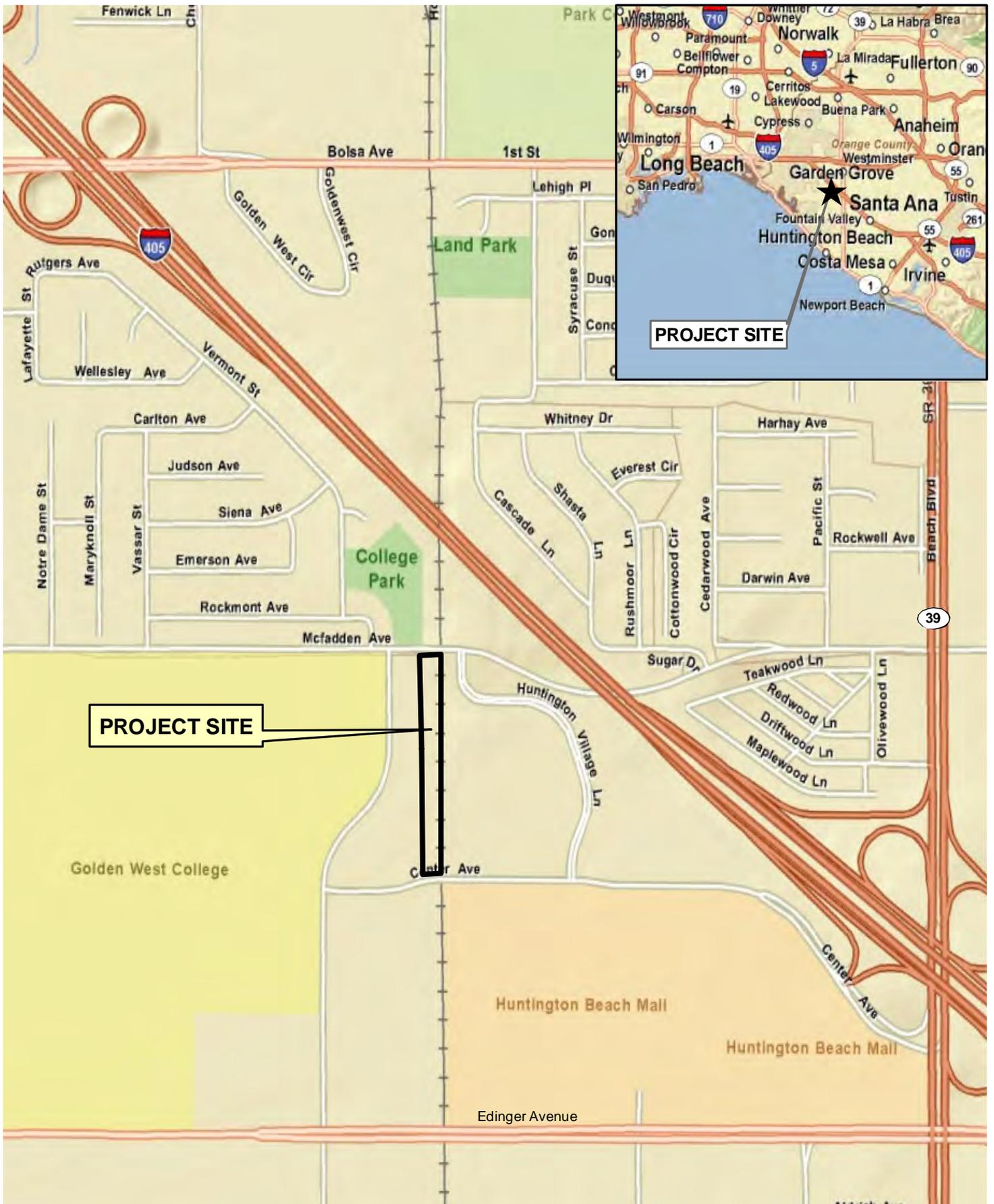
The Amstar/Red Oak Project (formerly known as The Ripcurl Project) has been approved for a 385-unit mixed-use project. The site is currently occupied by an approximately 60,000 sq. ft. shopping/office center. Near-term development activities would take advantage of the large areas of vacant and underutilized 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.

2. PROJECT LOCATION AND SURROUNDING USES

The project site is located on Center Avenue, approximately 500 feet east of Gothard Street, in the City of Huntington Beach. The project site is 2.718 acres in size, is identified as Assessor's Parcel No. (APN) 142-073-03, and is bounded by McFadden Avenue on the north, a Union Pacific Railroad track to the east, Center Avenue to the south, and Southern California Edison (SCE) property with overhead electrical transmission lines to the west. The project site's regional location and site vicinity are illustrated below in **Figure 2-1**, *Regional Location and Project Vicinity Map*.

Figure 2-2, *Aerial Photograph*, provides an aerial view of the project site and its surrounding land uses. As shown in Figure 2-2, the project site is surrounded by the following uses:

- West – SCE property with overhead electrical transmission lines, Orange County Transit Authority (OCTA) bus station, and Golden West College.
- South – SCE transmission towers, a commercial strip shopping center (approved for future mixed-use project including commercial and residential uses), and Village at Bella Terra (467-unit mixed-use development and Costco warehouse store).
- East – Union Pacific Railroad track, Old World Village, and multi-family residential.



Regional and Vicinity Map

Center Avenue Skate Park Project

Source: ESRI, 2009; PCR Services Corporation, 2011.

FIGURE

2-1



SINGLE FAMILY RESIDENTIAL

COLLEGE PARK

INDUSTRIAL



McFadden Avenue

Gothard Street

SOUTHERN CALIFORNIA EDISON EASEMENT

Pacific Electric Railroad

MULTI-FAMILY RESIDENTIAL

PROJECT SITE

GOLDENWEST COLLEGE

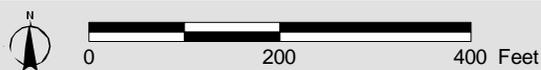
OLD WORLD VILLAGE

OCTA BUS STATION

Center Avenue

STRIP COMMERCIAL

FUTURE BIG-BOX RETAIL



Aerial Photograph

Center Avenue Skate Park Project
 Source: ESRI, 2009; PCR Services Corporation, 2011.

FIGURE

2-2

- North – Single-family residential, College Park (recreation) and industrial uses across McFadden Avenue in the City of Westminster.

3. PROJECT SITE GENERAL PLAN AND ZONING DESIGNATIONS

The City of Huntington Beach General Plan Map designates the parcel as Mixed-Use with both a Specific Plan Overlay and a Design Overlay (M-sp-d). The site is located within the boundaries of the Beach and Edinger Corridors Specific Plan which designates the site as Town Center – Neighborhood, and only allows residential uses on the site. This Specific Plan “Residential Required” designation is consistent with the General Plan Housing Element, which specifies that the site be designated exclusively for residential uses and indicates that the City intends for the site to be developed with a minimum of 175 affordable units. To allow for development of the proposed project with a skate park, an amendment to the General Plan Housing Element and the Specific Plan (via a zoning text amendment) would be required.

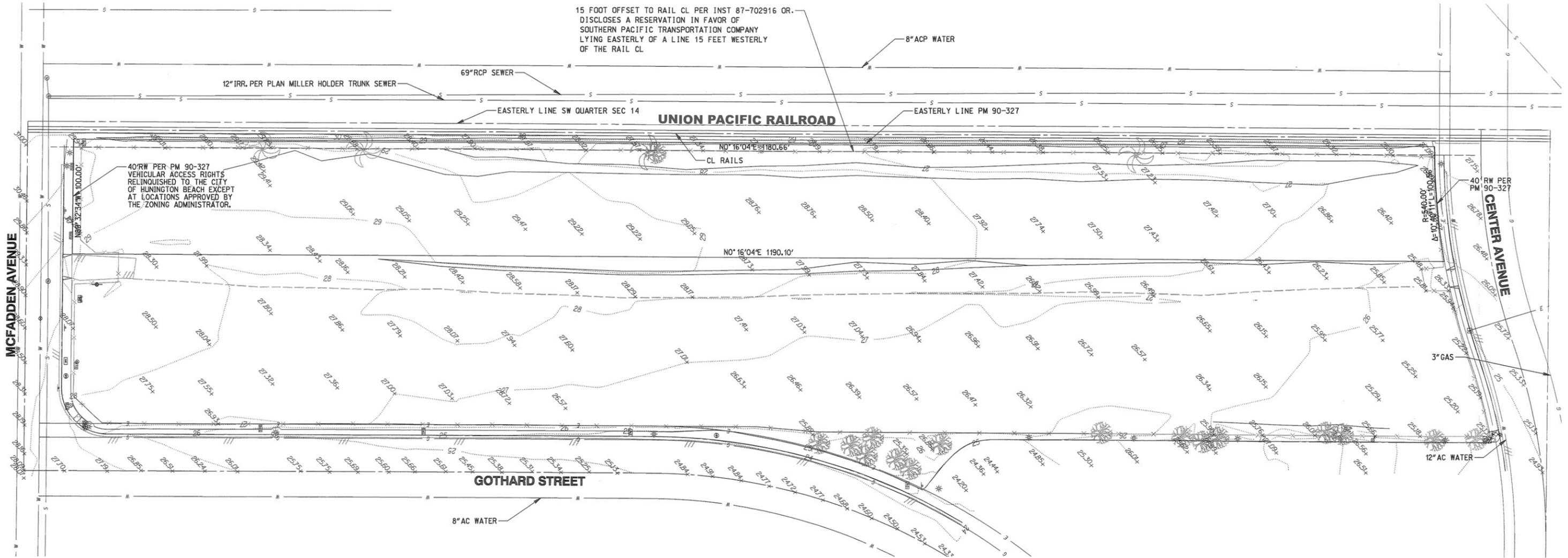
4. EXISTING SITE CONDITIONS

The project site is owned by the City of Huntington Beach and is currently vacant land, and no active urban land uses exist on-site. The site contains little vegetation having been regularly disked (cleared of vegetation), though several trees exist along the eastern site boundary. Existing driveways provide vehicular access to the site from both McFadden Avenue and Center Avenue, located at the northwest and southwest corners of the project site, respectively.

Although the project site is undeveloped, it is surrounded by urban development and therefore utilities and other infrastructure facilities are located within the adjacent streets which are available to serve the site. Existing site conditions and infrastructure/utilities surrounding the site are illustrated below in **Figure 2-3, Existing Site Conditions**. As shown in Figure 2-3, project site elevation ranges between approximately 30 feet above mean sea level (amsl) at the northeast corner of the property and approximately 26 feet amsl at the southwest corner, and generally drains to the southwest. As also shown in Figure 2-3, given the urbanized nature of the project area, the project site could be served by existing infrastructure in adjacent streets including water, sewer, natural gas, and electrical facilities. However, the project site is not served by a storm drain, and therefore stormwater generated on-site currently percolates into on-site soils or is conveyed via sheet flow to local gutters and ultimately to the closest downstream catch basin/storm drain.

5. PROJECT DESCRIPTION

The project applicant proposes to lease vacant property from the City to design, develop, maintain and operate a public skate park. The proposed project includes approximately 14,000 square feet of skate park plaza area, 13,000 square feet of skate bowl area, a 3,500-square-foot skate shop/concession/restroom building, 15,000 square feet of turf/walking area, a 480-square-foot skate park restroom structure, a 200-square-foot skate park entrance kiosk, the main parking lot near the primary site access fronting Center Ave, and a secondary parking area off McFadden Ave to be used only for special events (see **Figure 2-4, Project Site Plan**, and **Figure 2-5, Additional Project Features**, below). The project would include extensive landscaping and turf areas, sidewalks, walkways, trash/recycling facilities, drinking fountains, and restrooms, all of which would be accessible to the public. Additionally, in order to allow for potential future development of a transit stop, the proposed project includes the dedication of a “Transit Reserve Area,” which is also illustrated below in Figure 2-5.



EXISTING TOPO LEGEND

EXISTING FENCE	---	X
EXISTING SANITARY SEWER MANHOLE	---	⊙
EXISTING STORM DRAIN MANHOLE	---	⊙
EXISTING TELEPHONE VAULT	---	⊠
EXISTING WATER METER	---	⊠
EXISTING POWER POLE	---	⊙
EXISTING FIRE HYDRANT	---	⊙
EXISTING PULL BOX	---	⊠
EXISTING TRAFFIC SIGNAL PULL BOX	---	⊠
EXISTING TRAFFIC SIGN	---	⊙
EXISTING TRAFFIC SIGNAL	---	⊙
EXISTING WATER VALVE	---	⊙
EXISTING PIPE BOLLARD	---	⊙
EXISTING ELECTRIC VAULT	---	⊠
EXISTING STREET LIGHT	---	☀
EXISTING PCC CURB	---	---
EXISTING EDGE OF PAVEMENT	---	---
EXISTING TREE	---	🌳



Existing Site Conditions

Center Avenue Skate Park Project
Source: Rick Engineering, Inc., 2011.

FIGURE

2-3

RETAINING WALL ALONG THE RAILROAD TO RAISE THE SKATE PARK
 *HEIGHT: TO BE DETERMINED AT SCHEMATIC DESIGN PHASE (EXPECTED TO BE ABOUT +3' TO +5' / 580 L.F. TO 600 L.F.)
 *MATERIAL: TO BE DETERMINED AT SCHEMATIC DESIGN PHASE (EXPECTED TO BE CONCRETE OR CMU WITH SPREAD FOOTINGS)

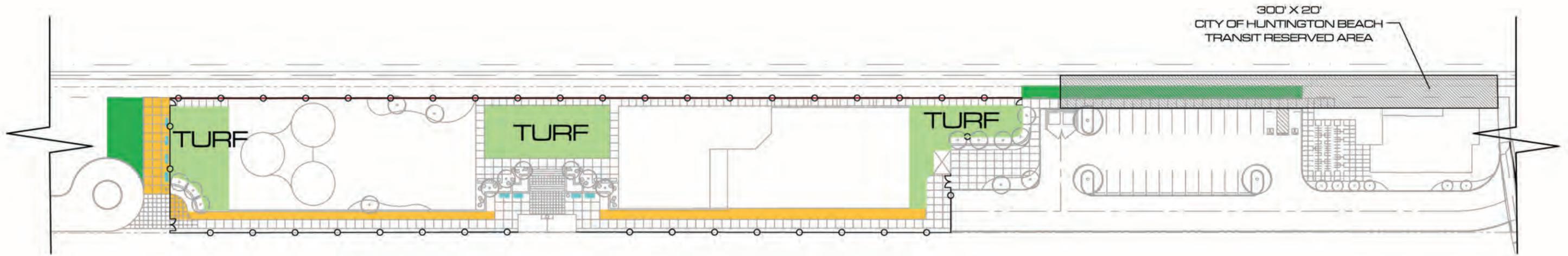
PERIMETER FENCE AT SKATE PARK
 *HEIGHT: TO BE DETERMINED AT SCHEMATIC DESIGN PHASE (TYPICALLY 6'-0" TALL)
 *MATERIAL: TO BE DETERMINED AT SCHEMATIC DESIGN PHASE (TYPICALLY ROD IRON OR CHAIN LINK FENCE)

PORTABLE / TEMPORARY RESTROOMS
 THIS AREA CAN BE DESIGNATED FOR PORTABLE RESTROOMS. THE PERMANENT RESTROOMS WILL OPEN AT ALL TIMES WITH OR WITHOUT EVENTS. PORTABLE RESTROOMS WILL BE PUT IN PLACE TO ACCOMMODATE THE LARGER CROWD DURING EVENTS.

TURF AREA / TEMPORARY GRAND STANDS
 FOR EVENTS ONLY, TEMPORARY GRAND STANDS WILL BE USED AROUND THE TURF AREAS.
 *MATERIAL: CUSTOMIZABLE ALUMINUM OR WOOD GRANDSTANDS

PERMANENT SEATING AREA
 THE SKATE PARK AREA WILL CONTAIN PERMANENT SEATING AREAS THROUGHOUT THE WALKWAY AREAS. THE QUANTITY IS STILL TO BE DETERMINED AT SCHEMATIC DESIGN PHASE
 *MATERIAL: PREFABRICATED CONCRETE SEATING / PREFABRICATED METAL SEATING OR CUSTOM CONCRETE SEATING / CUSTOM METAL SEATING

VENDOR AREAS
 VENDOR AREAS MAY VARY BY HOW MANY VENDORS WILL BE ATTENDING. IF NEEDED WE WILL USE THE TEMPORARY PARKING AREA TO PLACE SOME VENDORS THERE.



a. Skate Park Facilities

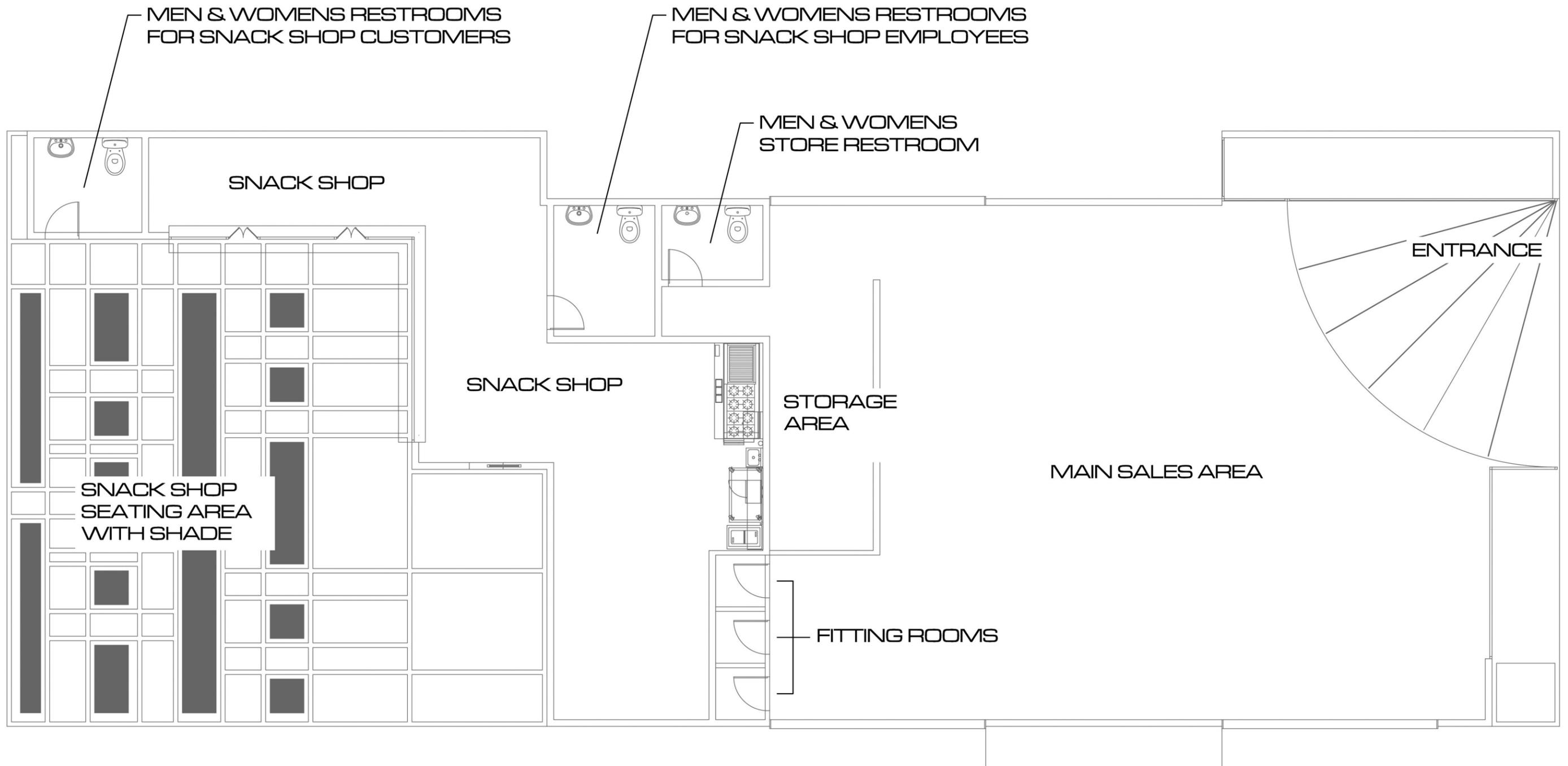
The skate park would occupy the majority of the project site and would include a skate plaza area, a skate bowl area, turf areas, walkways/ramps, a restroom structure, and an entry kiosk. The skate plaza area would be a paved area with flat concrete surfaces, a portion of which would be at-grade, and a raised portion that would be four (4) feet above grade. Walkway ramps on the east and west edges of the skate plaza area would slope down from the raised portion of the plaza at a ratio of 1:20 (vertical:horizontal) to allow for safe pedestrian access between the raised and at-grade portion of the plaza area. The skate bowl area would also be constructed of concrete and would be located to the north of the skate plaza area, the primary surface elevation of which would be four (4) feet above grade, with the three (3) skate “bowls” extending down to ground level.

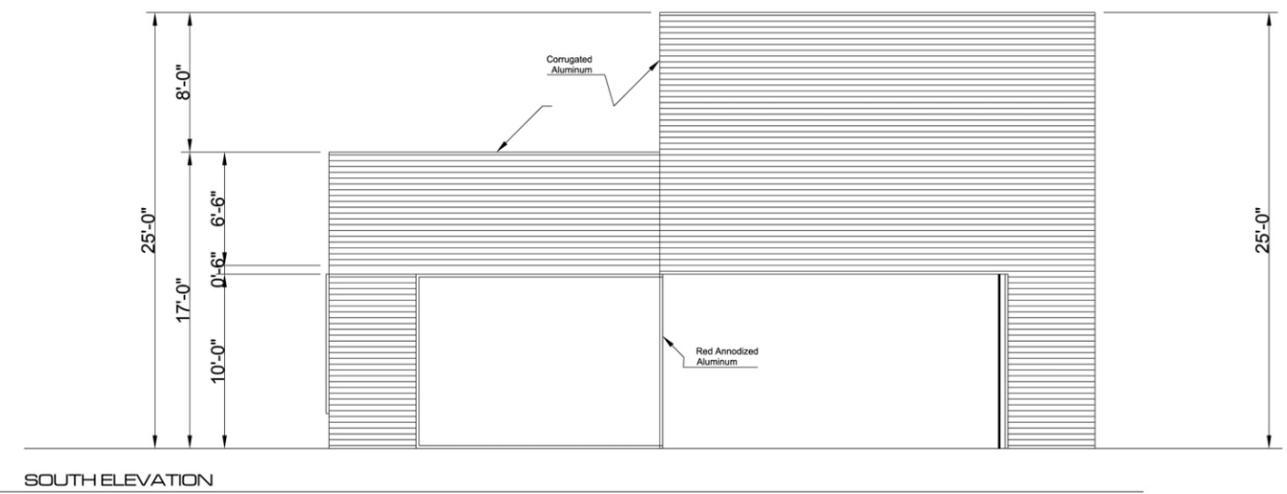
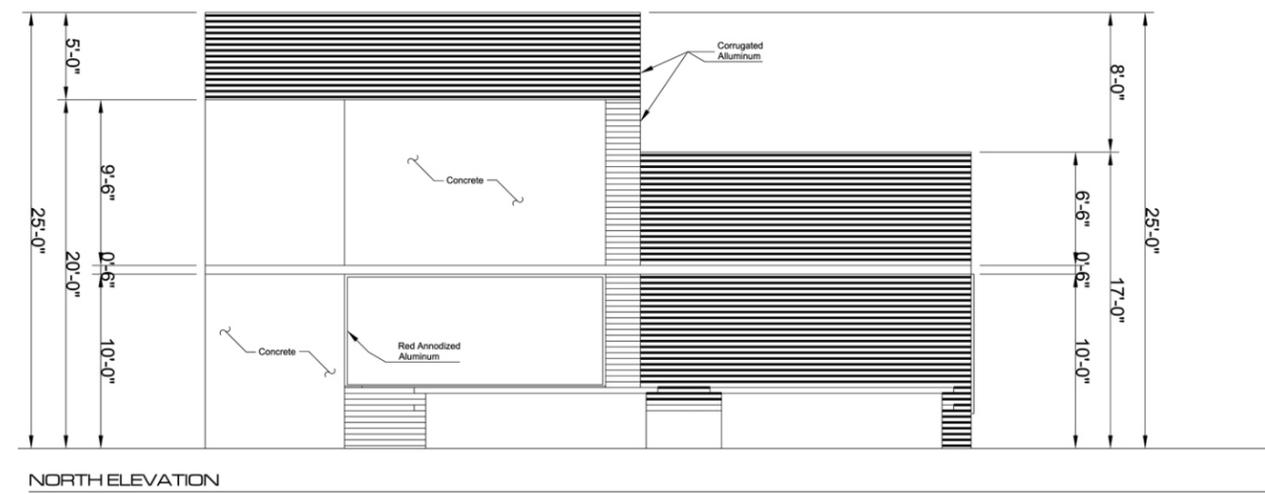
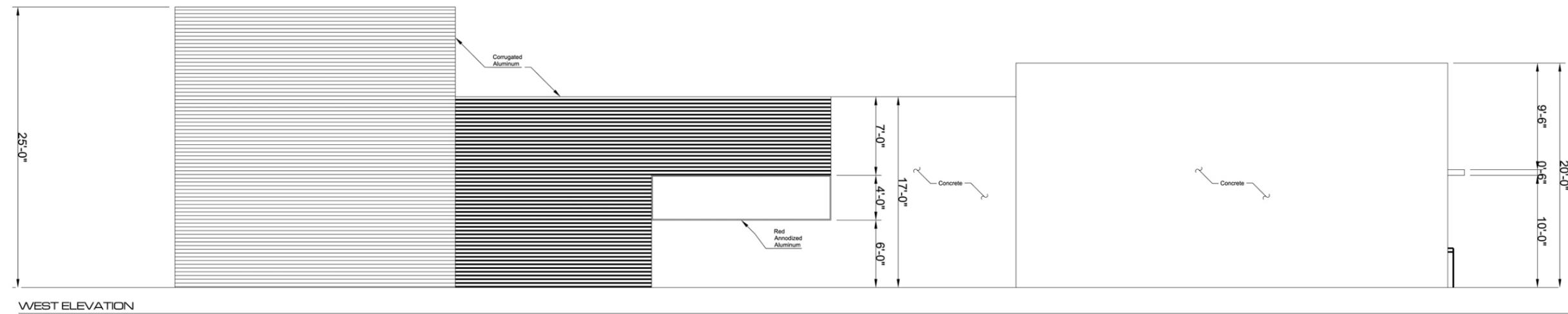
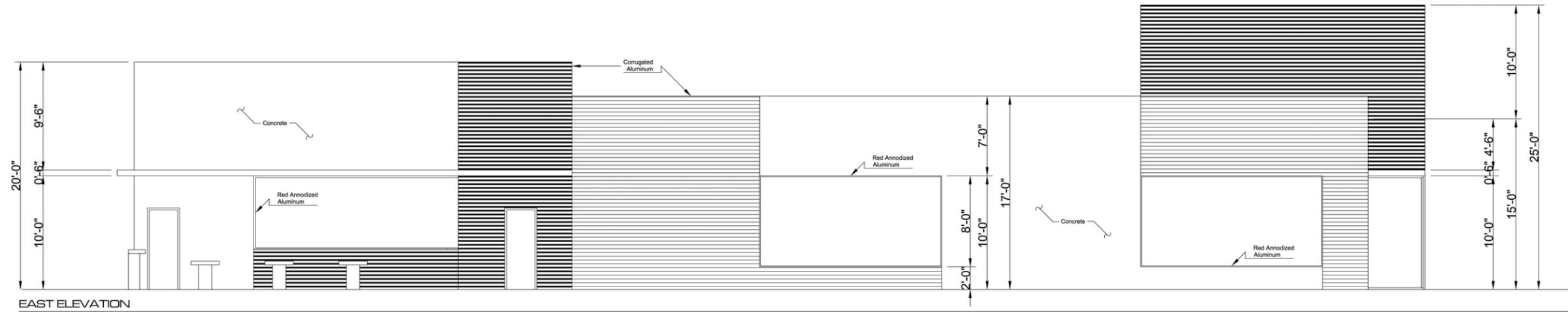
Three turf areas would be located within the site: one above-grade turf area between the skate plaza area and skate bowl area, one at-grade turf area to the south of the skate plaza area, and one sloping turf area north of the skate bowl area that slopes down from the raised skate bowl area surface to ground level at the north secondary parking area (see Figure 2-5 above). The 480-square-foot skate park restroom structure would be located at the center of the skate park, adjacent to the central turf area. The skate park restroom structure would serve skate park users and visitors, and would include a drinking fountain. Permanent bench seating for visitors would be provided throughout the skate park walkway areas, as shown in Figure 2-5. The entrance kiosk would be a small wood-framed structure with roll-up metal window for skate park check-in and would be staffed full-time during operating hours.

The entire skate park would be lighted for nighttime use by four pole-mounted light structures 60 feet in height, which would be similar to lighting for sports fields. Additionally, in order to control access and maintain safety, the skate park portion of the site would be surrounded by a perimeter fence approximately six feet in height, constructed of wrought iron or chain link fencing, with various access gates around the skate park perimeter, as shown above in Figure 2-5. The fence would control skate park access, while allowing visual access for safety and security. The perimeter fence would be located along the east and west boundaries of the skate park area, and along the edges of the turf areas at the north and south ends of the skate park. Additionally, a three- to five-foot-high retaining wall constructed of concrete or cinder blocks would be installed along the eastern edge of the skate park in order to support the above-grade portions of the park. The primary skate park access point would be provided at the main entry kiosk at the south end of the skate park, while other alternate/emergency access gates are located at the southeast, northeast, and northwest corners of the skate park.

b. Retail Building

A 3,500-square-foot retail/concession/restroom building would also be constructed on-site in conjunction with the proposed skate park. The retail/concession/restroom building would include merchandise display areas, sales counters, a snack shop/concession area, two public-accessible restrooms, and one employee restroom. The proposed single-story structure would be constructed using concrete, corrugated aluminum, and red anodized aluminum, with a maximum building height of 25 feet above site grade. The structure would include concrete block and masonry walls, a steel roof, metal trusses, glass doors and windows, skylights, and architectural lighting. The proposed retail building site plan and building elevations are illustrated below in **Figure 2-6**, *Retail Building Site Plan*, and **Figure 2-7**, *Retail Building Elevations*, respectively.





The proposed retail use is intended to be complementary to the skate park and generally cater to its expected user demographic, but would operate independently of the park, and therefore would be open only during normal business hours (e.g., weekdays from 10 A.M. to 8 P.M. and weekends from 10 A.M. to 6 P.M.).

The proposed retail structure would be designed using LEED-like sustainability principals and features. One such feature would be skylights and large windows to maximize interior day lighting provided by the sun and reducing interior area lighting.

c. Transit Reserve Area

Since the project site is located east of the OCTA bus station and west of the Union Pacific Railroad, the site could be an ideal location for a pedestrian transit stop. Thus, the City of Huntington Beach, as part of the proposed project, is requiring the applicant to set aside an area for the potential future installation of a transit platform on the affected portion of the property to implement a pedestrian transit stop at some point in the future. This area, referred to as the "Transit Reserve Area," would consist of a 20-foot-wide by 300-foot-long area, as illustrated above in Figure 2-5. The project applicant would not place permanent building structures in the transit reserve area and would remove any landscape or pavement within the transit reserve area if a transit platform were ultimately installed.

d. Site Access and Circulation

As indicated above, under normal daily operations the project site would be accessed via the primary driveway on Center Avenue for drop-off and parking for skate park users/visitors and retail patrons. Vehicles entering the site at this location would proceed into the site, circle around the parking lot drive aisle and back out the access road to Center Avenue. Alternatively, during special events intermittently throughout the year, the site's secondary access driveway on McFadden Avenue would be utilized to allow for secondary access for spectators and other visitors during temporary periods of heavy park use. Vehicles entering the site at this location would proceed to the end of the driveway and either utilize the secondary parking lot to park their vehicle or drop off guests and use the turnaround circle and proceed back out the access road to McFadden Avenue. Both proposed driveways would be located in roughly the same location as the existing curb cuts/driveways currently serving the project site.

In addition, the proposed project would provide adequate pedestrian access throughout the site via walkways, stairs, and ramps, and would also meet and comply with all ADA standards.

e. Parking Facilities and Operations

The proposed project would include both a paved main parking lot with a minimum of 24 regular stalls and two handicapped-accessible stalls, as well as a temporary gravel parking lot that can accommodate approximately 40 normal passenger vehicles. Based on the nature of the skate park/retail store and associated users/patrons, it is expected that the majority of park visitors would be youth who would typically utilize non-vehicular transportation or be dropped off by others. As such, the parking supply provided in the main parking lot is anticipated to adequately meet normal day-to-day demands.

During special events, comprising up to approximately 15 event days a year, park visitation and associated traffic and parking would dramatically increase compared to day-to-day operations. A significant number of

guests for these events are expected to be local youth with most expected to be dropped off, or to arrive by foot or other non-vehicular forms of transportation, such as bikes and skateboards. Guests arriving by vehicle would be directed to the surface parking lots at the Huntington Beach Sports Complex, located approximately 2.8 miles south of the project site, which has a total of 850 parking stalls. Guests would access this parking area via the Sports Complex's eastern entrance off Gothard Street at Talbert Avenue, and then would be transported to and from the skate park via shuttle buses. Signage and/or parking attendants would be present to direct visitor vehicular traffic to the off-site parking area and direct pedestrians to the skate park area during such major events. Special event attendees would be notified in advance of the shuttle and off-site parking via event websites, marketing materials, etc. Park visitors would enter the park via the Center Avenue entrance and vendors would enter the site through the McFadden Avenue entrance and park their vehicles in the north parking lot.

Prior to scheduling events, the project applicant would coordinate with the City of Huntington Beach Community Services Department to allocate appropriate parking stall reserves at the Huntington Beach Sports Complex. To ensure adequacy of parking, the project applicant would schedule major events on days where no events are planned at the Sports Complex. Guests parking at the Sports Complex would be shuttled to the skate park via shuttle buses, with up to six shuttle buses utilized to accommodate guest demand. Shuttle drivers would follow a specified shuttle route (i.e., Gothard Street between Center Avenue and Talbert Avenue).

f. Skate Park Operations

The skate park would be open to the public and operate seven days a week, from 10 A.M. to 10 P.M., and would be supervised during these hours. Based on empirical data from similar skate park projects in Southern California, it is anticipated that the skate park would have an average of approximately 75 visitors daily, with a peak of approximately 130 visitors. The supervision of the facility and its users by on-site skate park staff would help to maintain a safe and controlled environment. Skate park staff would enforce the use of safety equipment such as helmets and pads by all skaters. The skate park would also be a 100-percent fenced facility ensuring that people do not use the park and create noise after the 10 P.M. closing time.

The project would include a public address system used periodically during normal daily operations. However, during special events, amplified music and announcements from the event host would continue through the duration of the event.

The project applicant would host up to 15 events days throughout the year, which would require the need for overflow parking and temporary seating areas for spectators. Twelve event days would be held on weekends and generally draw 300 to 500 spectators per event day, and event hours of operation would be 10 A.M. to 10 P.M., as under normal skate park operations. The remaining three event days would consist of one major event held annually expected to draw up to 2,500 spectators per event day, starting on a Friday and ending on a Sunday. During these events, visitors would be directed to park their vehicles at the Huntington Beach Sports Complex as described below under Parking Facilities and Operations.

For major events, temporary grandstand seating to accommodate an audience of up to 2,500 people would be located within the turf areas throughout the skate park. For large events, the skate park owner/operator would most likely contract a security agency for security personnel, but would still consider using company personnel for security. Also, a combination of both private and company security could be utilized during

larger events. For small to medium events, the skate park owner/operator would most likely use company personnel for security purposes, but would still consider contracting a security agency for security personnel. Also, a combination of both private and company security could be utilized during small to medium events.

Additionally, as shown in Figure 2-5 above, portable restrooms would be placed adjacent to the north and south parking areas, while vendor areas would be designated on the west and north sides of the park where vendors can set up booths for goods and services.

g. Landscaping

Trees, shrubs, turf areas, and other landscaping would be provided throughout the project site in order to provide shade to park users and visitors, enhance the visual quality of the site and provide visual relief, as well as reduce noise effects on nearby noise-sensitive uses. Proposed landscaping would include native and other drought-tolerant plant species, consisting of trees (i.e., Mexican fan palms, strawberry trees, and palo verde trees), shrubs (i.e., coffee berry), accent plants (i.e., California Golden Poppy, California gray rush, and blue eyed grass), and ground cover (i.e., California strawberry and Bermuda sod). Ground cover and shrubs would be planted throughout the site in non-paved areas, including under the shade canopies of proposed trees. Trees would be planted in various common areas within and around landscape and turf areas, but would generally be concentrated along the project site's eastern boundary, as part of a fenced landscaping barrier along the existing adjacent train tracks. The fenced barrier would be constructed atop the concrete retaining wall along the skate park's eastern edge, and is intended to provide visual relief and limited noise reduction for land uses to the east of the site. Additionally, the turf area between the proposed skate bowls and skate plaza would be landscaped with Bermuda sod and accented with trees, shrubs, accent plants, and other ground cover.

h. Lighting and Signage

Site lighting would include architectural lighting, parking area lighting, and up to four 60-foot-high light poles installed along the centerline of the project site to provide nighttime illumination of the skate park (refer to **Figure 2-8, Lighting Plan**, below). All project-related lighting would be shielded and designed with full cut-off fixtures that would eliminate light spillage and glare effects to adjacent properties. As shown in Figure 2-8, lighting would be shielded and directed onto the site with maximum illumination concentrated along the center of the length of the project site.

Signage for the proposed project would consist of ground-level entry signs at both the Center Avenue and McFadden Avenue driveways, as well as signage associated with the proposed retail use. All signage would be illuminated, and lighting for signage would be directed and shielded to concentrate light on the sign and avoid off-site light spillage.

i. Site Clearing and Grading

Site clearing would consist of removal of all materials and vegetation from the property, including removal and/or relocation of four existing on-site trees. A fifth existing tree would remain in its current location. Once the site has been cleared and grubbed (i.e., all vegetation removed), site grading would commence.

EQUIPMENT LIST FOR AREAS SHOWN								
Pole			Luminaires					
QTY	LOCATION	SIZE	GRADE ELEVATION	MOUNTING HEIGHT	LAMP TYPE	QTY / POLE	THIS GRID	OTHER GRIDS
1	SK1	60'	-	60'	1500W MZ	4	4	0
2	SK2, SK3	60'	-	60'	1500W MZ	4/1*	5	0
1	SK4	60'	-	60'	1500W MZ	4/2*	6	0
4	TOTALS					20	20	0

* This structure utilizes a back-to-back mounting configuration

ILLUMINATION SUMMARY

Skate Park
Vans Skate Park
Huntington Beach, CA

Skate Park

- Size: 805' x 82'
- Grid Spacing = 20.0' x 20.0'
- Values given at 3.0' above grade

Luminaire Type: Green Generation
 Rated Lamp Life: 5,000 hours
 Avg Lumens/Lamp: 134,000

**CONSTANT ILLUMINATION
HORIZONTAL FOOTCANDLES**

Entire Grid

No. of Target Points:	160
Average:	22.5
Maximum:	46
Minimum:	2
Avg/Min:	14.56
Max/Min:	29.71
UG (Adjacent Pts):	2.64
CV:	0.47

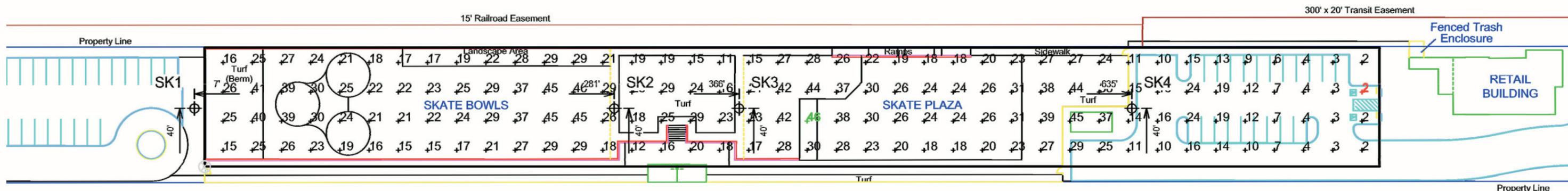
Average Lamp Tilt Factor:	1.000
Number of Luminaires:	20
Avg KW over 5,000:	31.28
Max KW:	34.0

Guaranteed Performance: The CONSTANT ILLUMINATION described above is guaranteed for the rated life of the lamp.

Field Measurements: Averages shall be +/-10% in accordance with IESNA RP-6-01 and CIBSE LG4. Individual measurements may vary from computer predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume +/- 3% nominal voltage at line side of the ballast and structures located within 3 feet (1m) of design locations.



Grading for the proposed project would require approximately 6,560 cubic yards of total earthwork, all of which would be balanced and re-used on-site. See **Figure 2-9, Preliminary Site Clearing and Grading Plan**, for an illustration of the proposed grading plan for the project. Given the relatively high amount of organic matter contained in on-site soils, all excavated materials would be processed on-site to remove organic content from the soil, and organic materials disposed of at an appropriate disposal facility. The processed soil would then be used as fill materials for the proposed project, and would be placed and recompacted on-site thereby avoiding the need for off-site soil disposal.

Prior to any grading activities on site, a grading plan will be submitted to the City Department of Public Works for review and approval and a grading permit will be obtained from the City.

j. Construction Staging Location and Truck Routes

Following site clearing activities, approximately 26,000 square feet (about 0.6-acre) at the northern end of the project site would be used for construction staging and materials recycling, as shown in **Figure 2-10, Preliminary Construction Staging and Haul Routes**, below. As also shown in Figure 2-10, delivery and haul trucks would enter the project site at the northern entrance off of westbound McFadden Avenue and leave the site via the same driveway and continue westbound away from the site. For off-site disposal of materials, haul trucks would leave the site and head westbound on McFadden Avenue, then southbound on Gothard Street, then eastbound on Warner Avenue to the disposal facility located approximately 1.9 miles away from the project site, as illustrated in Figure 2-10. Prior to any truck hauling operations within the City of Huntington Beach limits, a haul route permit will be obtained from the City Department of Public Works.

k. Stormwater Management

As indicated previously, no storm drains currently serve the project site and therefore the project is required to retain stormwater flows from a two-year storm event (i.e., the largest rain event expected to occur within a two-year period) within the site boundaries. Please refer to Section 4.D, *Hydrology and Water Quality*, for a detailed discussion of applicable stormwater requirements. As shown below in **Figure 2-11, Preliminary Drainage Plan**, the proposed project includes pervious surfaces (i.e., the north parking lot and all landscaped areas) and an underdrain system that would serve to contain all stormwater flows from a two-year storm event within site soils. The temporary event parking lot at the north end of the site would be constructed with permeable pavement allowing storm water to infiltrate into the ground, thereby reducing runoff volume, and perforated drain pipes and gravel beds would underlie both parking lots in order to collect stormwater that percolates into the sub-base storage areas during storm events. However, in order to address stormwater flows from rain events larger than a two-year storm, the project design also includes stormwater sumps and pumps to discharge excess stormwater out to the curb and gutter drainage facilities on Center Avenue. Additionally, some plant beds and lawn areas will also function as bioswales to improve storm water quality.

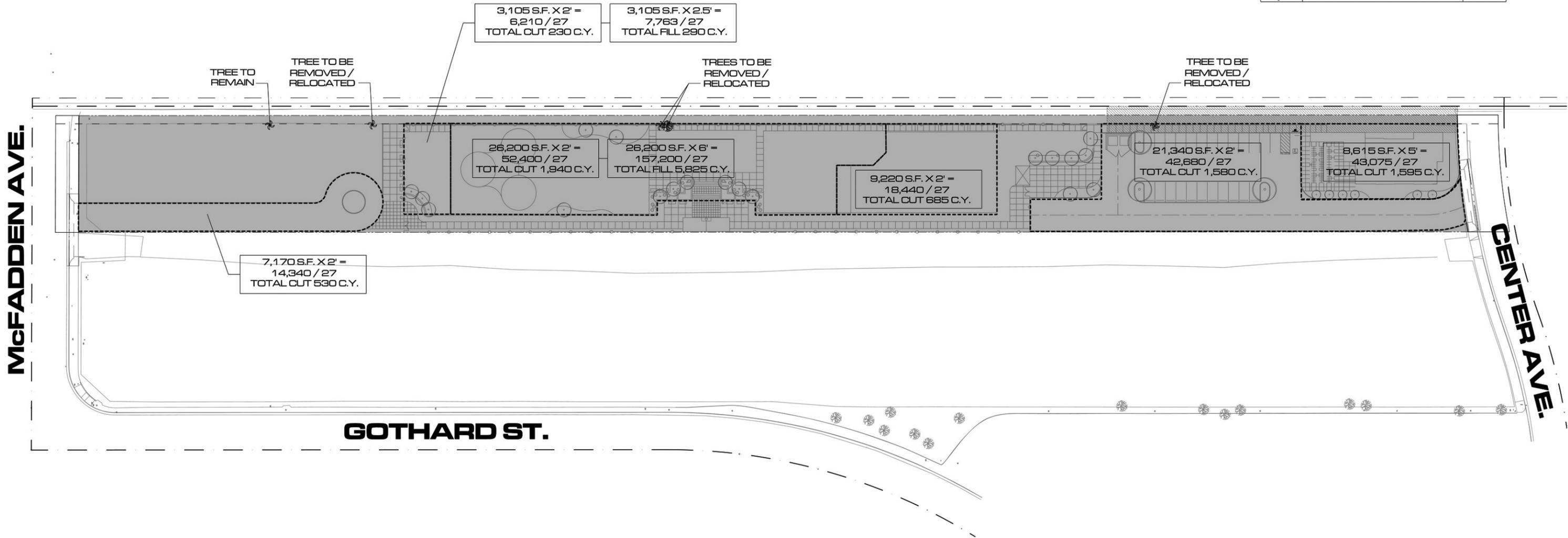
The parking lot sub-base storage areas would be constructed to detain the incremental increase in runoff from the site to ensure that the post development runoff volume does not exceed that of the predevelopment condition and time of concentration is not less than that for the predevelopment condition. The parking lots would be sized to store the incremental increase of stormwater runoff volume produced by the development of the site for the 100-year design storm.

earthwork quantities

DESCRIPTION	QTY
CUT	6,560 C.Y.
FILL	6,115 C.Y.
ENGINEER FILL FOR BUILDING SITE (6")	40 C.Y.
ENGINEER FILL FOR PARKING LOT (4")	269 C.Y.
ENGINEER FILL FOR SKATE PLAZA (6")	171 C.Y.
ENGINEER FILL FOR SKATE BOWLS (6")	330 C.Y.

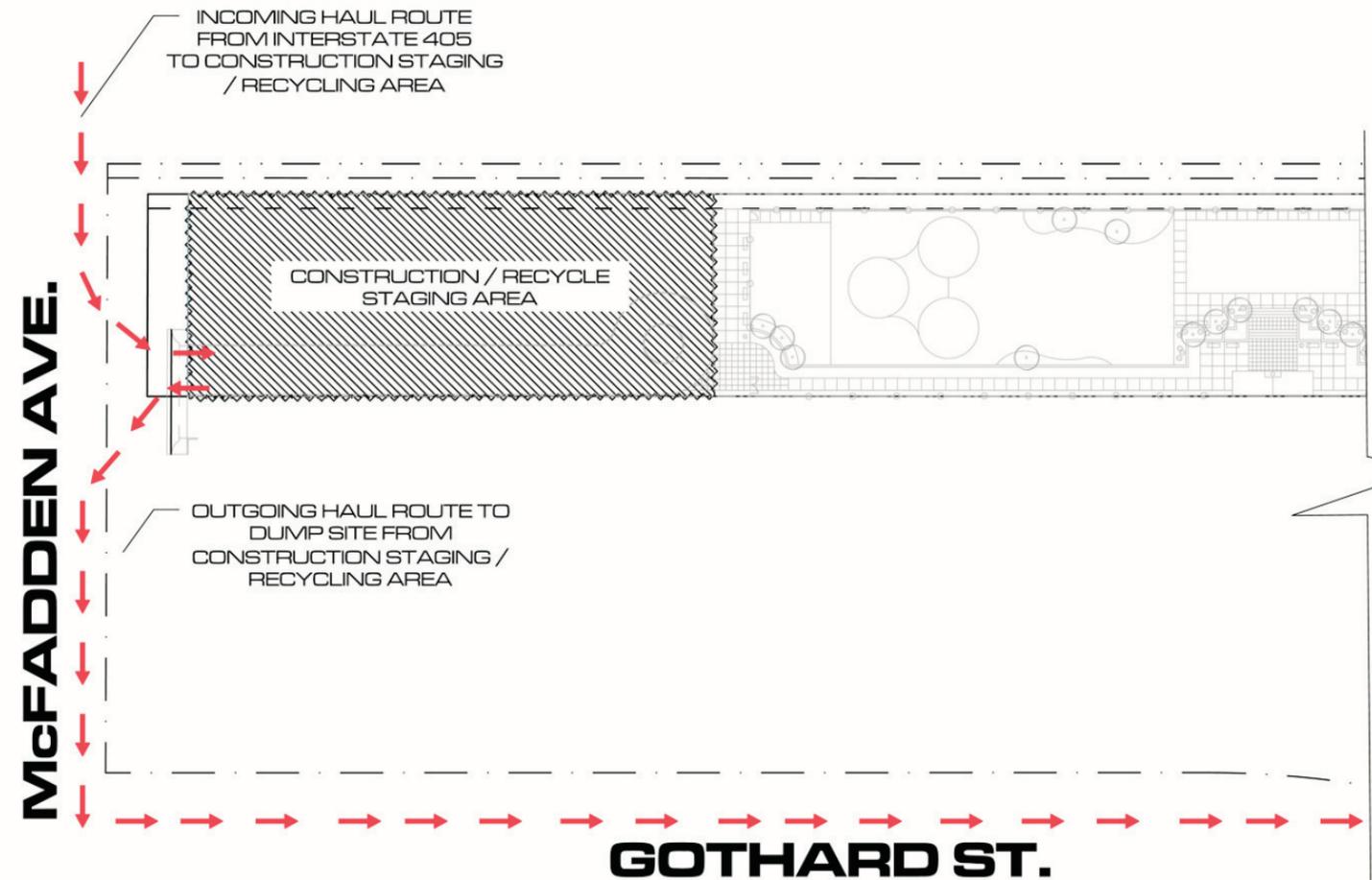
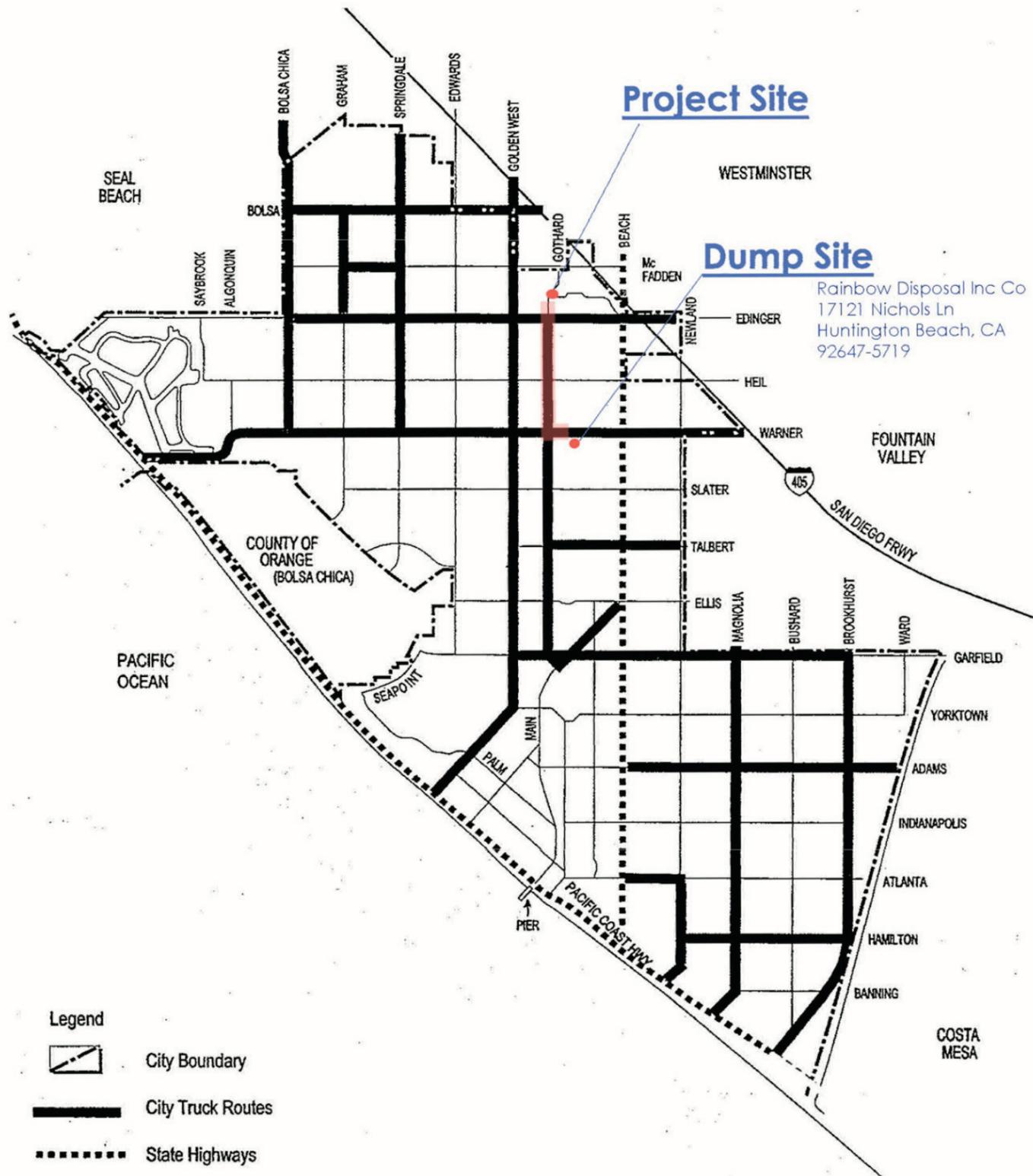
legend

DESCRIPTION	QTY
CLEARING & GRUBBING	118,390 S.F.
TREE TO BE REMOVED / RELOCATED	1
TREE TO BE REMOVED / RELOCATED	3
TREE TO REMAIN	1



Preliminary Site Clearing and Grading Plan

Center Avenue Skate Park Project
Source: Rick Engineering, Inc., 2011.



legend

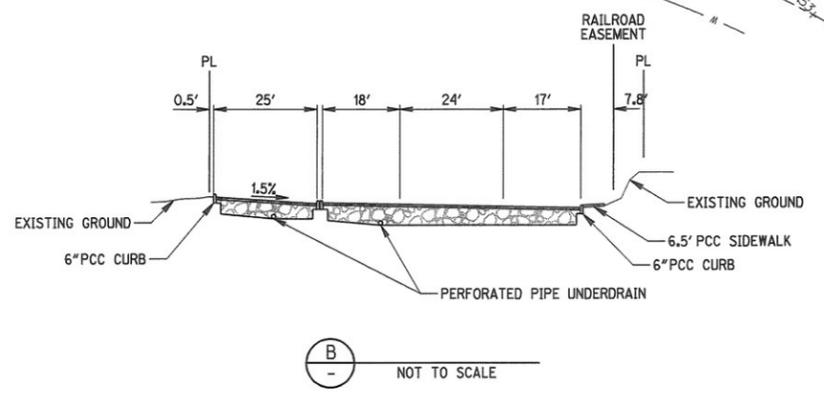
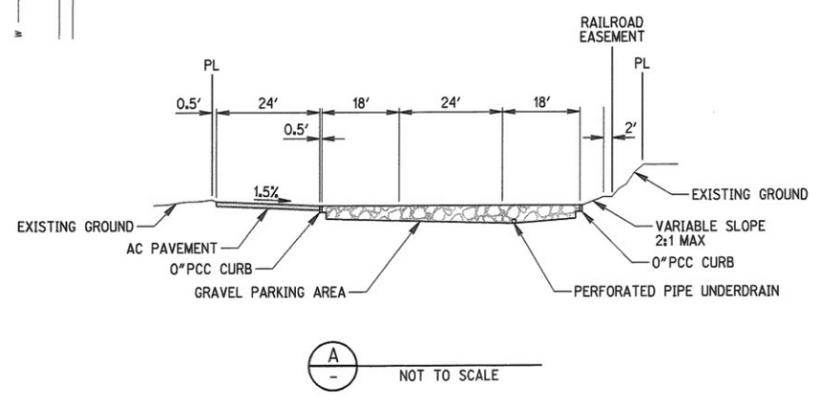
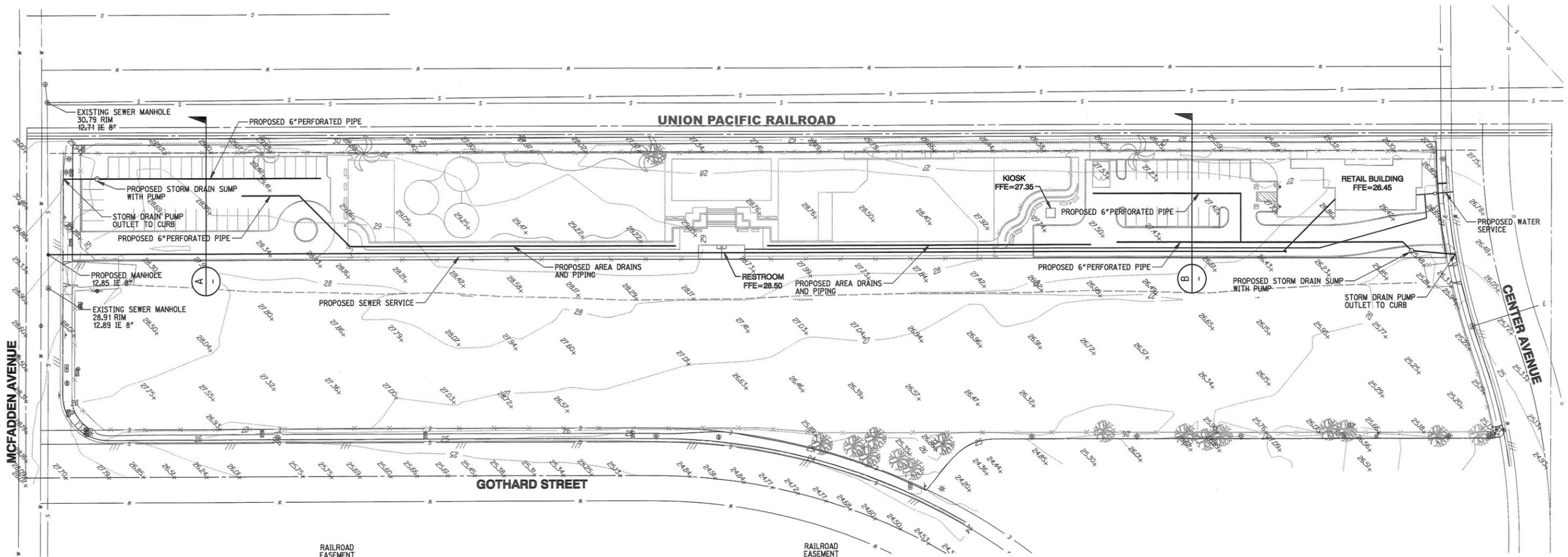
DESCRIPTION	CITY
CONSTRUCTION STAGING & RECYCLING AREA	26,150 S.F.
HAUL ROUTE FROM JOB SITE TO DUMP SITE	1.9 MILES

- Legend
- City Boundary
 - City Truck Routes
 - State Highways

TRUCK ROUTE TO DUMP SITE N.T.S.

FROM MCFADDEN AVENUE & GOTHARD STREET,
 HEAD SOUTH ON GOTHARD STREET TOWARD CENTER AVENUE E.
 TURN LEFT ONTO WARNER AVENUE.
 TAKE THE 2ND RIGHT ONTO NICHOLS STREET
 ARRIVE AT RAINBOW DISPOSAL CO INC.: 17121 NICHOLS LANE, HUNTINGTON BEACH CA 92647-5719





Preliminary Drainage Plan

Center Avenue Skate Park Project
Source: Rick Engineering, Inc., 2011.



6. GENERAL PLAN AND ZONING AMENDMENTS

The project site is designated in the City's General Plan as Mixed-Use with both a Specific Plan Overlay and a Design Overlay (M-sp-d). The proposed project would require an amendment to the City's General Plan Housing Element since the proposed project would result in a loss of 175 potential affordable housing units identified for the project site in the Housing Element. The lack of residential units provided on-site necessitates the allocation of potential affordable housing units to another suitable site(s) in the City. The City's General Plan Housing Element, Table IV-7, identifies three other sites with a combined potential unit yield of 210. In addition, the City has identified a fourth site that could potentially yield approximately 110 units. This site is approximately 1.33 acres and is located south of Edinger Avenue and east of Gothard Street. The City's Housing Element would be amended to remove reference to the subject site proposed for the skate park and to add the additional property as a potential location for rezoning in conjunction with the proposed project.

Additionally, the site also falls under the Town Center – Neighborhood designation within the Beach and Edinger Corridors Specific Plan. The Specific Plan designates the Site as "Residential Required", meaning that any future development would require residential units. The applicant does not intend to develop residential units and therefore is requesting a Zoning Text Amendment to remove the "Residential Required" requirement on page 14 of the Specific Plan.

Additionally, the Huntington Beach Zoning and Subdivision Ordinance (Chapter 231) requires that parking spaces be nine (9) feet wide and 19 feet deep with a drive aisle width of 26 feet of "backup area" to allow for 90-degree turns into parking stalls. The proposed parking spaces have been designed at only 17 feet deep with a drive aisle width of 25 feet. Such deviations from the parking standard requirements require approval of a Variance, approval of which the applicant is also seeking. The requested variance is being applied for as a result of the physical site constraints which limit the project's ability to meet the City parking standards without reduced parking space dimensions.

7. CONSTRUCTION SCHEDULE AND PHASING

Construction of the proposed project is anticipated to commence in Summer 2012 and take approximately five months to complete. The first phase of the construction process would be site clearing, debris removal, grubbing, grading, and staging occurring over approximately one month; followed by trenching and installation of stormwater facilities and other utilities for about one month; skate park and retail building construction for approximately two months; and installation of landscaping, lighting, irrigation, and signage for one month. The proposed project is therefore anticipated to be completed by Fall 2012.

8. NECESSARY APPROVALS

Approvals required for implementation of the proposed project include, but are not limited to, the following:

City of Huntington Beach

- Certification of Environmental Impact Report (Planning Commission)
- General Plan Amendment (Planning Commission and City Council)
- Zoning Text Amendment (Planning Commission and City Council)

- Site Plan Review (Planning Commission)
- Variance (Planning Commission)

State of California

- General Construction Stormwater Permit (State Water Resources Control Board, Santa Ana Region)