

**CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
DRAFT NEGATIVE DECLARATION NO. 14-001**

- 1. PROJECT TITLE:** **Airport Circle Residential**
- Concurrent Entitlements:** **General Plan Amendment No. 14-001; Zoning Map Amendment No. 14-001; Conditional Use Permit No. 14-003; Tentative Tract Map No. 17716**
- 2. LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Jennifer Villasenor, Senior Planner
Phone/Email: (714) 536-5271/jvillasenor@surfcity-hb.org
- 3. PROJECT LOCATION:** 16911 Airport Circle, Huntington Beach CA, 92649 (west side of Airport Circle approximately 300 feet north of Warner Avenue) – refer to Figure 1
- 4. PROJECT PROPONENT:** The Olson Company
3010 Old Ranch Parkway, Suite 100
Seal Beach, CA 90740
- Contact Person:** Sandi Gottlieb
Phone: 562-370-2255
- 5. GENERAL PLAN DESIGNATION:** Residential Medium Density – 15 dwelling units per acre (RM-15)/ Commercial General – 0.35 Floor Area Ratio (CG-F1)
- 6. ZONING:** Residential Medium Density (RM)
- 7. PROJECT DESCRIPTION** (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The proposed project involves a request to amend the General Plan land use designation from Residential Medium Density – 15 du/acre (northern portion, 0.86 acre) and Commercial General – 0.35 Floor Area Ratio (southern portion, 1.69 acres) to Residential Medium High Density – 25 du/acre (RMH-25) and amend the zoning designation from Residential Medium Density (RM) to Residential Medium High Density (RMH) on an existing approximately 2.5-net acre parcel (Refer to Figures 2 and 3). The proposed General Plan land use and zoning designations would allow up to 62 units on

the property at a maximum density of 25 units per acre. However, the project applicant is proposing a one-lot subdivision for the development of 45 for-sale townhome units and associated open space and infrastructure. The proposed 45-unit project density would be 18 units per acre.

The proposed units include three-story townhomes ranging in size from approximately 1,250 square feet to 1,940 square feet of living space with attached two-car garages and two to four bedrooms each. Access to the site includes two ingress/egress driveways along Airport Circle. The project proposes to include 41 guest parking spaces and three common open space areas situated throughout the site. Each unit would have a private open space area consisting of a front courtyard, private rear yard, balcony or deck. The project applicant is also requesting removal of existing red curb along the west side of Airport Circle to allow for on-street parking adjacent to the project site.

The applicant would be required to comply with the City's affordable housing requirements and is proposing to provide four affordable units on-site with payment of in-lieu fees for the remaining fractional unit.

Construction Scenario

Construction of the homes would be completed in one to three phases depending on market/sales conditions. Overall construction would take approximately 18 months. Grading for the project would be accomplished in a single phase approximately one month in duration. The project site is relatively flat and gently slopes in a northeasterly direction. Drainage from the site currently sheet flows from south to north onto Airport Circle. Grading operations anticipate a balanced cut/fill volume of approximately 4,378 cubic yards. Finished pads would remain relatively the same as the existing elevation. Project storm flows would be conveyed to a proposed underground infiltration system, which would be constructed during grading. Overflow from this infiltration system will flow over the proposed driveways onto Airport Circle. An existing pipeline that was previously used for transporting water across the site from a defunct well is located one to three feet below the ground surface along the western perimeter of the site. The pipeline has been tested and cleared for hazardous materials and is proposed to be properly abandoned during rough grading prior to construction of the project.

Project Entitlements

The proposed project requires the following entitlement requests:

- General Plan Amendment: to amend the Land Use Designation from Residential Medium Density (RM) and Commercial General (CG) to Residential Medium High Density (RMH);
- Zoning Map Amendment: to amend the existing zoning designation of Residential Medium Density (RM) to Residential Medium High Density (RMH);
- Tentative Tract Map: a one-lot subdivision for 45 townhome units; and
- Conditional Use Permit: to permit construction of a 45-unit multi-family residential project. The conditional use permit also consists of a request to develop on a site with a three-foot grade differential and allow walls at a height of 44 inches in lieu of the maximum allowable height of 42 inches within the front yard setback for four of the units. The walls are proposed to enclose proposed private open space.

8. SURROUNDING LAND USES AND SETTING:

North:

General Plan: Residential Medium Density (RM)
Zoning: RM
Uses: multi-family residential

East:

General Plan: Mixed Use – Specific Plan overlay (M-sp)
Zoning: Meadowlark Specific Plan (SP8)
Uses: commercial/retail center; grocery

South:

General Plan: Commercial General (CG)
Zoning: CG
Uses: commercial; fast food drive-through

West:

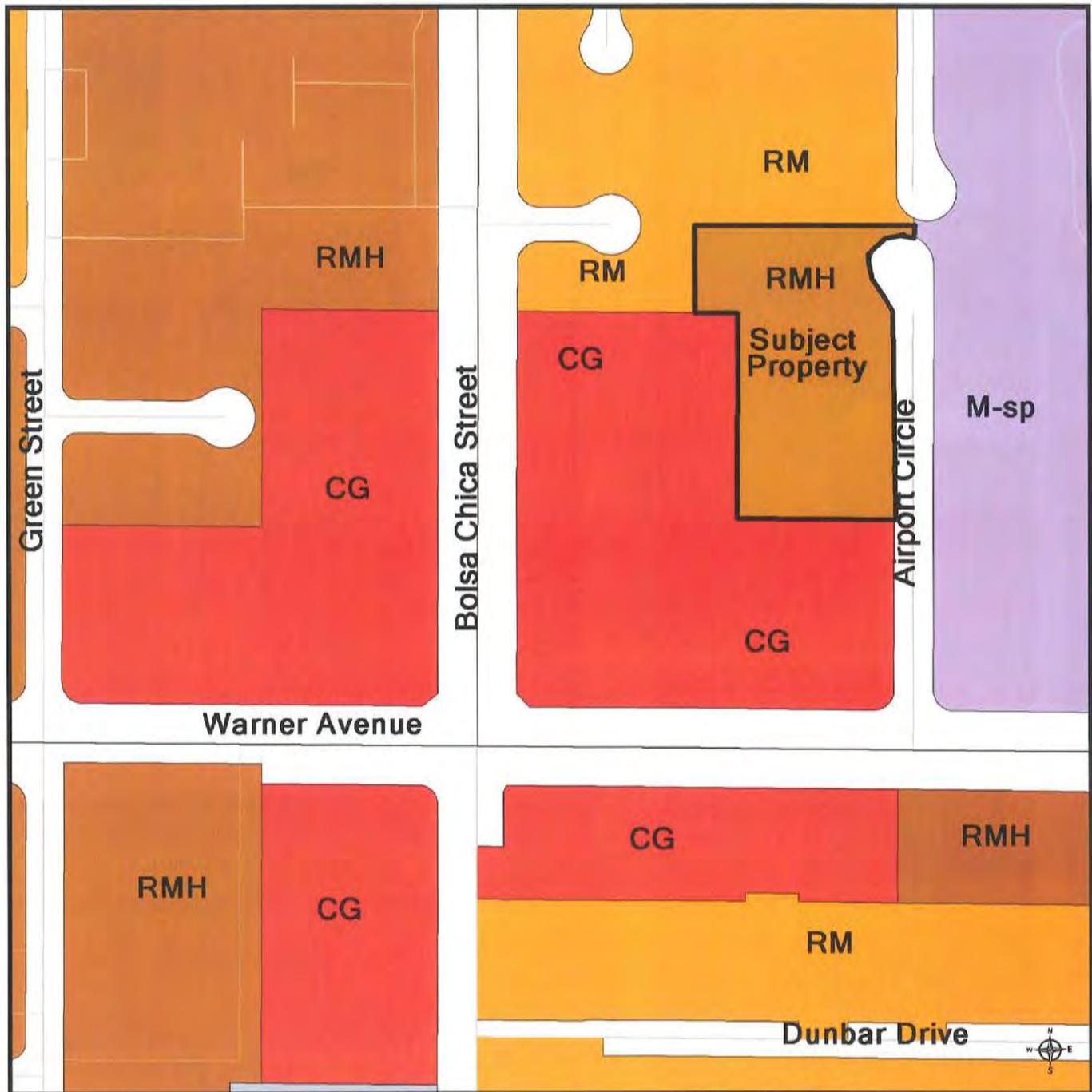
General Plan: RM; CG
Zoning: (Q)RM; CG
Uses: commercial/office; multi-family residential

The project site is vacant and has not been previously graded. Two small wooden sheds and several pieces of farming equipment are currently on the site. The shed at the northern portion of the site is situated on a small concrete pad. The site consists of mostly undisturbed soils with the exception of a gravel area at the main entrance off Airport Circle and the concrete pad. The south portion of the site has been previously used for seasonal sales. The site is surrounded by a block wall on the west, north and south and a chain link fence along the eastern perimeter. The site entrance is currently secured with a chain link gate.

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION: None

10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e. permits, financing approval, or participating agreement): None

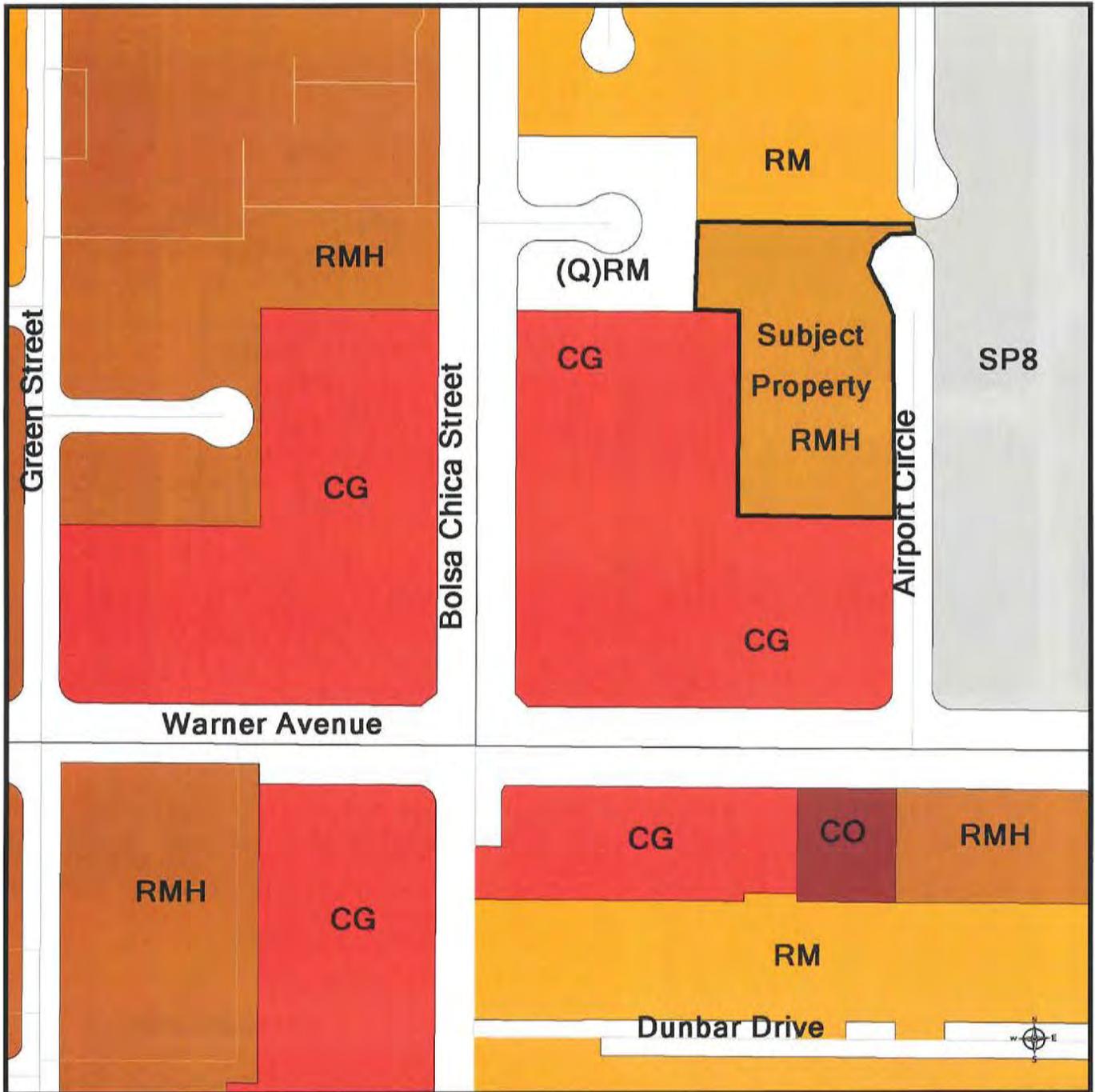
Figure 2 – Proposed General Plan Land Use Designation



Land Use Designations

- RM – Residential Medium Density – 15 du/acre
- RMH – Residential Medium High Density – 25 du/acre
- CG – Commercial General – 0.35 FAR
- M-sp – Mixed Use – Specific Plan Overlay

Figure 3 – Proposed Zoning Designation



Zoning Designations

	RM – Residential Medium Density
	(Q)RM – (Qualified) Residential Medium Density
	RMH – Residential Medium High Density
	CO – Commercial Office
	CG – Commercial General
	SP8 – Specific Plan 8

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or is “Potentially Significant Unless Mitigated,” as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

I find that the proposed project **MAY** have a “potentially significant impact” or a “potentially significant unless mitigated impact” on the environment, but at least one impact (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further is required**.

Jennifer Villaseñor
 Signature
 Jennifer Villaseñor
 Printed Name

May 8, 2014
 Date
Senior Planner
 Title

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the project:

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| a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 1,2,3,4, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project involves Zoning and General Plan land use amendments for the subdivision and development of 45 multi-family dwelling units and associated improvements on an existing 2.5-acre vacant property. The project site is not within a specific plan area or the coastal zone and, as such, would not conflict with any specific plan or the City’s certified Local Coastal Program. The project is proposing a one-lot subdivision in accordance with the Subdivision Map Act. The tentative tract map is also subject to Title 25 of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) and is required to be reviewed by the City’s Subdivision Committee to ensure compliance with the Subdivision Map Act, Title 25 of the HBZSO and any other related applicable codes. The project also complies with other applicable requirements of the HBZSO with the exception of a requested deviation to the maximum allowable height for walls within the front yard setback. However, this issue is discussed further in this section.

Currently, the project site has zoning and General Plan land use designations that are inconsistent. The current zoning on the property is Residential Medium Density (RM). The property has a split General Plan land use designation of RM and Commercial General (CG). The applicant is proposing to change both the zoning and General Plan land use designations to Residential Medium High Density (RMH). The proposed land use amendments would provide consistency among the zoning and General Plan land use designations.

The proposed land use amendments would provide for an allowable increase in density from 15 units per acre (maximum 37 units) to 25 units per acre (maximum 62 units) as well as developable area as the current CG designation allows for a maximum 35 percent of the commercially designated site to be developed. However, because the zoning and General Plan designations are inconsistent, neither residential or commercial could be developed on the site without amending the zoning designation, General Plan land use designation, or both.

The proposed RMH zoning and General Plan land use designations (and the proposed development project) would be consistent with the following General Plan Land Use and Housing Element goals and policies:

Goal LU 7: Achieve a diversity of land uses that sustain the City’s economic viability, while maintaining the City’s environmental resources and scale and character.

Goal LU 8: Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for the City’s neighborhoods, corridors, and centers.

Goal LU 9: Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Objective LU 9.1: Provide for the development of single- and multi-family residential neighborhoods.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is proposing to provide 45 multi-family residential units in an area with existing small lot single- and multi-family residential and commercial uses. The project proposes to provide enclosed private open space areas within the front yard similar to development north of the project site. This design would provide private open space yards along Airport Circle while proposed garages would be located within the interior of the site and not visually dominate the street frontage. However, the wall enclosures for these private yards must be at a minimum height over 42 inches. Because the wall enclosures would be constructed at a height of 44 inches within the front yard setback, a conditional use permit must be approved for this feature. The requested deviation to an existing code requirement would not result in physical adverse environmental effects. Additionally, the proposed design would further existing policies of the General Plan as well as the City's adopted Design Guidelines that call for compatibility among projects within an area and site designs in which garages do not dominate the streetscape.

In terms of compatibility, the proposed site layout and design would be similar to other multi-family projects that have been developed north and west of the project site. The proposed General Plan and Zoning Map amendments to RMH (Residential – Medium High Density) would be compatible with existing zoning and General Plan land use designations surrounding the project site. As shown on Figures 2 and 3, surrounding zoning and General Plan land use designations include RM and RMH properties as well as Commercial General (CG) and Specific Plan (developed with commercial uses) designated properties. Therefore, the change to RMH zoning and General Plan land use designations would eliminate a current inconsistency among the zoning and General Plan and be compatible with current zoning and General Plan designations in the area.

As discussed in Section II. – Population and Housing, the increase in density from RM to RMH can be accommodated within the growth anticipated by the current General Plan. In addition, although a portion of the site does carry a CG General Plan land use designation, commercial development could not occur on the site without zoning and General Plan amendments. The site also lacks general visibility and size for commercial development. As such, the City has not received interest in commercial development on the property. Therefore, the conversion of a portion of the site from CG to RMH does not pose a substantial issue with respect to opportunity for increased sales tax revenues such that the City's continued economic viability is threatened and blight or other physical adverse environmental effects would occur.

Goal HE 2: Provide adequate housing sites through appropriate land use, zoning and specific plan designations to accommodate Huntington Beach's share of regional housing needs.

Policy HE 3.2: Utilize the City's Inclusionary Housing Ordinance as a tool to integrate affordable units within market rate developments. Continue to prioritize the construction of affordable units on-site, with provision of units off-site or payment of an in-lieu housing fee as a less preferred alternative.

The project would provide 45 multi-family units that would count toward the City's housing goals including the provision of housing to meet the City's share of the regional housing need. Through the City's inclusionary housing requirements, the project is required to provide 4.5 affordable units. Four of the required affordable units would be provided on-site for qualified households meeting the definition of a low- or moderate-income household. Fees would be paid for the remaining fractional unit and would go toward the provision of affordable housing elsewhere in the City.

Based on the above analysis, a less than significant impact would occur.

- b) Conflict with any applicable habitat conservation plan

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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or natural community conservation plan? (Sources:1,15)

Discussion: The project would not conflict with any habitat conservation plan or natural community conservation plan as none are adopted for the City of Huntington Beach. In addition, as discussed in Section VII. Biological Resources, the project site lacks suitable habitat conditions. No impact would occur.

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| c) Physically divide an established community? (Sources:4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project involves Zoning and General Plan land use amendments for the subdivision and development of 45 multi-family dwelling units and associated improvements on an existing 2.5-acre vacant property. The project does not propose new streets or infrastructure that would physically divide existing developed areas or require changes in access or services to existing developments. No impact would occur.

II. POPULATION AND HOUSING. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources:1,3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project involves Zoning and General Plan land use amendments for the subdivision and development of 45 multi-family dwelling units and associated improvements on an existing 2.5-acre vacant property. Therefore, the project may directly induce population growth in the area. Based on the average household size of 2.6 persons per household in Huntington Beach as well as the project site census tract, the proposed project would potentially add approximately 117 residents to the City's population. This represents approximately 2.7 percent of the census tract population (per the 2010 Census) and less than 0.1 percent of the City of Huntington Beach population (2010 Census), which would not be considered substantial. In the context of cumulative growth, the City has not attained growth anticipated by the 1996 General Plan, which is at the end of its life cycle and currently being updated. Regardless of whether the project would develop the proposed 45 dwelling units or to the maximum 62 units allowed by the proposed Residential Medium High (RMH) Density zoning designation, the project would not induce substantial population growth either on its own or cumulatively in the context of General Plan buildout. Therefore, a less than significant impact would occur.

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| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources:3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See discussion under item c.

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| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources:3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion b&c: The project involves Zoning and General Plan land use amendments for the subdivision and development of 45 multi-family dwelling units and associated improvements on an existing 2.5-acre

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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vacant property. Since the existing condition of the site is vacant, the project would not displace people or housing and no impact would occur.

III. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault ? (Sources:1,12,19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under item a.iv.

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| ii) Strong seismic ground shaking? (Sources:1,12,19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under item a.iv.

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| iii) Seismic-related ground failure, including liquefaction? (Sources:1,12,19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under item a.iv.

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| iv) Landslides? (Sources:1,12,19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion i - iv: The project site is not within an Alquist-Priolo Earthquake Fault Zone. The project site is also relatively flat with an approximate three-foot difference in grade across the site. As such, landslides from a seismic event would not be anticipated to occur. According to the project geotechnical report prepared by Albus-Keefe & Associates, Inc., geologic literature and field exploration do not indicate the presence of active faulting within the site. The closest known active fault is the Newport Inglewood Connected alt. 2 fault located approximately 0.7 mile from the site. The potential for ground rupture due to an earthquake beneath the site is considered very low. The liquefaction susceptibility of the onsite soils was completed under the guidance of Special Publication 117A: Guidelines for Evaluating and Mitigating Seismic Hazards in California (CDMG, 2008). Generally, three factors must be concurrently present for liquefaction to occur: 1) a source of ground shaking, such as an earthquake; 2) relatively loose silty and/or sandy soils; and 3) relatively shallow groundwater table or completely saturated soil conditions that will allow positive pore pressure generation. According to the geotechnical report, the site is underlain by dense alluvium, and loose silty and/or sandy soils are not anticipated below the current and historical high ground water table of approximately 27 feet. As such, the potential for liquefaction at the site is considered to be low. Furthermore, the site is not located within a mapped California Geologic Survey liquefaction hazard zone. Since the project site is within the seismically active Southern California region, the project site would be subject to ground shaking during an earthquake. The proposed development would be required to comply with the California Building Code (CBC), which includes regulations for projects to be designed to withstand seismic forces. Therefore, a less than significant

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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impact would occur.

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| b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources:1,14,19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project proposes to develop on a currently vacant site and would not result in a change in topography. Because the existing site is undeveloped, the project would increase the potential for erosion during grading and ground disturbing activities. Earth-disturbing activities associated with construction would be temporary with the grading phase lasting approximately one month. The State Water Resources Control Board and the City's Municipal Code require erosion and sediment controls for construction projects with land disturbance. The requirements include preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), with erosion and sediment controls; preparation and implementation of an erosion and sediment control plan, describing both construction-period and permanent erosion and sediment controls; and construction site inspection by the City. The SWPPP must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. As such, the impact would be less than significant.

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| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources:1,19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is relatively flat with an approximate three-foot difference in grade across the site. As such, the project site is not anticipated to become unstable or cause landslides. According to the geotechnical report, the on-site soils are optimally suited for compaction and should be easily excavated for removal and recompaction during grading. The presence of the existing improvements on adjacent properties may limit removal of unsuitable materials near the property lines. Therefore, design of perimeter wall footings may require additional depth and/or reinforcing to compensate for limitations on removal of unsuitable soils along the property lines. In addition, removal and recompaction of the site materials may result in some moderate shrinkage and subsidence. However, the final design and grading plan would account for this issue to ensure that the finished pads are not unstable. Also refer to items a. and d. of this section. A less than significant impact would occur.

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| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources:19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Based on the analysis in the geotechnical report, the near-surface soils within the project site are generally anticipated to possess a low expansion potential. Based on the low expansion potential, conventional shallow foundations with proper reinforcement or post-tension ribbed or mat foundations could be used to support the proposed residential structures at the site. In addition, the project would be required to implement the recommendations of the preliminary and final geotechnical report into the final design and

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction of the proposed project. The impact would be less than significant.

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| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources:3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The proposed project would not require an alternative wastewater disposal system, such as a septic tank. Therefore, no impact would occur.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Sources:1,4,20,21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under p.

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| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources:1,4,20,21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under p.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources:1,4,20,21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under p.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount or surface runoff in a manner which would result in flooding on or off-site? (Sources:1,4,20,21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under p.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Create or contribute runoff water which would exceed | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources:1,4,20,21)				
Discussion: See discussion under p.				
f) Otherwise substantially degrade water quality? (Sources:1,4,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under p.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources:7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under j.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources:7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under j.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources:1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under j.				
j) Inundation by seiche, tsunami, or mudflow? (Sources:1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion g-j: The project involves Zoning and General Plan land use amendments for the subdivision and development of 45 dwelling units and associated improvements on an existing vacant property. The project site is located in FEMA flood zone X and would not place housing or structures within a 100-year flood hazard area. The nearest flood control channels (Sunset Channel and East Garden Grove Wintersburg Channel) are located approximately 0.5-mile from the project site and would not pose a significant risk for potential flooding on the project site. The project site is not mapped as a tsunami run-up area in the Environmental Hazards Element of the General Plan. No impacts would occur.				
k) Potentially impact stormwater runoff from construction activities? (Sources:1,4,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under p.				
l) Potentially impact stormwater runoff from post-				

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
construction activities? (Sources:1,4,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under p.				
m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources:4)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: The project does not include new uses that would involve vehicle or equipment fueling or maintenance, waste handling, storage, delivery areas or loading docks and outdoor work areas. Although project construction may include vehicle and equipment maintenance, material storage and outdoor work areas, the project is required to follow existing requirements for construction to ensure that impacts to water quality during construction would be less than significant. Also see discussion under p.				
n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources:1,4,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under p.				
o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources:1,4,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under p.				
p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources:1,4,20,21)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant		
	Potentially Significant Impact	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUES (and Supporting Information Sources):				

Discussion a-f, k-p: The approximately 2.5-acre project site is currently undeveloped. The nearest water bodies to the project site would be the East Garden Grove Wintersburg Channel and the Bolsa Chica Wetlands. The project does not propose to alter the course of an existing stream or river. After construction, the project site would consist of approximately 26% landscaped area and 74% impervious area (building and paved area). The existing site is relatively flat and sheet flows from the south to the north onto Airport Circle. The existing drainage pattern includes an existing catch basin and storm drain pipe that flows to the north from the terminus of the Airport Circle cul-de-sac. Since the site is surrounded by block walls to the north, west and south, there are no existing off-site contributing flows. As the site is vacant, the proposed project does have the potential to increase runoff rate and volume during construction and post-construction, which could potentially impact water quality. A hydrology and hydraulic report was prepared for the project by C&V Consulting, Inc. The report demonstrates that storm flows from the proposed project site would be accommodated by the proposed drainage system as described in this section.

Water quality standards and waste discharge requirements will be addressed in the project design and development phase pursuant to a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP), prepared by a Civil or Environmental Engineer in accordance with the National Pollution Discharge Elimination System (NPDES) regulations and approved by the City of Huntington Beach Department of Public Works.

The NPDES permit system requires that all discharges to surface waters within the City be subject to specific discharge requirements. Implementation of the proposed project would result in the discharge of wastewater 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 permitted for and 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 all applicable WDRs, as monitored and enforced by the OCSD, would ensure that development under the proposed project would not exceed the allowable wastewater treatment requirements of the SARWQCB with respect to discharges to the sewer system. This would result in a less than significant impact.

Construction Runoff and Erosion

The State Water Resources Control Board and the City's Municipal Code require erosion and sediment controls for construction projects with land disturbance. The requirements include preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Implementation of a SWPPP and applicable City and SWRCB requirements would ensure that runoff from construction of the project will not result in substantial erosion or flooding on- and off-site and impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUES (and Supporting Information Sources):				

Post-construction Runoff and Erosion

The proposed post-development drainage design will utilize on-site catch basins to capture storm water runoff and flow into a sub-surface perforated pipe system. Runoff will be conveyed in the private drive aisles and under sidewalk drains that will divert flow from the private drive aisles into an on-site catch basin. Low flows will be directed into a proposed subsurface infiltration system, consisting of three subsurface capture chambers, which will act as a terminal retention basin. The terminal storage will then infiltrate all stored water. The subsurface infiltration system would be sized to accommodate the required site Design Capture Volume and will act as the primary BMP and for pre- and post-development flow mitigation. In addition, the project is required to submit a Water Quality Management Plan (WQMP) for post-construction compliance with water quality standards and water discharge requirements subject to review and approval by the Department of Public Works. A preliminary WQMP identifies Low Impact Development (LID) BMPs including hydrologic source control and infiltration BMPs to be incorporated into the project. Any runoff created by a peak storm event greater than the two-year storm event would overflow via the proposed drive aisles into the right-of-way per historic drainage patterns. Grading for the project has been designed to limit diversion of existing flow patterns and maintain existing drainage conditions to the extent feasible for developed conditions.

Although the project does have the potential to contribute additional runoff, which may create other impacts such as flooding, erosion and increased demand on the existing storm drain system, the project's proposed storm drain system would limit the amount of post-construction runoff to ensure that impacts would be less than significant. As such, the project, as designed and with implementation of a WQMP, would not result in substantial increases in the rate and volume of post construction runoff, which could impact the beneficial use of downstream waters. A less than significant impact would occur.

Due to the relatively small size of the proposed residential project, the potential to substantially deplete groundwater supplies is minimal. Also, the project's infiltration system would function to recharge the groundwater supply. Therefore, impacts to groundwater would be less than significant.

The project's design as well as required SWPPP, WQMP and hydrology and hydraulic studies, to be submitted in accordance with City of Huntington Beach standard development requirements, will identify project design features and BMPs for ensuring no significant impacts associated with polluted runoff and erosion would occur. In addition, the project design and drainage system would function to treat water, which would then recharge the groundwater supply (for low flows) or discharge into downstream waters (larger volume storm flows). As such, impacts to water quality would be less than significant.

V. AIR QUALITY. The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:

- a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources:8,24)

Discussion: See discussion under e.

- b) Expose sensitive receptors to substantial pollutant

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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concentrations? (Sources:8,24)

Discussion: See discussion under e.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Create objectionable odors affecting a substantial number of people? (Sources:4,8,24) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Objectionable odors from the project may result during construction from equipment exhaust and construction activities. However, construction odors would be temporary and intermittent during the 18-month duration. In addition, odor emissions would disperse rapidly from the site and would not cause significant effects affecting a substantial number of people. Odors from vehicle exhaust emissions after completion of the project would not be significant as the project would not generate a substantial amount of vehicle trips and traffic on the existing circulation system. Less than significant impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources:8,24) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: For a project to be consistent with the Air Quality Management Plan (AQMP) adopted by the South Coast Air Quality Management District (SCAQMD), the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the population, housing, and employment assumptions that were used in the development of the AQMP. The most recent AQMP is the 2012 AQMP. The Final 2012 AQMP was adopted by the SCAQMD Governing Board on December 7, 2012, and approved by Air Resources Board (ARB) on January 25, 2013.

The proposed project would change the land use designations on the property. However, as shown in Tables 1 and 2, the project would not generate any emissions that exceed the SCAQMD's thresholds. Therefore, the proposed project is consistent with the regional AQMP and the impact would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources:8,24) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

ISSUES (and Supporting Information Sources):

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less Than Significant Impact No Impact

Discussion a,b,e: The City of Huntington Beach is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD). The entire Basin is designated as a national- and State-level nonattainment area for Ozone and fine particulate matter (PM_{2.5}) and State-level nonattainment for respirable particulate matter (PM₁₀). Population groups such as children, the elderly, and acutely and chronically ill persons, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others. Sensitive receptors in the vicinity of the proposed project include residences that surround the project area to the north, west and northeast. Tables 1 and 2 below provide the proposed project's construction and operational emissions and compare them to the regional and localized significance thresholds of the SCAQMD. Emissions were derived using CalEEMod modeling software.

Table 1: Short-Term Construction Emissions

Construction Phase	Total Regional Pollutant Emissions, lbs/day						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}	CO _{2e}
Demolition	3.2	31	23	0.026	2.1	1.8	2,700
Site Preparation	2.9	33	20	0.025	2.3	1.6	2,600
Grading	3.0	32	21	0.022	4.5	2.9	2,300
Building Construction	4.6	28	20	0.03	2.3	1.9	2,900
Architectural Coating	3.1	2.6	2.3	0.0038	0.287	0.238	400
Paving	1.8	18	13	0.02	1.3	1.0	2,000
Peak Daily Emissions	9.5	49	35	0.054	4.5	3.2	5,300
SCAQMD Thresholds	75	100	550	150	150	55	No Threshold
Significant Emissions?	No	No	No	No	No	No	
LST Threshold	N/A	197	1,711	N/A	14	9	
Significant?		No	No		No	No	

Source: LSA Associates, Inc., February 2014.

PM₁₀ and PM_{2.5} emissions are from the Mitigated results - the only "mitigation" applied in this modeling are required dust control measures per SCAQMD Rule 403.

CO = carbon monoxide

CO_{2e} = carbon dioxide equivalent

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic compounds

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

Table 2: Long-Term Operational Emissions

Category	Pollutant Emissions, lbs/day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	1.2	0.044	3.8	0.0002	0.081	0.08
Energy	0.021	0.18	0.077	0.0012	0.015	0.015
Mobile	0.91	2.3	10	0.026	1.9	0.53
Total Project Emissions	2.1	2.5	14	0.027	2.0	0.63
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
LST Threshold	N/A	197	1,711	N/A	4	2
Significant?		No	No		No	No

Source: LSA Associates, Inc., February 2014.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown in the emissions tables, the project would not result in an exceedence of any regionally significant thresholds or localized significance thresholds (LST). LSTs are developed based on the ambient concentrations of a pollutant for each source receptor area and the distance to the nearest sensitive receptor to determine a project's localized air quality impacts.

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, since the project would not result in an exceedence of established thresholds, the project would not result in exposure of sensitive receptors to substantial pollutant concentrations. As the project is consistent with the AQMP and does not result in an exceedence of thresholds for non-attainment pollutants and ozone precursors NO_x and VOC, it would not result in cumulatively considerable impacts to air quality and less than significant impacts would occur.

VI. TRANSPORTATION/TRAFFIC. Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- (Sources:1,23)

Discussion: A traffic analysis was prepared for the proposed project by LSA in March, 2014. The analysis studied potential project traffic impacts at the Airport Circle/Warner Avenue intersection. Airport Circle meets Warner Avenue at an unsignalized "T" intersection. Airport Circle is stop-controlled and wide enough to provide a left-turn lane and a de-facto right-turn lane. Warner Avenue is uncontrolled at this intersection. Warner Avenue has three lanes in each direction. Eastbound Warner Avenue also has a dedicated left-turn lane approximately 150 feet in length. The signalized intersection of Bolsa Chica Street/Warner Avenue is 750 feet west of Airport Circle. The signalized intersection of Plaza Lane/Warner Avenue is 650 feet east of Airport Circle.

Project trip generation was calculated using rates found in the Institute of Transportation Engineers (ITE) *Trip Generation*, Ninth Edition (2012). The proposed project would generate 261 trips per day, 20 would occur in the a.m. peak commute hour and 24 would occur in the p.m. peak commute hour. Trip generation and distribution were then added to the existing traffic volume to determine the project's potential traffic impacts at the Airport Circle/Warner Avenue intersection. As shown in Table 3, the proposed project would not result in a change in the level of service compared to existing conditions or contribute to an existing deficient intersection such that established level of service standards would not be met.

Table 3: Airport Circle/Warner Avenue Level of Service Analysis

	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Existing	1.1 seconds	A	1.5 seconds	A
Existing Plus Project	1.4 seconds	A	1.8 seconds	A
Project Contribution	0.3 second		0.3 second	

LOS = level of service

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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LSA also conducted a signal warrant analysis for the intersection using criteria included in the *California Manual on Uniform Traffic Control Devices (CAMUTCD)*, 2012 Edition. In addition, LSA collected traffic accident statistics for the intersection. Based on this traffic and pedestrian volume and accident data, as applied to the CAMUTCD, LSA determined that a traffic signal would not be warranted at the Airport Circle/Warner Avenue intersection. The project would not conflict with established transportation/circulation system performance measures and impacts related to traffic and transportation would be less than significant.

During construction, there may be some vehicle delay during various stages of the project. In addition, construction traffic from truck haul trips and workers entering and exiting the project site would add to the existing traffic conditions. However, project construction would be temporary lasting up to 18 months and be required to implement a traffic control plan, subject to review and approval by the Department of Public Works, during construction to minimize disruption to motorists within the project area. The project would not require soil import and export and, therefore, haul trips would be minimal. Daily worker trips would range from five to 32 depending on the construction phase. Additionally, haul trips, vendor trips and worker trips would be considered in the required traffic control plan. Because project construction would be temporary and the anticipated number of trips for workers, vendors and hauling materials would be minimal, traffic impacts during construction would be less than significant.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources:1,23)
-

Discussion: The project site is not adjacent to a CMP intersection. The nearest CMP intersection to the project site is Bolsa Chica Street and Warner Avenue. Per the 2013 General Plan Circulation Element, there are no deficiency plans underway for any of the CMP elements within the City. The project's traffic, as described under item a., would not contribute to or cause a deficiency at the Bolsa Chica Street/Warner Avenue intersection or any other CMP intersection. The impact would be less than significant.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources:4,11)
-

Discussion: The nearest airports are the Joint Forces Training Base in Los Alamitos and the John Wayne Airport and the proposed project site is not located within any of the Airport Impact Zones. In addition, the project proposes and would result in maximum allowable heights of up to three stories and would not involve or allow for any structures that would extend into airspace or be tall enough to result in a change in air traffic patterns or a change in location. Therefore, the proposed project would not result in a change in air traffic patterns or otherwise result in a safety risk, and no impact would occur.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources:3,4)
-

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The project does not propose any off-site improvements that would change the existing circulation pattern on Airport Circle. Access to the project site is proposed to be provided via two ingress/egress driveways from Airport Circle. In addition, the proposed on-site circulation meets City requirements for drive aisle width and turning radii. Proposed red curb removal and on-street parking on the west side of Airport Circle would be required to terminate a safe distance from the intersection of Airport Circle and Warner Avenue to maintain adequate sight distance and visibility and would be subject to approval by the Public Works Department. As such, no project component would result in hazardous design features. Additionally, as discussed in Section I. Land Use and Planning, the project would not result in incompatible uses that would cause hazardous or unsafe conditions. A less than significant impact would occur.

- e) Result in inadequate emergency access? (Sources:3,4,5)

Discussion: The site layout of the proposed project meets all City requirements for vehicular access and circulation. The Huntington Beach Fire Department has reviewed the proposed project plans and has not indicated that emergency access onto the site would be an issue. In addition, the project is proposing to remove existing red curb along the west side of Airport Circle adjacent to the project site. The removal of red curb and allowance for on-street parking would not impede emergency access along Airport Circle as the street would maintain enough width for emergency vehicles to pass while vehicles are parked on the street. A less than significant impact would occur.

- f) Result in inadequate parking capacity? (Sources:2,3)

Discussion: The project proposes to provide a two-car garage per unit in addition to 41 open parking spaces throughout the site. A total of 130 parking spaces would be required per Chapter 231 of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) for the 45-unit project. The project proposes to provide a total of 131 parking spaces. In addition, the project applicant is requesting to remove existing red curb along the west side of Airport Circle, which would allow convenient on-street parking adjacent to the project site. No impact would occur.

- g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources:1,2,3)

Discussion: The project would not conflict with existing City policies or plans such as the Circulation Element of the General Plan or Bicycle Master Plan. In addition, the project would provide bicycle parking in accordance with the requirements of Chapter 231 of the Huntington Beach Zoning and Subdivision Ordinance. No impact would occur.

VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
and Wildlife Service? (Sources:15)				
Discussion: See discussion under item f.				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources:15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under item f.				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources:15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under item f.				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources:15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under item f.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources:15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See discussion under item f.				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources:15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion a-f: A biological constraints report was prepared for the project applicant by LSA in December 2013. In addition to a literature review and database search, a LSA biologist conducted a reconnaissance-level survey to assess potential for biological resources and jurisdictional waters on the site. The LSA biologist characterized the site as highly disturbed, mostly devoid of vegetation and covered in a layer of mulch. Vegetation on the project site consists almost entirely of ruderal, nonnative vegetation.

Plant Species

Dominant plants on the site are all nonnative and include rough pigweed (*Amaranthus retroflexus*), Australian

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

saltbush (*Atriplex semibaccata*), five-hook bassia (*Bassia hyssopifolia*), garden beet (*Beta vulgaris*), Bermuda grass (*Cynodon dactylon*), red-stemmed filaree (*Erodium cicutarium*), cheeseweed (*Malva parviflora*), white sweet clover (*Melilotus albus*), bristly ox-tongue (*Helminthotheca echioides*), and Russian-thistle (*Salsola tragus*). A native plant observed in very low numbers (five plants) included the umbrella sedge (*Cyperus eragrostis*) growing at the base of the perimeter wall along the southern boundary of the project site. No special-status plant species were found on the project site during the plant survey nor are any reasonably expected to occur on site. Focused rare plant surveys are not considered necessary since the current disturbed site conditions likely preclude the occurrence of any such rare plants. Southern tarplant (*Centromadia o parryi* ssp. *australis*), a CNPS Rare Plant Rank 1B species (meaning it is rare, threatened, or endangered in California and elsewhere), is often associated with disturbed landscapes, but this species was not detected during the survey and the site conditions do not appear to be typical for this species. The site lacks suitable habitat conditions for other special-status species identified in the literature search.

Wildlife

Wildlife identified on or adjacent to the project site included bird and small mammal species typically associated with disturbed and urban habitat areas in Southern California. Species included red-tailed hawk (*Buteo jamaicensis*), rock pigeon (*Columbia livia*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), bushtit (*Psaltriparus minimus*), American pipit (*Anthus rubescens*), lark sparrow (*Chondestes grammacus*), house finch (*Haemorhous mexicanus*), lesser goldfinch (*Spinus psaltria*), and Audubon's cottontail (*Sylvilagus audubonii*). No California Species of Special Concern, including burrowing owl, or State-listed or federally listed species were observed during the field visit nor are any reasonably expected to occur on site due to lack of suitable habitat. Migratory bird species are protected under the Migratory Bird Treaty Act (MBTA) as well as the California Fish and Game Code. The project is required to comply with established criteria for construction to avoid impacts to bird species. These criteria include clearing and grubbing of existing vegetation outside of the nesting season. If these activities cannot be conducted outside of the nesting season, pre-construction nesting surveys are required to identify presence of active nests and ensure measures are implemented in order to minimize impacts. In addition, the project site is not within designated critical habitat of any listed species.

Overall, the project site is highly disturbed and no significant biological resources were identified on the site. In addition, the proposed project is not expected to affect any special-status species. Therefore, given the lack of suitable habitat and conditions on site, less than significant impacts would occur and no measures to mitigate project impacts are warranted.

Wetlands

No potential Federal or State jurisdictional wetlands were observed on the project site, which is flat and has no visible surface water flows. Similarly, no drainage ditches or other human-made features were observed that would carry runoff from or through the project site. However, there are a few shallow depressions in the southern portion of the project site where a small volume of water may occasionally pond for short durations, but these areas were devoid of vegetation and the sandy soils appeared to be too well drained to support jurisdictional wetlands. Therefore, no jurisdictional delineation of potential Federal and/or State waters would be necessary and no impact would occur.

The project site is nearly all bare ground and is surrounded by high density residential and commercial development and paved roads. Therefore, the project site is geographically isolated from any natural open space in the vicinity and the proposed project would not result in any habitat fragmentation or disruption of wildlife movement through the area. In addition, no trees would be removed from the site. No impact would

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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occur.

The project would not impact an adopted Habitat Conservation Plan or Natural Community Conservation Plan as there are none adopted for the City of Huntington Beach. No impact would occur.

VIII. MINERAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources:18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussion under item b.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources:18) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion a & b: A Phase II Environmental Site Assessment (ESA) was prepared for the project applicant by Stantec. The Phase II ESA included soil borings and sampling as well as a geophysical survey. Based on methane sampling and soil analytical results, there is no evidence that the project site has been impacted by historical oil production activities in the vicinity of the site or the proximity of a mapped oil well on the southerly adjacent property. An abandoned pipeline on the project site was determined to have been used for water transport across the site. The project site does not support any oil or mineral extraction operations and is not a known or listed mineral resource recovery site. No impacts would occur.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources:1,4,17,18,22) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under c.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources:1,4,17,18,22) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under c.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources:1,4,17,18,22) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially	Potentially	Less Than	No Impact
	Significant	Significant	Significant	
	Impact	Unless Mitigation Incorporated	Impact	

Discussion a – c: The nearest school, Harbor View Elementary School, is approximately 0.7-mile from the project site. In addition, the project includes development of residential dwellings, which generally do not involve the routine transport, use or disposal of hazardous materials. The project does not provide on-site fuel dispensing, underground, or outdoor storage of hazardous materials. Hazardous or flammable substances that would be used during the construction phase include vehicle fuels and oils in the operation of heavy equipment for onsite excavation and construction. Construction vehicles may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid or other materials. However, the proposed construction operation would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials.

Phase I and Phase II Environmental Site Assessments were prepared for the project by Stantec. The Phase II investigation included six soil borings on the site. Soils encountered during the investigation consisted of silt and sand. Groundwater was not encountered in any of the boreholes. No staining or hydrocarbon odors were observed in any of the boreholes. The investigation also identified a defunct water transport pipeline along the western perimeter of the site. The pipeline has been tested and cleared for hazardous materials including total petroleum hydrocarbons (TPH), volatile organic compounds (VOC) and asbestos and is proposed to be properly abandoned during rough grading prior to construction of the project. In addition, six soil samples were analyzed for TPH and VOCs. No TPH in the gasoline, diesel or oil range or VOCs were reported in any of the samples. Twelve soil vapor probes, six at 10 feet below ground surface (BGS) and six at 20 feet bgs, including in the vicinity of the pipeline, were analyzed for methane using a field meter. No methane was detected in any of the 12 soil vapor probes at the site.

Discovery of additional soil contamination during ground disturbing and construction activities is required to be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification No. 431-92 – Soil Cleanup Standards. All on-site fill soil shall meet City Specification No. 431-92 and would be submitted to the Fire Department for review and approval prior to issuance of a grading permit. It is not anticipated that soil import will be required; however, if needed, it would also be subject to City Specification No. 431-92 standards.

With implementation of standard City specifications and other applicable State and federal requirements, less than significant impacts would occur.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources:13,17)

Discussion: The project site is not listed on the State’s Hazardous Waste and Substance Site List. According to the Phase I Environmental Site Assessment the project site is not listed on any regulatory database of hazardous sites. No impact would occur.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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working in the project area? (Sources:11,4)

Discussion: See discussion under item f.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
(Sources:11,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion e & f: The project area is not within the vicinity of a private airstrip. Although the City is located within the Planning Area for the Joint Force Training Center, Los Alamitos, the project site is not located within the height restricted boundaries identified in the Airport Environs Land Use Plan or within two miles of any known public or private airstrip. In addition, the proposed project does not propose any new structures with heights that would interfere with existing airspace or flight patterns. No impacts would occur.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources:1,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project will not impede emergency access to the surrounding area both during construction and after the project is complete. During construction, Airport Circle will remain open. To minimize impacts during construction, a traffic control plan is required to be implemented during construction. In addition, the project would not impair implementation of or physically interfere with any adopted emergency response plan or evacuation plan. A less than significant impact would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
(Sources:1,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is located within a developed area and is surrounded by existing residential and commercial development. There are no wildlands within or surrounding the project area. No impact would occur.

X. NOISE. Would the project result in:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources:1,4,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
(Sources:1,4,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: See discussion under d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:1,4,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under d.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:1,4,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion a – d: The project consists of amendments to the existing General Plan and zoning land use designations on the subject property to allow for a proposed 45-unit townhome subdivision development and associated improvements on an existing 2.5-acre lot. The project site was previously used for seasonal sales and is currently undeveloped. Surrounding land uses include multi-family residential to the north, northeast and northwest and commercial uses to the south, southwest and east. Existing sources of noise and groundborne vibration in the area include motor vehicle traffic on the surrounding roads (Airport Circle and Warner Avenue) as well as existing commercial uses to the south and east. Applicable City regulations include the General Plan Noise Element, which identifies goals, policies and objectives to ensure that new development does not create an unacceptable noise environment through siting, design and land use compatibility, and the City’s Noise Ordinance, which regulates noise produced by uses, equipment, construction and people.

The project will generate short-term noise impacts during construction, including noise generated by earth-moving equipment, haul trucks and power tools. However, the project will be subject to compliance with Chapter 8.40 – Noise, of the Huntington Beach Municipal Code which restricts all construction activities to the hours between 7:00 AM and 8:00 PM Monday - Saturday. Construction activities are prohibited Sundays and Federal holidays. Construction noise and vibration would be temporary (lasting up to 18 months) and intermittent depending on the type of equipment being used and the stage of construction. Accordingly, construction related noise impacts would be less than significant. Noise and vibration generated by the proposed residential uses would not be significantly different than existing conditions in the area and would likely generate less noise than the adjacent commercial uses to the east and south. As such, the proposed project will not result in exposure of persons to excessive temporary or permanent noise levels or groundborne vibration exceeding existing levels or as established by the General Plan Noise Element and the City’s Noise Ordinance. Less than significant impacts would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources:4,11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussion under f.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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would the project expose people residing or working in the project area to excessive noise levels?
(Sources:4,11)

Discussion e & f: The project consists of amendments to the existing General Plan and zoning land use designations on the subject property to allow for a proposed 45-unit townhome subdivision development and associated improvements on an existing 2.5-acre lot. The project is not within two miles of a public airport or a private airstrip. Although the City is located within the Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, the project will not result in the development of new structures or buildings that would expose people residing or working in the area to excessive noise levels. No impacts would occur.

XI. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection? (Sources:1,2,3,14)

Discussion: See discussion under item e.

b) Police Protection? (Sources:1,2,3,14)

Discussion: See discussion under item e.

c) Schools? (Sources:1,2,3,14)

Discussion: See discussion under item e.

d) Parks? (Sources:1,2,3,14)

Discussion: See discussion under item e.

e) Other public facilities or governmental services? (Sources:1,2,3,14)

Discussion a – e: The project consists of amendments to the existing General Plan and zoning land use designations on the subject property to allow for a proposed 45-unit townhome subdivision development and associated improvements on an existing 2.5-acre lot. The project site is currently undeveloped. The nearest police station is the Oakview Substation, located approximately two and a half miles from the project site at 17483 Beach Boulevard. The nearest Fire Station is Station No. 8 located at 5891 Heil Avenue (Heil Avenue west of Springdale Street). The project site is located within the Ocean View School District (grades K-8) and

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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the Huntington Beach Union High School District. The project site is located within the boundary area for Village View Elementary School and Marine View Middle School. Six City parks and the Bolsa Chica Ecological Reserve are all located within one mile of the project site.

The Fire and Police departments have reviewed the proposed development and have not indicated that the project would impact acceptable service levels. The Ocean View School District (OVSD), which would serve the project, has indicated capacity issues and the need to potentially re-open a closed school site on previous development projects within the City and the OVSD service area boundaries. Although the proposed project could contribute to capacity issues and overcrowding at the schools serving the project site (potentially 30 elementary school students and six middle school students), existing code requirements require the collection of fees under the authority of SB 50 (considered full mitigation under CEQA) to offset any increase in educational demand at the elementary and middle schools serving the project site. Although the project is proposing to amend the General Plan and zoning land use designations, the potential increase in population and housing is within the allowable growth considered in the General Plan. Additionally, while the proposed project would not create a substantial increase in demand for public services, the project would be required to pay development impact fees for law enforcement, fire suppression, libraries, schools and park fees (in accordance with Chapter 254 of the HBZSO) to offset any additional increase in demand for services. Less than significant impacts would occur.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources:1,4,5)

Discussion: See discussion under item e.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources:1,4,5)

Discussion a & b: See discussion under item e.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources:4,5,20,21)

Discussion: As discussed in Section IV. Hydrology and Water Quality, the proposed post-development drainage design will utilize on-site catch basins to capture storm water runoff and flow into a sub-surface perforated pipe system. Runoff will be conveyed in the private drive aisles and under sidewalk drains that will divert flow from the private drive aisles into an on-site catch basin. Low flows will be directed into a proposed subsurface infiltration system, consisting of three subsurface capture chambers, which will act as a terminal retention basin. The terminal storage will then infiltrate all stored water. The subsurface infiltration system would be sized to accommodate the required site Design Capture Volume and will act as the primary BMP and

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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for pre- and post-development flow mitigation. This system would be constructed with the project and would not create additional construction impacts beyond those already being considered with the project. Less than significant impacts would occur.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources:4,5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The Public Works Department has reviewed the project plans and did not identify any concerns regarding impacts to water supplies due to the relatively small number of units. The project would not result in an increase in water consumption such that it would present a significant impact to water supplies. In addition, the project is subject to compliance with the City's Water Ordinance, including the Water Efficient Landscape Requirements, as well as Title 24 conservation measures such as low flow fixtures, which ensure water consumption is minimized. In addition, the project is proposing water efficient plumbing fixtures, tankless water heaters, and a drip irrigation system in compliance with Leadership in Energy and Environmental Design (LEED) for Homes. The water demand for the proposed project can be accommodated by the City's water service capacity and less than significant impacts would occur.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources:1,4,5,25) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion a,b,e: The project consists of amendments to the existing General Plan and zoning land use designations on the subject property to allow for a proposed 45-unit townhome subdivision development and associated improvements on an existing 2.5-acre lot. The Orange County Sanitation District (OCSD) provides regional wastewater collection, treatment and disposal services for the City of Huntington Beach. OCSD has two operating facilities that treat wastewater from residential, commercial, and industrial sources in central and northwest Orange County. No existing capacity issues have been identified in the OCSD system, and OCSD has developed plans and commenced plant improvements anticipated to meet area demands to the year 2050. In addition, the applicant has provided a memo from the OCSD stating that the projected sewer flows generated by the proposed project (less than 0.03 MGD) can be adequately transported to OCSD treatment plants and no sewer improvements will be required to accommodate the development. The project also provided a sewer capacity study to the Public Works Department for review. Based on the study provided by the applicant, the Public Works Department confirmed that no off-site improvements to the City's sanitary sewer system would be required for the project.

All connections to existing wastewater infrastructure will be designed and constructed in accordance with the requirements and standards of the City of Huntington Beach and the OCSD. Compliance with applicable Waste Discharge Requirements, as monitored and enforced by the OCSD, would ensure that the proposed project would not exceed applicable wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB) with respect to discharges to the sewer system. Less than significant impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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disposal needs? (Sources:1,3,14)

Discussion: See discussion under item g.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources:1,3,14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion f & g: Rainbow Disposal is the exclusive hauler of all solid waste for the City of Huntington Beach. Rainbow Disposal operates a Transfer Station, located at 17121 Nichols Street within the City of Huntington Beach, and two Materials Recovery Facilities (MRFs) through which all solid waste is processed. Rainbow Disposal's Transfer Station has a design capacity of 2,800 tons per day, and current utilization ranges between 53 and 71 percent. In addition, the two MRFs sort and separate all waste and recycle appropriate materials further reducing the waste generation going to the landfills.

Prior to 2008, Assembly Bill (AB) 939 required a 50 percent diversion of solid waste by the year 2000. Based on 2006 data, the City of Huntington Beach maintained a 71 percent diversion rate from the Orange County landfills, which exceeded the AB 939 requirement. In 2008, California enacted Senate Bill (SB) 1016, which established a per capita disposal rate target of 10.4 pounds per person per day (PPD). According to the City's annual reports to CalRecycle, the City's PPD rate was 4.7 in 2011, demonstrating compliance with SB 1016.

The Orange County Integrated Waste Management Department (IWMD) currently owns and operates three active landfills that serve the Orange County region, including: Frank R. Bowerman Landfill in Irvine; Olinda Alpha Landfill in Brea; and Prima Deshecha Landfill in San Juan Capistrano. All three landfills are permitted as Class III landfills and have a combined design capacity of 20,500 tons per day. Solid waste from the project site would be sent to the Frank R. Bowerman Landfill in Irvine. Permitted capacity for the landfill is limited to 8,500 tons per day. However, if the per day capacity is reached at the Bowerman Landfill, trucks are diverted to one of the other two landfills: Olinda Alpha in Brea (capacity 8,000 tons/day) and Prima Deshecha in San Juan Capistrano (capacity 4,000 tons/day) in the county.

The solid waste contribution to any of the three landfills that serve the project site would be minimal when compared to their allowed daily capacity. With Rainbow Disposal able to accept all construction waste from the project site and with sufficient current and future landfill capacity, the solid waste impacts resulting from the proposed project would be less than significant.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources:4,21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project will include stormwater treatment control BMPs as outlined in the preliminary WQMP in accordance with NPDES requirements. The stormwater BMPs are included in the project and analyzed within this document as part of the construction scenario for the project. As discussed in the preceding and following sections, no significant impacts would result from construction of the proposed development. A less than significant impact would occur.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. AESTHETICS. Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?
(Sources:1,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussion under item d.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
(Sources:1,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussion under item d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources:1,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under item d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources:1,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion a – d: The project consists of amendments to the existing General Plan and zoning land use designations on the subject property to allow for a proposed 45-unit townhome subdivision development and associated improvements on an existing 2.5-acre lot. The project site is currently undeveloped. The project site is not located along a state scenic highway and there are no historic resources, rock outcroppings or trees on the project site.

Construction of the project would permanently alter the existing visual environment of the project site. The undeveloped character of the site would be developed under the proposed project. Views of the project site from Airport Circle would be altered. However, the project site is a vacant infill parcel surrounded by commercial and residential developments and would not be considered a scenic view or vista, either by itself or in the context of the surrounding environment. Therefore, the proposed project would not substantially affect scenic views of the project site from off-site vantage points.

Since the project site is currently undeveloped, the project would introduce a new source of light and glare in the area due to lighting from the residences, car lights and nighttime street lights. However, the project is proposing residential uses in an area that is developed with multi-family residential and commercial uses and light sources from the project would be similar to existing light sources in the area. In addition, the project would be required to install exterior lighting within the guest parking areas so as not to produce glare onto adjacent residential uses to the north. Most of the open guest parking spaces are located along the west property line adjacent to commercial office uses and would not impact adjacent residential uses in terms of light and glare.

The project is proposing three-story homes at approximately 35 feet in height with two-story components along Airport Circle. Existing residential uses immediately north and west of the project site are also three

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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stories in height with two-story residences northeast of the project site. The project would be required to comply with the City's residential design guidelines, which provide for architectural compatibility and consistency in scale and aesthetic quality with the surrounding developments.

In conjunction with other past, present and future projects, the proposed project would incrementally contribute to aesthetic changes in the area and the change from an undeveloped to a developed condition may be viewed by some people as a negative impact. However, aesthetic impacts are somewhat subjective and others may view the development of new homes and landscaping as an improvement from the undeveloped condition of the property.

Based on the analysis above, aesthetic impacts from the proposed project would be less than significant.

XIV. CULTURAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
(Sources:1,16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under item d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
(Sources:1,16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under item d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources:1,16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under item d.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources:1,16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion a – d: The project site is vacant and undeveloped and had previously been used for seasonal sales. No unique geological features or paleontological resources have been identified or are present on the site. A cultural records report was prepared by LSA for the project in December 2013. The records search indicated that 13 cultural resources studies (mostly surveys) have occurred within 1/8 mile of the project area. Two of these, Ahlering 19731 and Mason 19862, included the project area in its entirety. No archaeological sites were identified within the project area during either survey, and no archaeological sites have ever been recorded within the project area. A portion of one site, CA-ORA-368 (also identified as 30-000368), is located within the 1/8-mile search radius, approximately 1/8 mile to the southeast. The California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register, and the National Register list no properties within the 1/8-mile radius of the project area. The HRI lists one property that has been evaluated for historical significance within the 1/8-mile search radius. However, this property, located on Warner Avenue, is outside of the project area.

Based on all the information provided by the records search, the project area would not be considered sensitive for archaeological resources. Although not anticipated, if human remains are encountered during ground disturbing activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Based on the Cultural Records Report prepared by LSA as well as existing state laws for the protection of human remains discovered during construction, impacts to cultural resources would be less than significant.

XV. RECREATION. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources:1,2,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under item c.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources:1,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under item c.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Affect existing recreational opportunities? (Sources:1,3,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion a – c: The project consists of amendments to the existing General Plan and zoning land use designations on the subject property to allow for a proposed 45-unit townhome subdivision development and associated improvements on an existing 2.5-acre lot. The project is proposing to provide private and common recreation/open space areas in accordance with the requirements of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO). These improvements/amenities would be constructed with the development of the homes and their potential environmental impacts are considered within this document in the context of the overall construction scenario. Based on the number of proposed dwellings and average household size in the City, the project could add approximately 117 people to the City’s population (less than 0.1 percent of the City’s population). There are six City parks located within one mile of the project site. Although additional residents would create increased demand and use of the City’s parks and recreational services, the project would be required to pay impact fees to offset the increased demand and use created by the project and ensure established General Plan park acreage standards are maintained. As such, impacts to recreation would be less than significant.

XVI. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources:1,2,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussion under item c.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources:1,2,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See discussin under item c.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources:1,2,4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion a – c: The property is currently undeveloped and has been used in the recent past for seasonal sales. The site is not shown on any map of the California Resources Agency as important, unique or prime farmland. The proposed zoning and land use map amendments as well as the proposed development would not result in the conversion of land zoned for agricultural uses or conflict with a Williamson Act contract. No impacts would occur.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. GREENHOUSE GAS EMISSIONS. Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources:8,24)

Discussion: See discussion under b.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources:8,24)

Discussion a & b: The CEQA Guidelines state that, where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make determinations regarding air quality impacts. State CEQA Guidelines Section 15064.4 provides guidance to lead agencies for determining the significance of impacts from GHG emissions and states that a lead agency should make a good-faith effort, to the extent possible, based on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. When assessing the significance of impacts from GHG emissions, a lead agency should consider: (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions; (2) whether the project’s GHG emissions exceed a threshold of significance that the lead agency determines applicable to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The SCAQMD has adopted a 10,000 metric tons (MT) significance threshold for industrial facilities where SCAQMD is the lead agency. However, this 10,000 MT significance threshold is not applicable to the proposed project because the project is not an industrial facility. The SCAQMD has also drafted a 3,000 MT significance threshold for commercial/residential projects. Other quantitative thresholds have been adopted or recommended by other public agencies, including other air districts, or recommended by experts throughout the state, such as the 900 MT CO₂e (approx. > 54 dwelling units) threshold contained within California Air Pollution Control Officers Association’s (CAPCOA’s) CEQA and Climate Change Report. CAPCOA’s 900 MT threshold level is the lowest existing quantitative threshold within the state. The GHG emissions from the proposed project were quantified using CALCEEMod and are shown in Table 4.

Table 4: Cumulative Greenhouse Gas Emissions

Category	Pollutant Emissions, MT/year					
	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction emissions amortized over 30 years	0	12	12	0.0024	0	12
Operational emissions						
Area	0	12	12	0.00098	0.0002	12
Energy	0	94	94	0.0033	0.0012	94
Mobile	0	360	360	0.015	0	360
Waste	4.2	0	4.2	0.25	0	9.4
Water	0.93	17	18	0.096	0.0024	21
Total Project Emissions	5.1	495	500	0.37	0.0038	508

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: LSA Associates, Inc., February 2014.

Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two significant digits.

Bio-CO₂ = biologically generated CO₂

MT/year = metric tons per year

CH₄ = methane

N₂O = nitrous oxide

CO₂ = carbon dioxide

NBio-CO₂ = non-biologically generated CO₂

CO₂e = carbon dioxide equivalent

According to CAPCOA, GHG emission impacts are exclusively cumulative impacts from a climate change perspective. Therefore, this analysis evaluates the cumulative contribution of project-related GHG emissions.

Construction activities associated with the project would result in GHG emissions from fuel combustion within construction equipment and vehicles traveling to and from the project site. Consistent with SCAQMD draft guidelines, construction emissions are summed and amortized over a 30-year project life and then added to operational emissions. As shown in Table 4, total GHG emissions are expected to be below the draft 3,000 MT SCAQMD threshold as well as the more stringent CAPCOA threshold of 900 MT. Consequently, the impact of GHG emissions from the project would be less than significant.

As discussed above, project emissions would be below the CAPCOA threshold of 900 MT and below SCAQMD's draft residential/commercial threshold, which were developed to help achieve the GHG emissions reduction goals of AB 32. As such, the proposed project would be consistent with the AB 32 goal of reducing statewide GHG emissions to 1990 levels by 2020. Therefore, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases pursuant to AB 32. A less than significant impact would occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources:1-24)

Discussion: As discussed in Section VII. Biological Resources and Section XIV. Cultural Resources, the proposed project does not have the potential to substantially degrade the quality of the environment through habitat or species degradation or threaten significant biological or cultural resources. Impacts would be less than significant.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources:1-24)

Discussion: As discussed in Sections I to XVI, the project is not anticipated to have significant cumulatively

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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considerable impacts due to the relatively small scale and nature of the project as well as implementation of project design features and standard City codes and policies that would further reduce impacts. Although the project is proposing to amend the General Plan land use designation, the project is consistent with the General Plan in terms of foreseeable growth in the City. It does not represent a significant adverse impact to the environment or goals of the City. Less than significant impacts are anticipated.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources:1-24)

Discussion: As discussed in Sections I to XVI, all potential impacts that could have environmental effects on humans as a result of the project have been found to be less than significant due to the relatively small scale and nature of the project as well as implementation of project design features and standard City codes as well as other applicable codes and policies. As such, impacts would be less than significant.

XIX. EARLIER ANALYSIS/SOURCE LIST.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier documents prepared and utilized in this analysis, as well as sources of information are as follows:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	Project Narrative	Attachment No. 1
4	Project Plans	Attachment No. 2
5	Code Requirements	Attachment No. 3
6	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
7	FEMA Flood Insurance Rate Map (2009)	"
8	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	"
9	City of Huntington Beach CEQA Procedure Handbook	"
10	Trip Generation Handbook, 9 th Edition, Institute of Traffic Engineers (2012)	"
11	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	"
12	State Seismic Hazard Zones Map	"
13	Hazardous Waste and Substances Sites List	www.calepa.gov/sitecleanup/cortese
14	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/govern

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15	Biological Constraints Report (LSA, December 2013)	ment/charter_codes/municipal_code.cfm City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach		
16	Cultural Records Report (LSA, December 2013)		“	
17	Environmental Site Assessment (Phase I) (Stantec, August 2013)		“	
18	Environmental Site Assessment (Phase II) (Stantec, August 2013)		“	
19	Geotechnical Investigation (Albus, Keefe, and Associates, Inc., August 2013)		“	
20	Hydrology and Hydraulic Study (C&V Consulting, December 2013)		“	
21	Preliminary WQMP (C&V Consulting, Inc., January 2014)		“	
22	Pipeline Investigation Report (Stantec, September 2013)		“	
23	Traffic Analysis (LSA, March 2014)		“	
24	CalEEMod Emissions Modeling (LSA, February 2014)		“	
25	Communication Regarding Sewer Capacity (City of Huntington Beach Public Works Department, Orange County Sanitation District, February 2014)		“	



America's Builder of the Year

Huntington Beach – 16911 Airport Circle Project Narrative

The Olson Company proposes to transform an underutilized and vacant 2.55 acre site into a new neighborhood consisting of 45 townhomes. A mix of 10 two-story and 35 three-story townhomes are planned for the community, which will offer approximately 1,274 to 1,937 square feet of living space per unit. Buildings are plotted with two-story massing at the public street edge. The plans incorporate primarily a two-story design concept along Airport Circle to address massing. There will be a range of floor plans including two to four bedrooms, two and one-half to three bathrooms, all with an attached two-car garage. The architectural style will be rich Spanish with carefully selected decorative features and thematic colors to enhance the project.

The new homes will include 12 conventional style and 33 row type townhomes. The conventional style townhomes are situated along the southern and western edge. Depending on the plan type, the 12 conventional style townhomes feature either private rear yards or second story balconies. The row style townhomes have front entry courtyards and decks.

The community will feature three common open space areas for residents to gather representing varied sensory experiences, all with use of varied plants to enhance the effect:

- Fire (Community Open Space "A") – community fire pit with central seating area for residents to congregate, including inviting entry arbor and hedges to visually connect the space to the street;
- Water (Central Court Yard) – L-shaped tile-accented fountain in courtyard between Buildings 4 & 5 providing seating for small neighbor gatherings, with focal trees at both entry points to create visual connection;
- Aroma (Community Open Space "B") – quiet communal seating area using dramatic flowering, colorful, and aromatic plantings.

All the homes have two car side-by-side garages with an additional 41 guest parking spaces on-site. The overall density for this parcel is 17.6 homes per acre. The proposed community meets Huntington Beach's parking standard of 2.9 parking spaces per unit. As required, an Affordable Housing Plan will be prepared, designating up to four units for sale to qualifying moderate income homebuyers, with a pro-rata in lieu fee to be paid for the remaining fractional unit. All setbacks meet or exceed code requirements, and the common area open space will consist of passive options described above, consistent with code requirements.

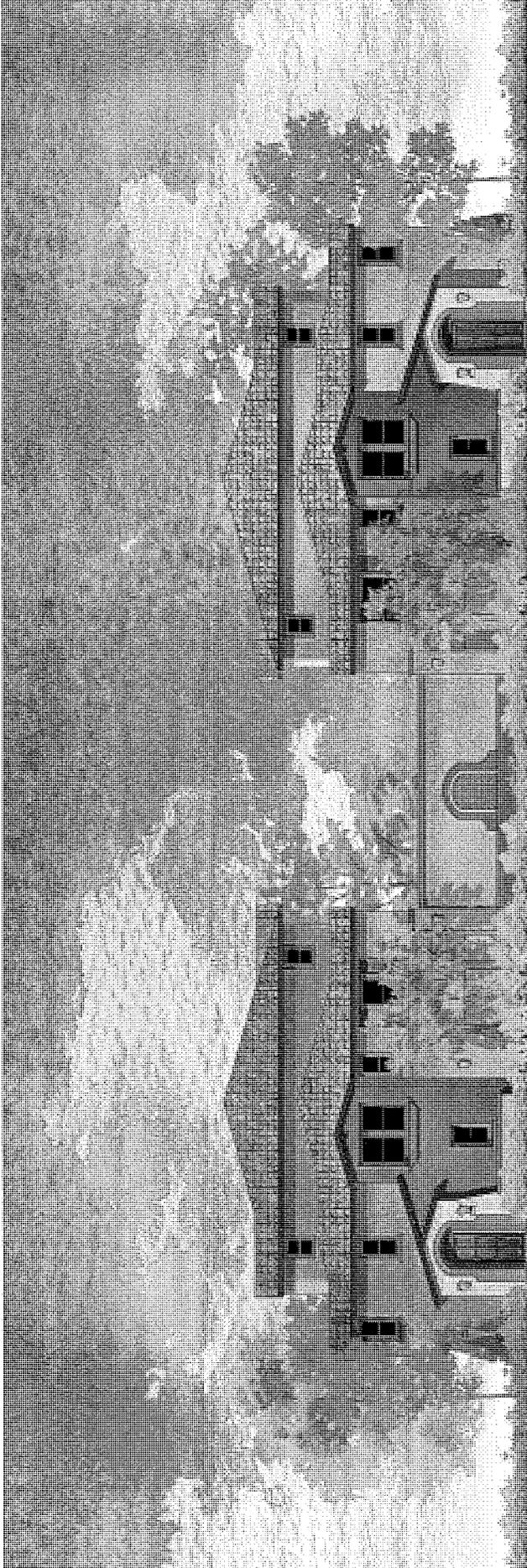
This vacant property, located at the terminus of Airport Circle and Warner, and adjacent to a shopping center, is well-suited as an infill site for a new residential neighborhood. This site has Airport Circle on the eastern edge, two to three story single-family residential on the northern boundary, offices on the western boundary and a retail center anchored by Ralphs to the west. Directly to the south is a McDonalds, and to the west of McDonald's is a retail-office complex followed by a CVS.

The Airport Circle residential project is designed to create an attractive community that is both sensitive to the context of the surrounding neighborhood and its environment. As a LEED Certified homebuilder, the Olson Company will incorporate sustainable design features and construction practices throughout the project. The proposed community will incorporate a variety of features, including energy-efficient lighting, water efficient plumbing fixtures, tankless water heaters, drip irrigation, recycling of construction waste, exceed Title 24 energy standards, and several other features, in compliance with LEED for Homes.

The Olson Company is submitting for a General Plan Amendment (Minor), CUP for residential development, Zoning Map Amendment, Environmental Assessment, and Tentative Tract Map. For the zone amendment, we are requesting a change to R-MH; however the plan only proposes 17.6 units/acre. To address any potential concern about increasing density beyond that proposed, Olson would be willing to consider recording a covenant on the property to permit only 45 units in the project. The development will not be gated and an HOA will be established to help ensure the property is professionally maintained. Olson's CC&Rs have been proven effective, and enforceable for two-car garage parking.

The project proposes no changes to the current street or cul-de-sac configuration or to its emergency vehicle access at the terminus. Although on-site guest parking meets code requirements, Olson will be requesting consideration for the removal of the red curb adjacent to the project site starting south of the cul de sac to allow for additional guest parking. Olson will place signage prohibiting RV and overnight parking on Airport Circle, with violations being a towable offense. The Olson Company has held four community meetings to date and will continue to hold regular meetings to try to ensure any concerns raised by the community are addressed.

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www.olsonhomes.com



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- P-2 Dimensioned Conceptual Site Plan
- P-3 Zoning Compliance Check List
- P-4 Open Space Plan
- A-1 Conventional Townhome Unit 1 Floor Plan
- A-2 Conventional Townhome Unit 1 Options
- A-3 Conventional Townhome Unit 3 Floor Plan
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Airport Circle

Huntington Beach, California



03-24-14

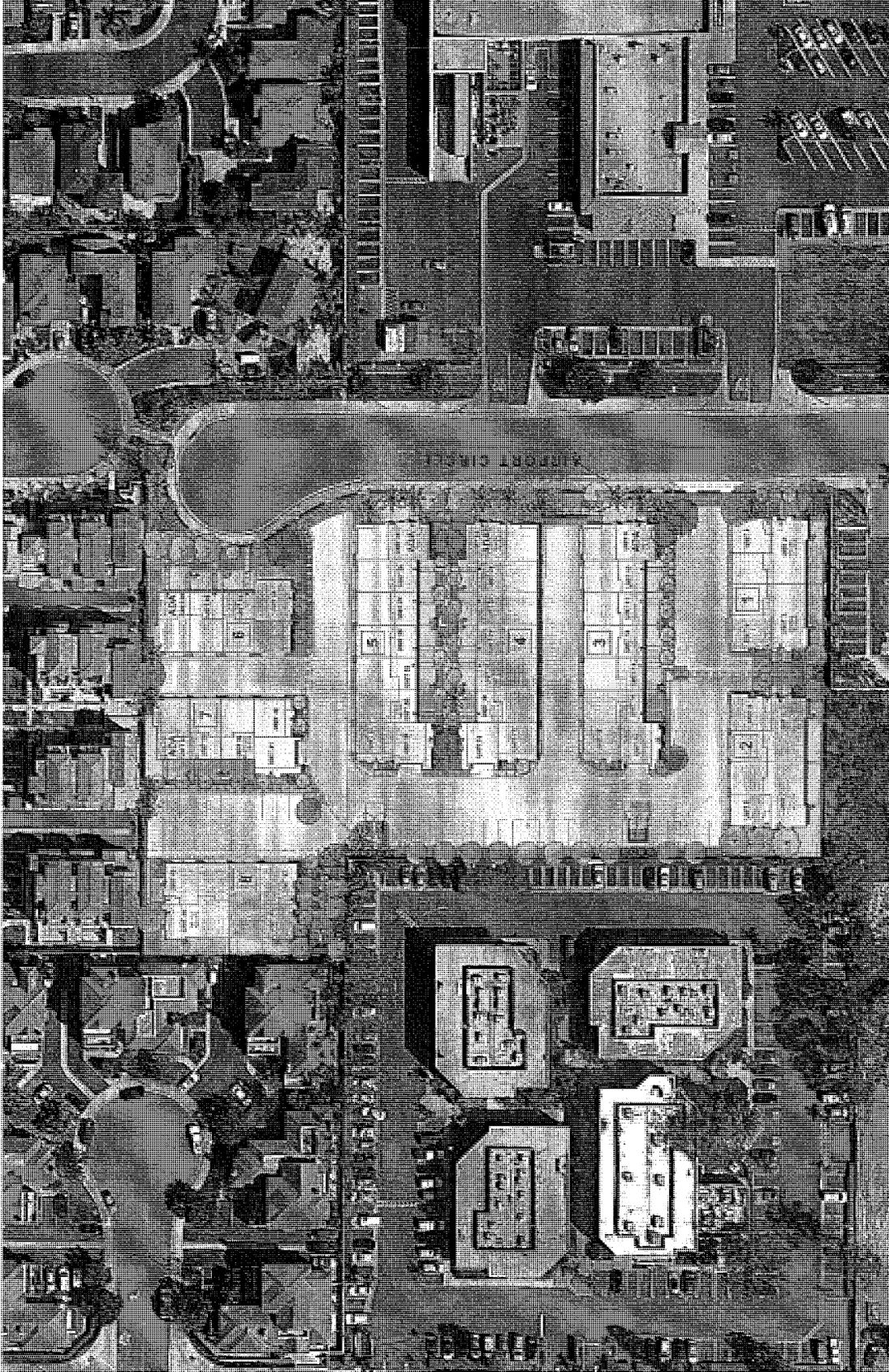
- A-14 Row Townhome 4-Plex Floor & Roof Plan
- A-15 Row Townhome 4-Plex Elevations
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- L-6 Schematic Lighting Plan
- C-1 Tentative Map
- C-2 Conceptual Grading and Utility Plan
- C-3 Conceptual Grading and Utility Plan (Continued)

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Illustrated Conceptual Site Plan

Airport Circle
 Huntington Beach, California
 The Olson Company

studio PAD
 Landscape Architecture

WH
 WILLIAM HEZMALHALCH
 ARCHITECTS INC.
 03-24-14 • 2013276



Project Summary

Total Net Site Area: 2.55 Acres ±

Total Units:

- Conventional Townhomes: 12 Homes
 - 6 x Plan 1 (R-P1): 3 br/2.5 ba/1850 SF
 - 6 x Plan 3 (C-P3): 4 br/3 ba/1937 SF
- Row Townhomes: 33 Homes
 - 4 x Plan 1 (R-P1): 2 br/2.5 ba/1724 SF
 - 4 x Plan 2 (R-P2): 3 br/2.5 ba/1488 SF
 - 4 x Plan 3 (R-P3): 3 br/2.5 ba/1668 SF
 - 19 x Plan 4 (R-P4): 4 br/3 ba/1858 SF
 - 2 x Plan 4x (R-P4x): 3 br/3 ba/1850 SF

Proposed Zoning: R-MH (up to 25 du/ac)

Density: 17.6 Homes per Acre

Parking Required:

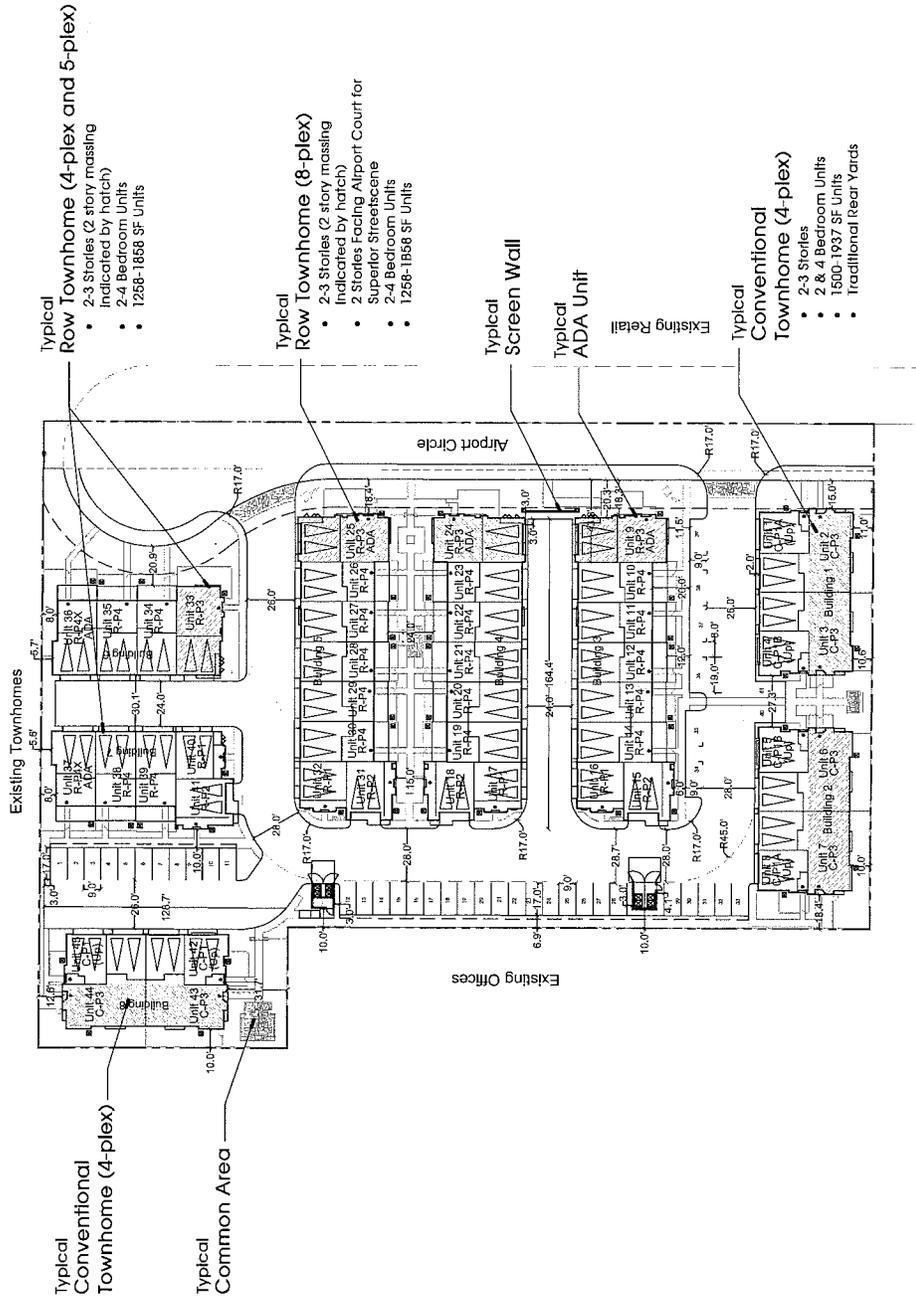
- 130 Spaces (2.9 per home)
- 2 Bedrooms: 2 Spaces (1 enclosed) x 10 = 20
- 3 Bedrooms or more: 3 Spaces (1 enclosed) x 35 = 87.5
- 2.5 Spaces (1 enclosed) x 35 = 87.5
- Guest: 0.5 Spaces per Unit x 45 = 22.5

Provided:

- 131 Spaces (2.9 per home)
- Garage: 90 Spaces
- Unassigned: 41 Spaces

Notes:

- Unit square footages and bedroom counts are conceptual and are not to be used for construction purposes only.
- The plan is for conceptual purposes only.
- Site plan must be reviewed by planning, building, and fire departments.
- Some information per city engineer and existing information may be subject to change due to the final design.
- Building footprint might change due to the final design.
- Some information per city engineer and existing information may be subject to change due to the final design.
- Some information per city engineer and existing information may be subject to change due to the final design.
- Some information per city engineer and existing information may be subject to change due to the final design.



Dimensioned Conceptual Site Plan

Airport Circle
Huntington Beach, California
The Olson Company



HBMC	ISSUE	Code Provision	Proposed
\$210.06 Property Development Standards	Min. Building Site Width	6000 SF	2.55 acres
	Min lot area/ DU (SF)	60'	487'
	Lot Coverage (%) ¹	1,742 SF	2,468 SF
(E)	Front Setback	50%	36%
(F)	Upper Story Setback	15' garage setback 20' from P/L for 50% of homes Stories above 2nd floor setback average 10' from 2nd floor	15
(I)	Side	5'; Building wall exceeding 25 feet in height shall be increased 3 feet over basic requirement	Average of 15.5'
	Rear	13'	15.6'
(N)	Min Floor Area	2 Bed - 900 SF 3 Bed - 1,100 SF 4 Bed - 1,300 SF	2 Bed - 1,258 SF 3 Bed - 2,465-1,668 SF 4 Bed - 1,858-1,937 SF
(O)	Open space - total	25% floor area/unit 77,366 x 25% = 19,342	See Page SP-04
	Open Space - Private	2 Bed = 250 SF 3 Bed = 300 SF 4 Bed = 400 SF Above GF Units: 2 Bed = 120 SF 3 Bed = 120 SF 4 Bed = 120 SF	See Page SP-04 for Calculation by Unit
	Open Space - Common	Min dim. 10' 1 amenity	See Page SP-04 Min dim. 14' Outdoor fireplace, seating areas and metal arbor
(P)	Courts	Min depth 1/2 height of opposite wall and 14' min. (20' Min opposite a living room)	15' between the front doors of Plan 2 units; 23' and 39' Min. between living room windows of Plan 3 and 4 respectively
(S)	Landscaping	40% of front yard landscaped	55% (assumes patios in front setback are part of the "front yard" but patios are not considered "landscaped")

1. The percentage of a lot or site covered by roofs, balconies, fireplaces, architectural projections, or overhangs extending more than 2.5 feet from a wall, decks more than 42 inches in height above grade, and stairs.

HBMC	ISSUE	Code Provision	Proposed
\$230.08 Accessory Structures	Projections	2.5'	Not applicable
	Height- Dwellings	35' Max.	Less than 35' (Measured from finished floor to Ridge; Per §230.70, no deduction from max. permitted height required since differential is not greater than 2 feet) Arbor - 9.5'
\$230.70 Measurement of Height	Height - Accessory structures	15'	
	Heights	Measured from highest point of curb at front P/L; Differential between top of subfloor and datum greater than 2' shall be deducted from max allowable ridge line height; Lots with grade differential > 3' need CUP	Highest TC at front PL = 29.23 Highest FF = 31.23 (Bldg. 2) Max. differential = 2"
\$232 Landscape	Landscape	8% of site landscaped; one 36-inch box tree per 45 LF of street frontage + 1 per GF unit within common area Shall be screened from view on all sides;	36-inch box trees proposed in landscape areas to meet 8% requirement
\$230.76 Screening of Mechanical Equipment	Mechanical equipment	Backflow prevention shall not be located in front setbacks & screen from view	Mechanical Equipment has been screened to the extent permitted by the utility provider
\$230.78 Refuse Storage Area	Refuse Storage Area	Shall not be located in required setback	Not located within any required setback
\$230.88 Fence & Walls	Fence/Walls	Fences or walls a maximum of 42 inches in height may be located in any portion of a lot except front setback; Maximum of 6 feet permitted in required side and rear yards; Deviations require a CUP	Patio walls are 44' and 48" tall; Patio walls in front setback require a CUP; Perimeter walls (side and rear)
	Parking	2 spaces/2 Bed (2 x 10 units = 20 spaces) 2.5 spaces/3+ Bed (2.5 x 35 units = 87.5) 0.5 space/unit guest (.5 x 45 = 22.5) Total 130 spaces (2.9/unit)	Garages: 2 x 45 = 90 spaces Guest Spaces: 41 Total: 131 spaces (2.9/unit)
\$231.0 Off-Street Parking & Loading Provisions	Parking		

Zoning Compliance Checklist

Airport Circle
Huntington Beach, California
The Olson Company



WILLIAM HEZMALHALCH ARCHITECTS INC.
04-21-14 • 2013276

P-3

Open Space Summary:
 Total Open Space Required:
 (25% of Total Reel Floor Area)
 19360 SF

Total Open Space Provided:
 21163 SF

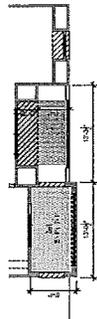
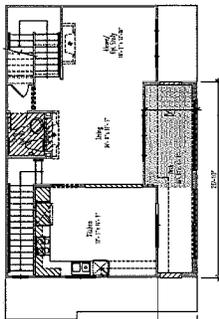
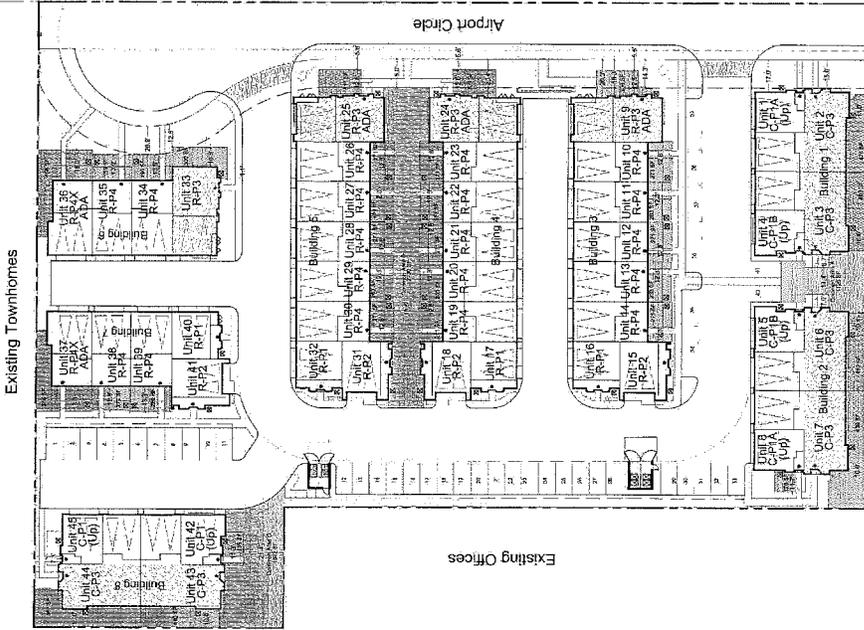
Location	Min Dim	Area (SF)
Common Area A	14.4'	1128
Common Area B	15.5'	2730
Common Area C	21.4'	1962
Total Common O.S. Provided: 5782		

Private Open Space

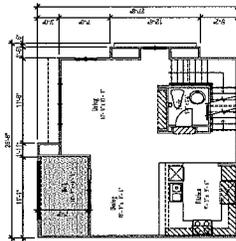
Unit No.	Plan No.	Bed.	Private OS Required	Unit SF	2nd Story Balconies Area (SF)	Min. Dim. (ft Req)	Ground Floor Area (SF)	Min. Dim. (ft Req)	Total Eligible Area (SF)
1	R-24	2	120	1501	137	7.2'	0	NA	137
2	C-P3	4	400	1937	0	NA	468	NA	470
3	C-P3	4	400	1937	0	NA	468	NA	470
4	C-P3	4	400	1937	0	NA	468	NA	470
5	C-P3	4	400	1937	0	NA	468	NA	470
6	C-P3	4	400	1937	0	NA	468	NA	470
7	C-P3	4	400	1937	0	NA	468	NA	470
8	C-P3	4	400	1937	0	NA	468	NA	470
9	C-P3	4	400	1937	0	NA	468	NA	470
10	C-P3	4	400	1937	0	NA	468	NA	470
11	R-24	4	400	1937	157	7.6'	263	12.3'	420
12	R-24	4	400	1937	157	7.6'	271	12.3'	420
13	R-24	4	400	1937	157	7.6'	253	12.3'	420
14	R-24	4	400	1937	157	7.6'	253	12.3'	420
15	R-24	4	400	1937	157	7.6'	253	12.3'	420
16	R-24	4	400	1937	157	7.6'	253	12.3'	420
17	R-24	4	400	1937	157	7.6'	253	12.3'	420
18	R-24	4	400	1937	157	7.6'	253	12.3'	420
19	R-24	4	400	1937	157	7.6'	253	12.3'	420
20	R-24	4	400	1937	157	7.6'	253	12.3'	420
21	R-24	4	400	1937	157	7.6'	253	12.3'	420
22	R-24	4	400	1937	157	7.6'	253	12.3'	420
23	R-24	4	400	1937	157	7.6'	253	12.3'	420
24	R-24	4	400	1937	157	7.6'	253	12.3'	420
25	R-24	4	400	1937	157	7.6'	253	12.3'	420
26	R-24	4	400	1937	157	7.6'	253	12.3'	420
27	R-24	4	400	1937	157	7.6'	253	12.3'	420
28	R-24	4	400	1937	157	7.6'	253	12.3'	420
29	R-24	4	400	1937	157	7.6'	253	12.3'	420
30	R-24	4	400	1937	157	7.6'	253	12.3'	420
31	R-24	4	400	1937	157	7.6'	253	12.3'	420
32	R-24	4	400	1937	157	7.6'	253	12.3'	420
33	R-24	4	400	1937	157	7.6'	253	12.3'	420
34	R-24	4	400	1937	157	7.6'	253	12.3'	420
35	R-24	4	400	1937	157	7.6'	253	12.3'	420
36	R-24	4	400	1937	157	7.6'	253	12.3'	420
37	R-24	4	400	1937	157	7.6'	253	12.3'	420
38	R-24	4	400	1937	157	7.6'	253	12.3'	420
39	R-24	4	400	1937	157	7.6'	253	12.3'	420
40	R-24	4	400	1937	157	7.6'	253	12.3'	420
41	R-24	4	400	1937	157	7.6'	253	12.3'	420
42	R-24	4	400	1937	157	7.6'	253	12.3'	420
43	R-24	4	400	1937	157	7.6'	253	12.3'	420
44	R-24	4	400	1937	157	7.6'	253	12.3'	420
45	R-24	4	400	1937	157	7.6'	253	12.3'	420
Total Residential Floor Area (SF): 77438									
Total Private O.S. Provided (SF): 19336									

Notes:
 1. A portion of this patio square footage is located within the 15-foot Front Setback (CUP for wall height is required).
 2. ADA Units
 3. Upper Floor Units

1. Only positions that meet minimum dimensions, i.e. eligible areas, are accounted for in this table. Excludes entry to front doors.
2. Private Open Space: 200 SF per Upper Floor Unit/120 SF for Upper Floor Units
3. Bedroom: 300 SF for GF Units/120 SF for Upper Floor Units
- 4 or More: 400 SF for GF Units/120 SF for Upper Floor Units

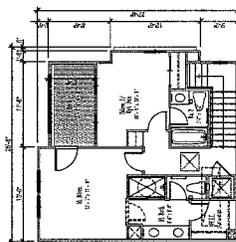


Unit C-1A



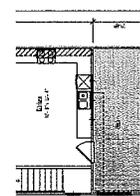
Second Floor - 571 SF

Unit R-1

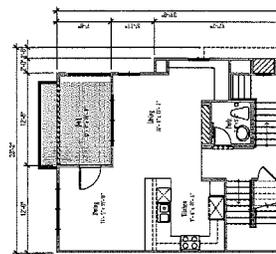


Third Floor - 551 SF

Unit R-2



Unit R-4 and R-4X



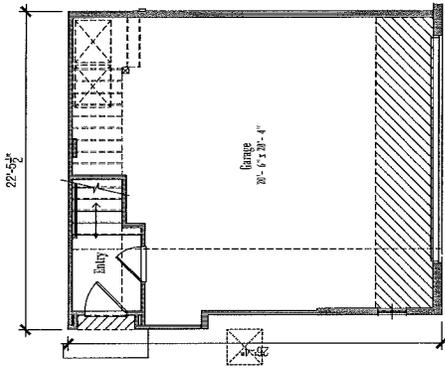
Unit R-2

Open Space Plan
Airport Circle
 Huntington Beach, California
 The Olson Company

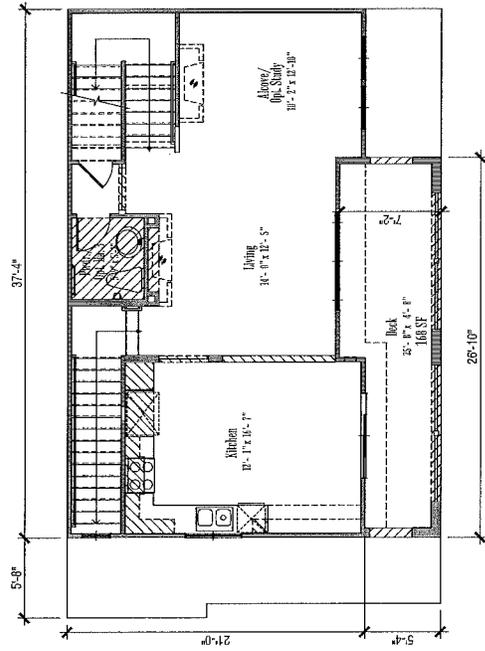


William Hermalich Architects, Inc.

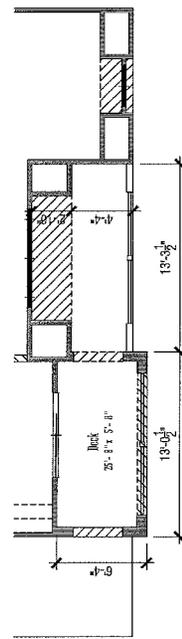
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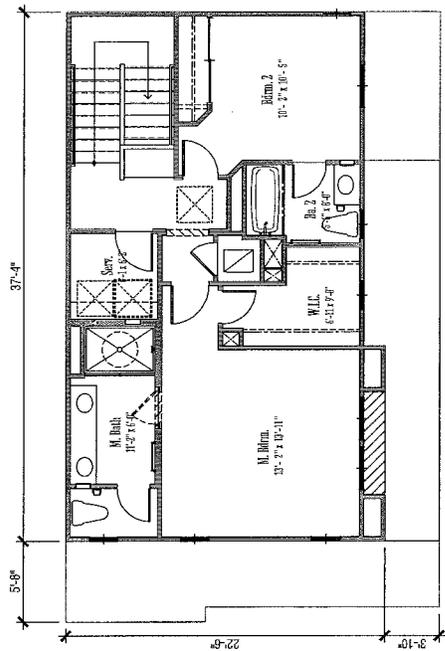
First Floor - 100 SF



Second Floor - 693 SF



Unit 1C - Second Floor - 736 SF



Third Floor - 708 SF

Unit 1A

- 1,501 SF
- 2 Bdrm./Atriove/Opt. Study
- 2 Car Garage

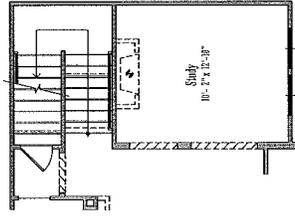
**Conventional Townhomes
Unit 1 Floor Plan**

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Huntington Beach, California
The Olson Company



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Opt. Study

Unit 1 - Options

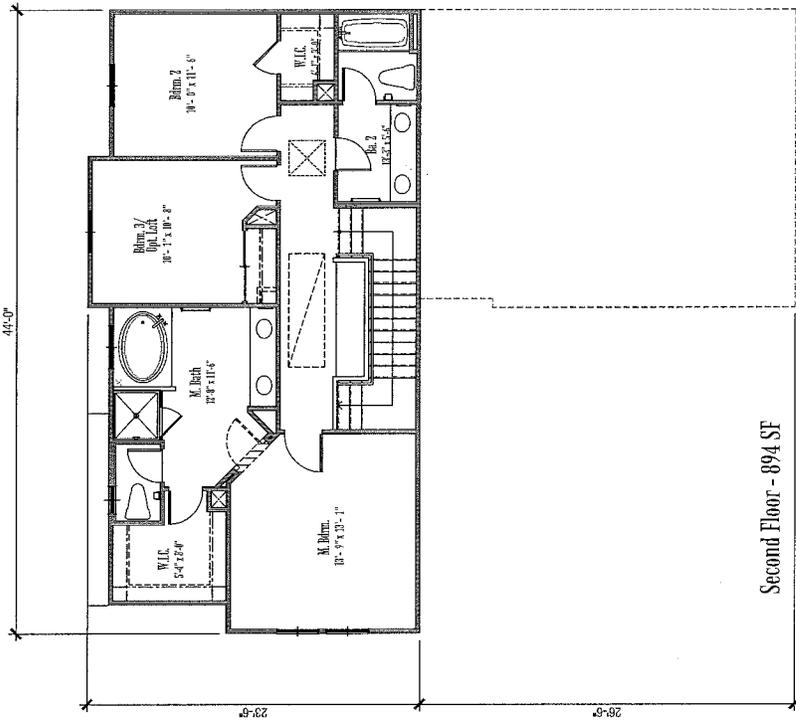
Conventional Townhomes
Unit 1 Options

Airport Circle
Huntington Beach, California
The Olson Company

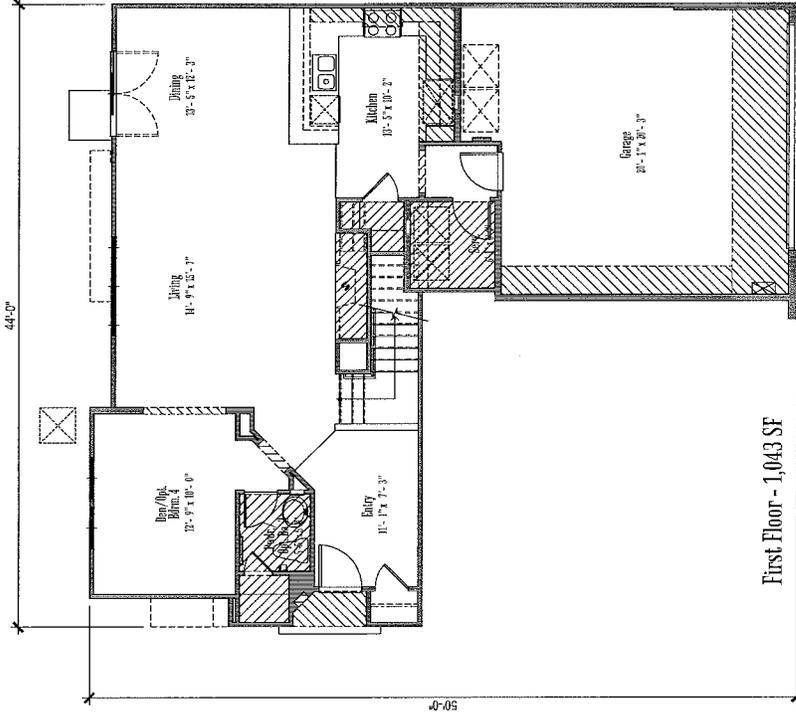
A-2

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Second Floor - 894 SF



First Floor - 1,043 SF

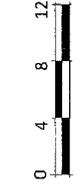
Unit 3

1,937 SF

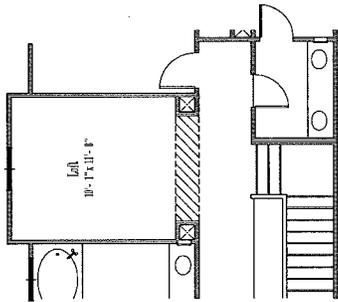
3 Bdrm./Den/Opt. Loft/Opt. Bdrm. 4 Ba. 3/2.5 Ba
2 Car Garage

**Conventional Townhomes
Unit 3 Floor Plan**

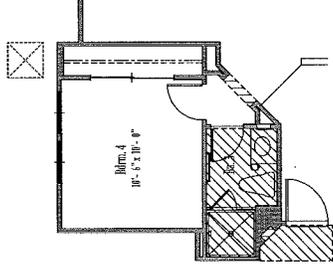
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Opt. Loft



Opt. Bdrm. 4/Ba. 3

Unit 3 - Options

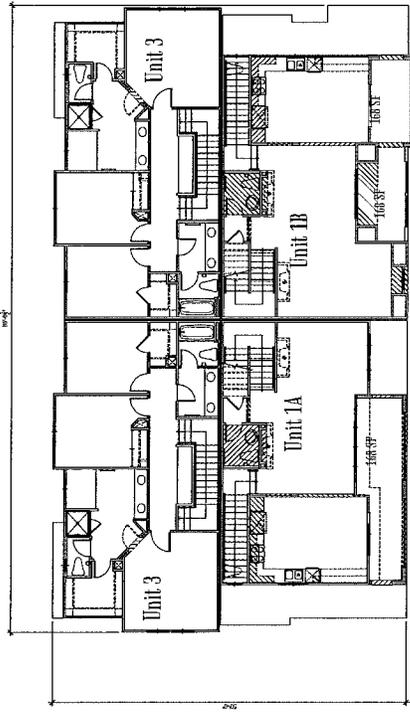
Conventional Townhomes
Unit 3 Options

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Huntington Beach, California
The Olson Company

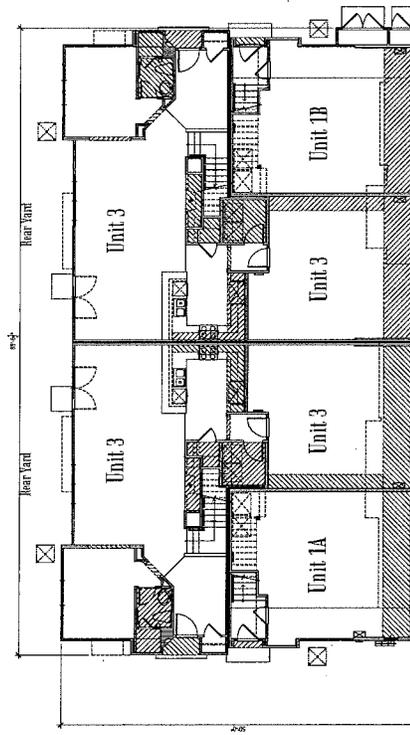


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Composite Second Floor Plan - 4 Plex

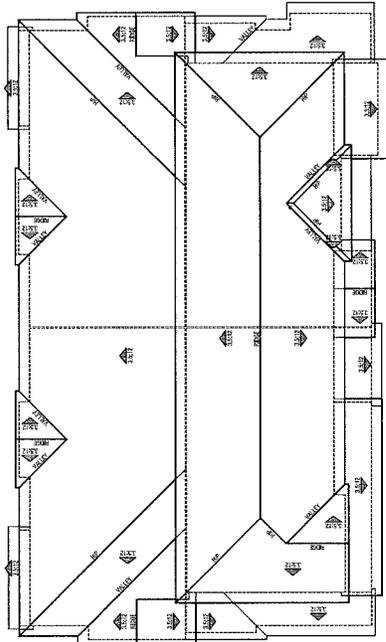


Conventional Townhomes
4-Plex Floor Plan (Buildings 1, 2 & 8)

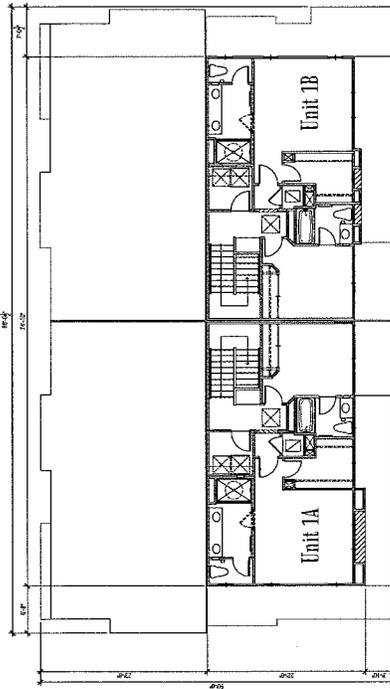


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Huntington Beach, California
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Composite Roof Plan - 4 Plex



Composite Third Floor Plan - 4 Plex

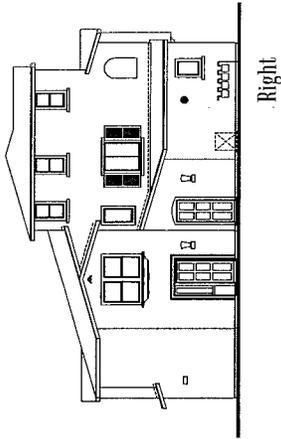
Conventional Townhomes
4-Plex Floor & Roof Plan (Buildings 1, 2 & 8)



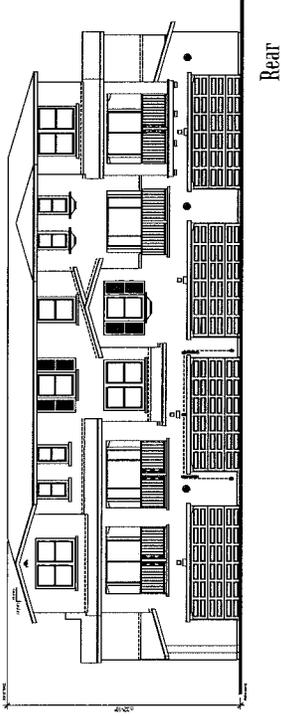
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Huntington Beach, California
The Olsson Company

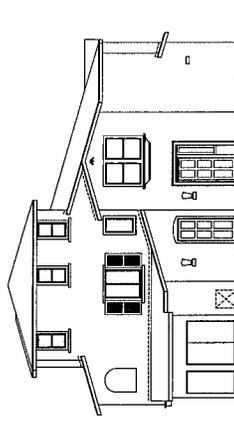
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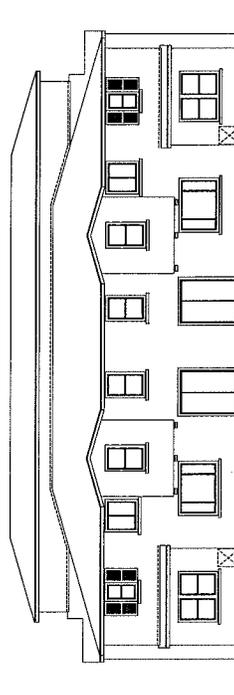
Right



Rear



Left



Front

Elevations - 4 Plex

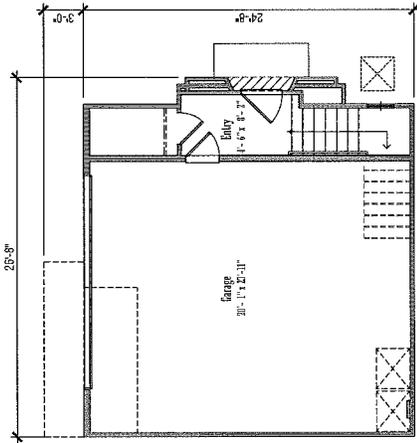
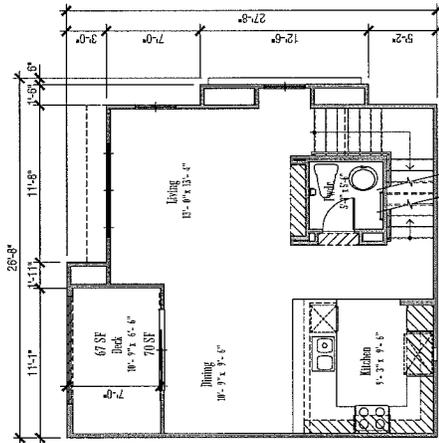
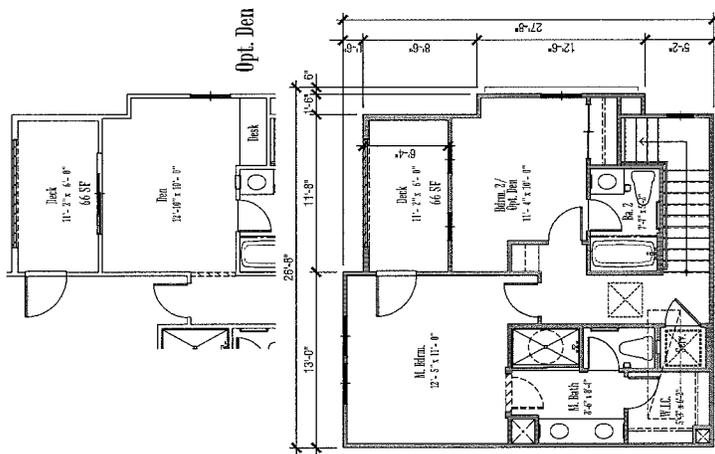
- ROOF: CONCRETE "S" TILE.
- FASCIA: 2X6 TYPICAL FASCIA
- WALL: STUCCO
- TRIM: STUCCO OVER RIGID FOAM TRIM
- GARAGE DOOR: METAL SECTIONAL GARAGE DOOR WITH LIGHT AND ILLUMINATED ADDRESS PANEL
- FRONT DOOR: DECORATIVE FRONT DOORS
- ACCENTS: DECORATIVE SHUTTER, WROUGHT IRON RAILING, DECORATIVE COACH LIGHTS AT ENTRIES

Conventional Townhomes
4-Plex Elevations (Buildings 1, 2 & 8)

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Huntington Beach, California
The Olson Company



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Row Townhomes
Unit 1 Floor Plan

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Huntington Beach, California
The Olson Company

First Floor - 152 SF

Second Floor - 571 SF

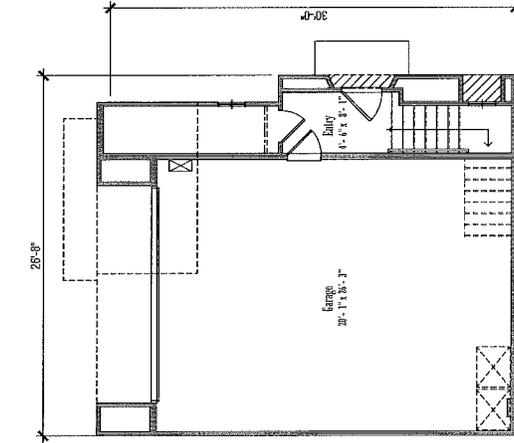
Third Floor - 551 SF

Unit 1

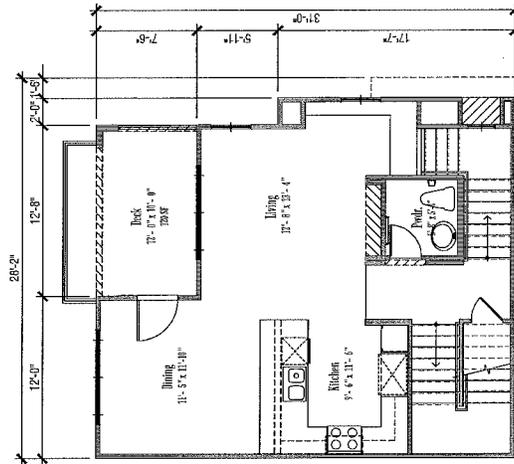
- 1,274 SF
- 2 Bdrm / 2.5 Ba
- 2 Car Garage



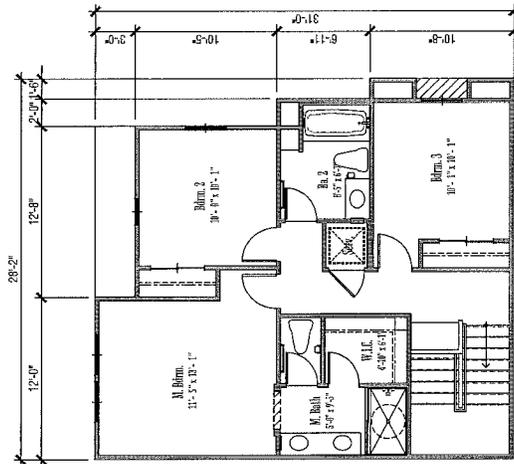
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First Floor - 158 SF



Second Floor - 638 SF



Third Floor - 692 SF

Unit 2

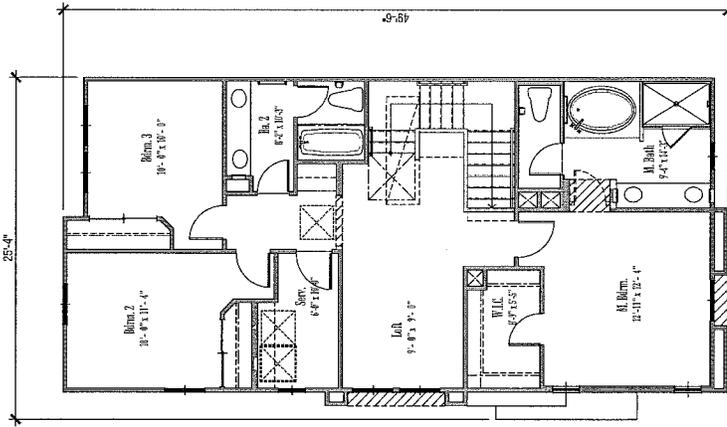
- 1,488 SF
- 3 Bdrm / 2.5 Ba
- 2 Car Garage

**Row Townhomes
Unit 2 Floor Plan**

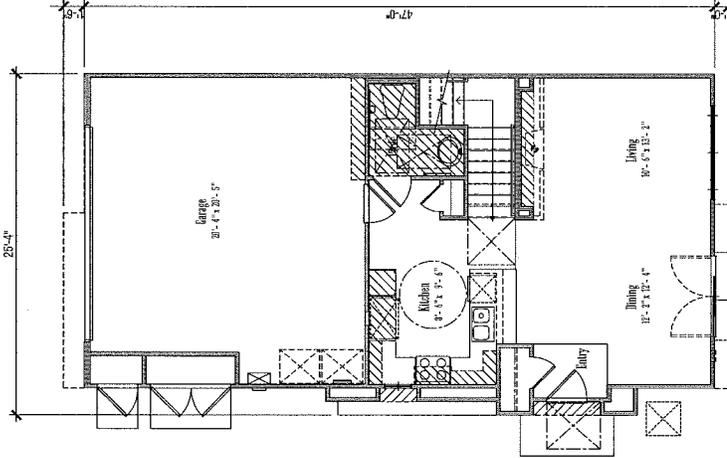
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Second Floor - 1,048 SF



First Floor - 620 SF

Unit 3

1,668 SF

3 Bdrm/Loft/2.5 Ba

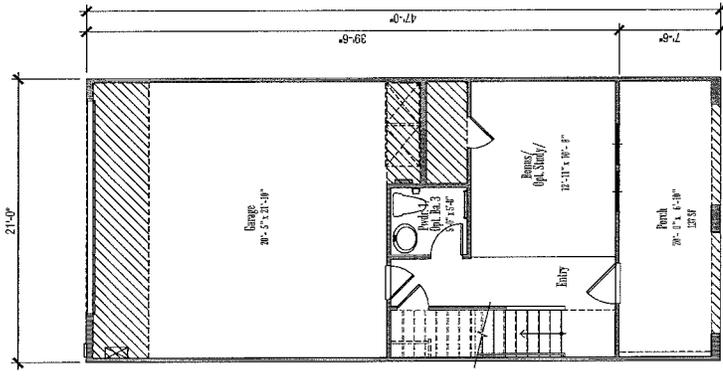
2 Car Garage

**Row Townhomes
Unit 3 Floor Plan**

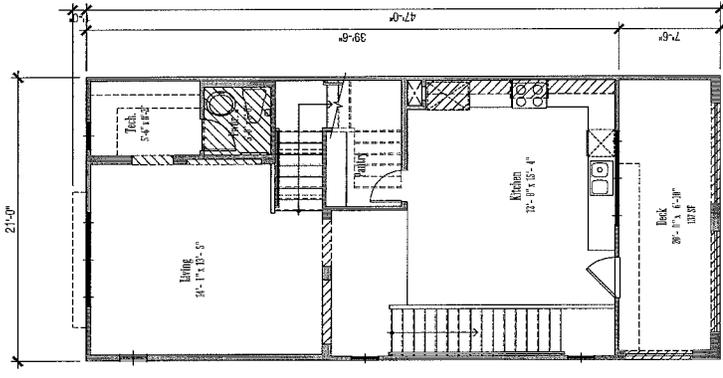
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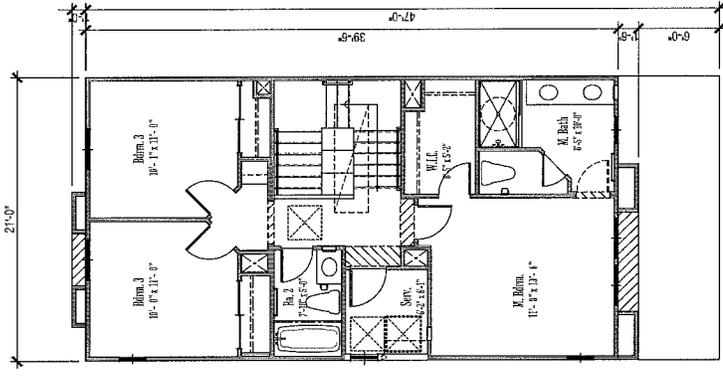
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First Floor - 342 SF



Second Floor - 766 SF

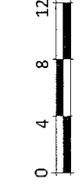


Third Floor - 750 SF

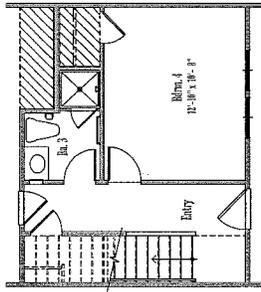
Unit 4
 1,858 SF
 3 Bdrm./Bonus/Opt. Study/Opt. Bdrm. 4 Ba. 3/3 Ba
 2 Car Garage

**Row Townhomes
 Unit 4 Floor Plan**

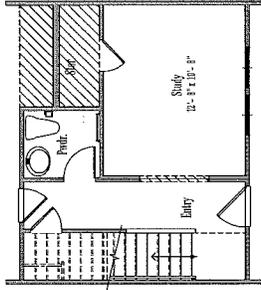
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Opt. Bdrm. 4/Ba. 3

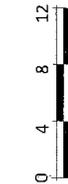


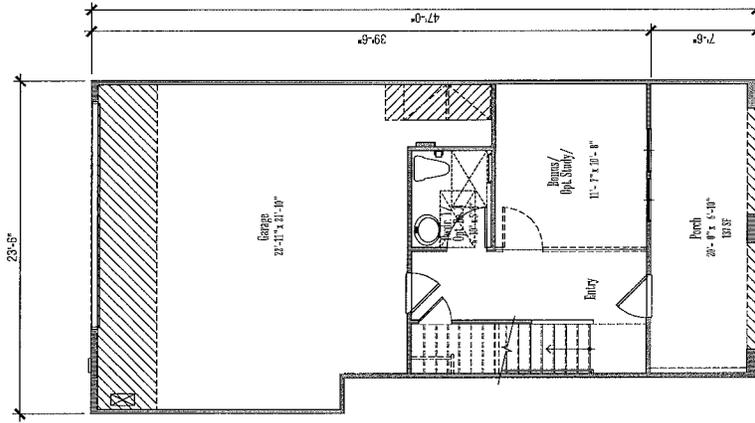
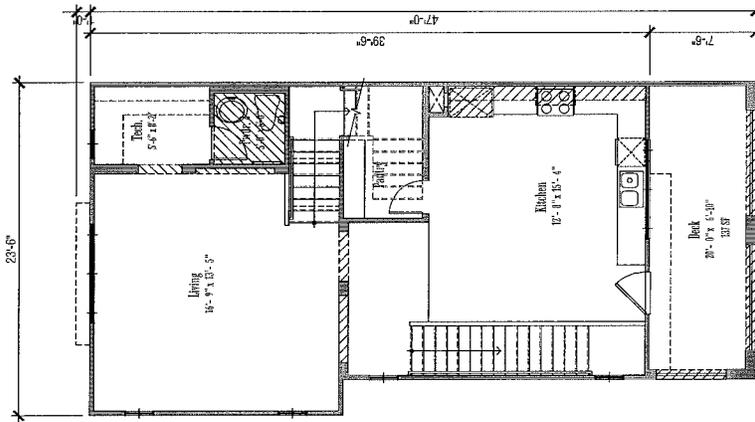
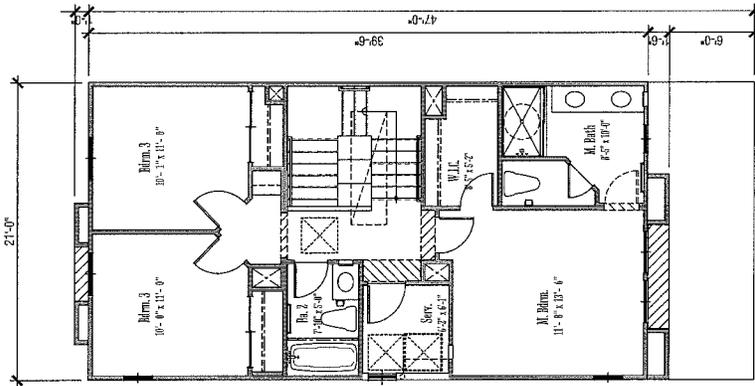
Opt. Study

Unit 4 - Options

Row Townhomes
Unit 4 Options

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Third Floor - 750 SF

Second Floor - 810 SF

First Floor - 334 SF

Unit 4X
 1,894 SF
 3 Bdrm / Bonus / Opt. Study / 2.5 Ba / 2 0.5 Ba
 2 Car Garage

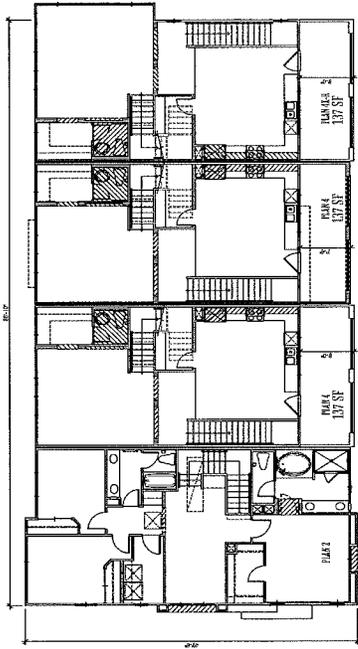
**Row Townhomes
 Unit 4X Floor Plan**



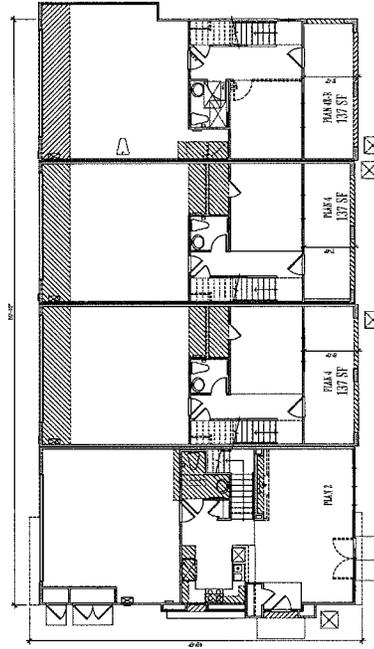
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Composite Second Floor Plan - 4 Plex



Composite First Floor Plan - 4 Plex

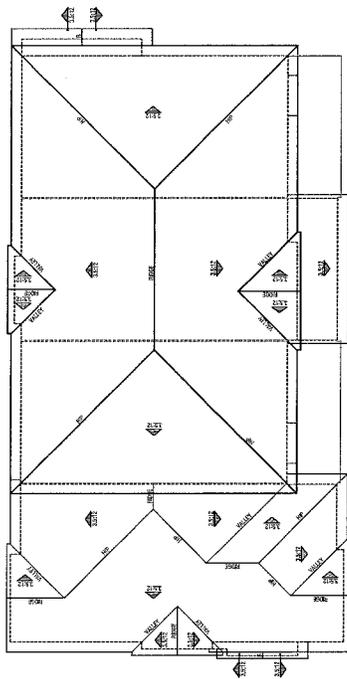
Row Townhomes
4-Plex Floor Plan (Building 6)

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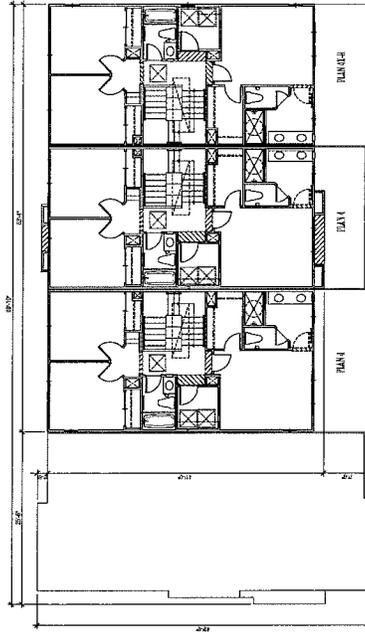


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A-14



Composite Roof Plan - 4 Plex



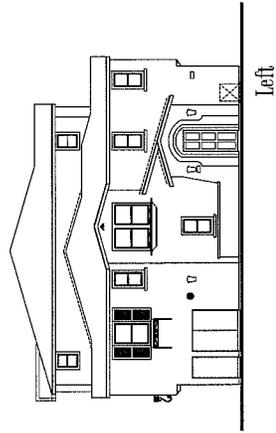
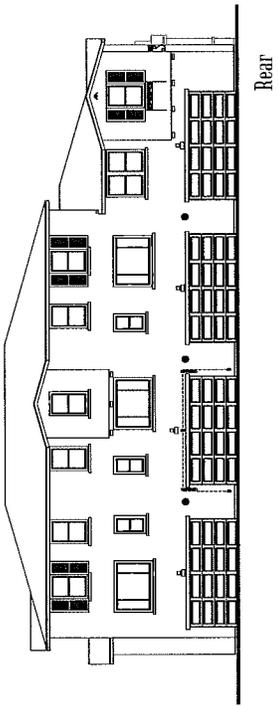
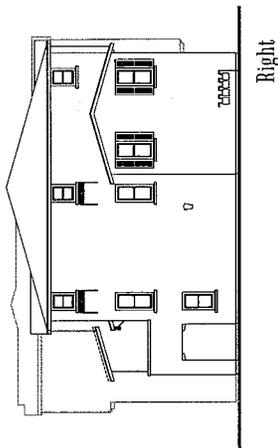
Composite Third Floor Plan - 4 Plex

Row Townhomes
4-Plex Floor & Roof Plan (Building 6)

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Elevations - 4 Plex

- ROOF: CONCRETE "S" TILE
- WALLS: CERAMIC TILE
- WALLS: STUCCO
- TRIM: STUCCO OVER RIGID FOAM TRIM
- GARAGE DOOR: METAL SECTIONAL GARAGE DOOR WITH LIGHT AND ILLUMINATED ADDRESS PANEL, CABLE "GREEN SCREEN" AT GARAGE DOOR
- FRONT DOOR: DECORATIVE FRONT DOORS
- ACCENTS: DECORATIVE SHUTTER, WROUGHT IRON RAILING, DECORATIVE WROUGHT IRON POT SHELVES, DECORATIVE COACH LIGHTS AT ENTRIES, STUCCO FLURROUT SURROUND AT ENTRY OPENING



Row Townhomes
4-Plex Elevations (Building 6)

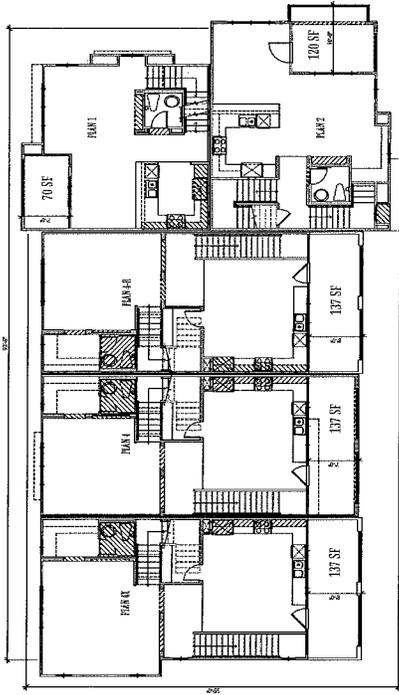
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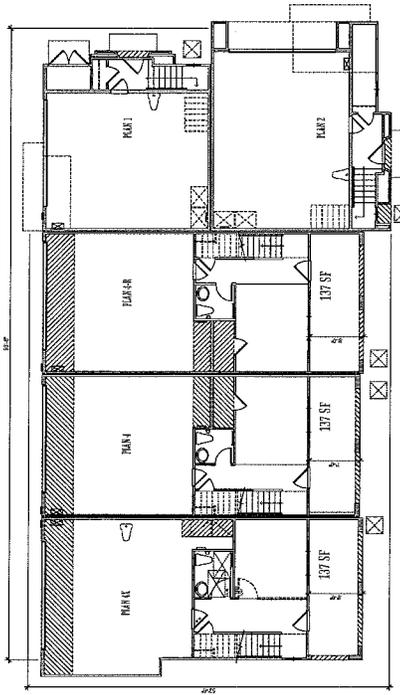
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A-16





Composite Second Floor Plan - 5 Plex



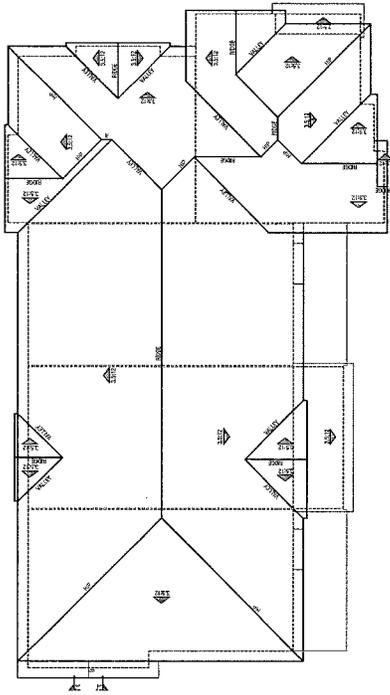
Composite First Floor Plan - 5 Plex

Row Townhomes
5-Plex Floor Plan (Building 7)

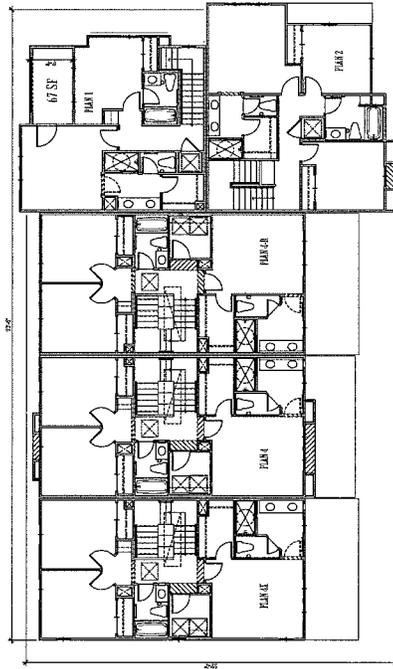
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Composite Roof Plan - 5 Plex



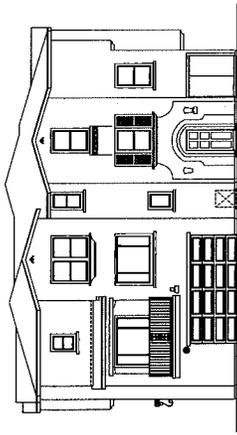
Composite Third Floor Plan - 5 Plex

Row Townhomes
5-Plex Floor & Roof Plan (Building 7)

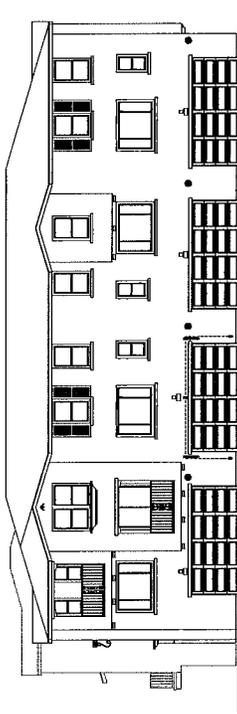
Airport Circle
Huntington Beach, California
The Olson Company



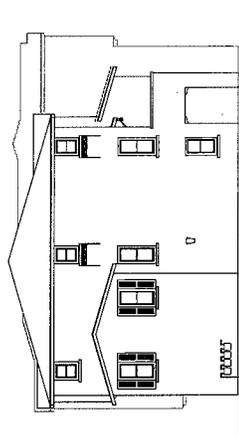
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Right



Rear



Left



Front

Elevations - 5 Plex

- ROOF: CONCRETE 7/8" TILE.
- FASCIA: 2x6 TYPICAL FASCIA
- WALL: STUCCO
- TRIM: METAL SECTIONAL GARAGE DOOR WITH LIGHT AND ILLUMINATED ADDRESS PANEL, CABLE "GREEN
- GARAGE DOOR: STUCCO OVER RIGID FOAM TRIM
- FRONT DOOR: SCREEN AND FRAME DOOR
- ACCENTS: DECORATIVE COACH LIGHTS AT ENTRIES, STUCCO FLURROUT SURROUND AT ENTRY OPENINGS, DECORATIVE WROUGHT IRON GRILL WALL DETAIL

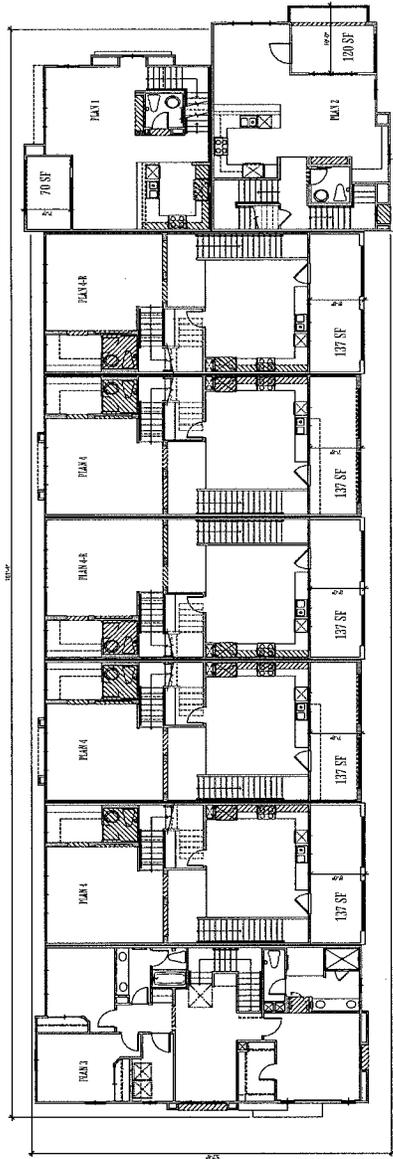


Row Townhomes
5-Plex Elevations (Building 7)

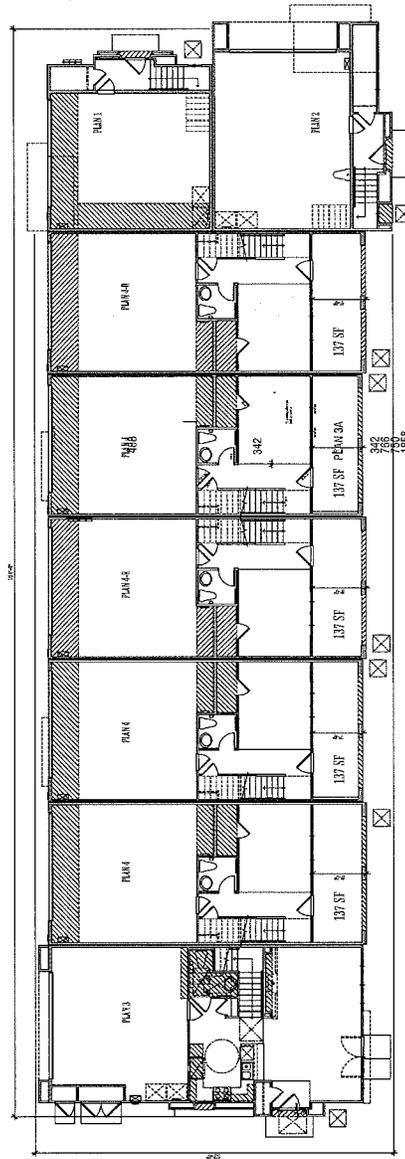
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Composite Second Floor Plan - 8 Plex



Composite First Floor Plan - 8 Plex

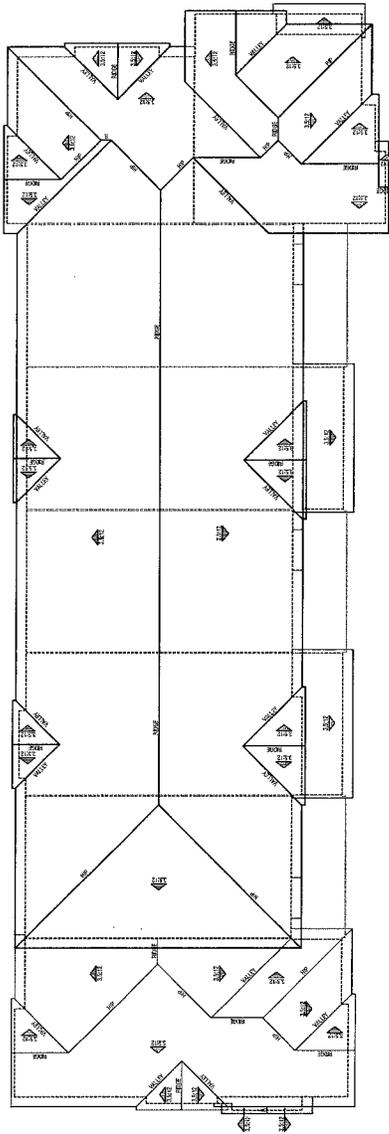
Row Townhomes
8-Plex Floor Plan (Buildings 3, 4 & 5)

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Huntington Beach, California
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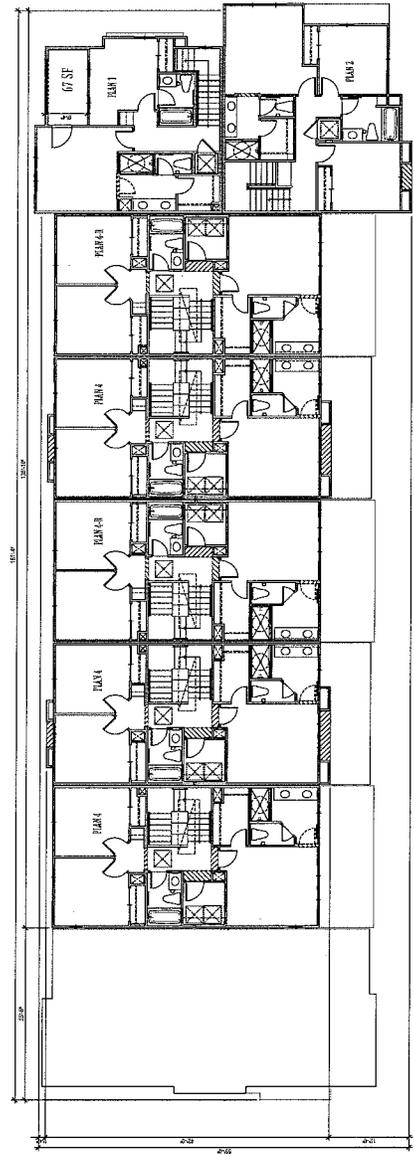


W
WILLIAM HEZMALHALCH
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A-20



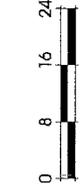
Composite Roof Plan - 8 Plex



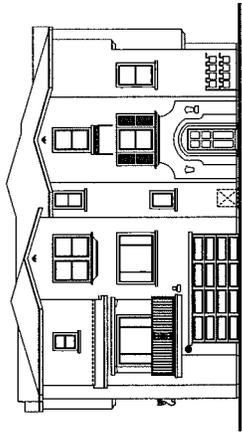
Composite Third Floor Plan - 8 Plex

Row Townhomes
8-Plex Floor & Roof Plan (Buildings 3, 4 & 5)

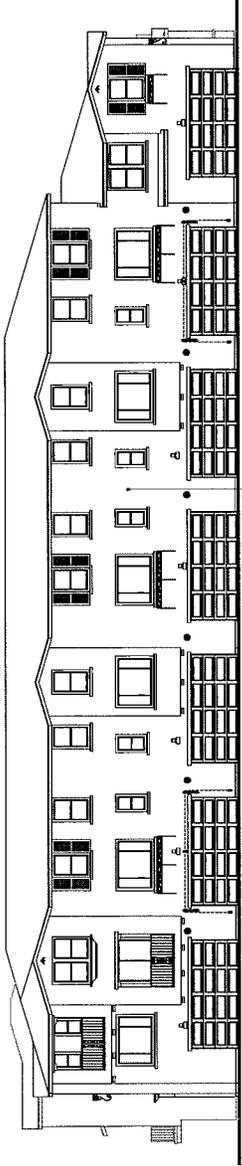
Airport Circle
Huntington Beach, California
The Olson Company



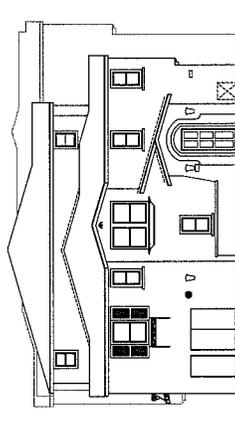
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Right



Rear



Left



Front

Elevations - 8 Plex

- ROOF: CONCRETE "5" TILE.
- FASCIA: 2X6 TYPICAL FASCIA
- WALL: STUCCO
- TRIM: METAL SECTIONAL GARAGE DOOR WITH LIGHT AND ILLUMINATED ADDRESS PANEL, CABLE "GREEN SCREEN" AT GARAGE DOORS
- GARAGE DOOR: DECORATIVE FRONT DOORS
- FRONT DOOR: DECORATIVE SHUTTERS, WROUGHT IRON RAILING, DECORATIVE WROUGHT IRON POT-SHELVES, DECORATIVE COACHLIGHTS AT ENTRIES, STUCCO FURROUT SURROUND AT ENTRY OPENINGS,
- ACCENTS: DECORATIVE WROUGHT IRON GRILL WALL DETAIL



Row Townhomes
8-Plex Elevations (Buildings 3,4 & 5)

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A-22



Bldg. 3

Bldg. 4

Row Townhomes
Partial Streetscene - Wall Connection between Buildings 3 and 4

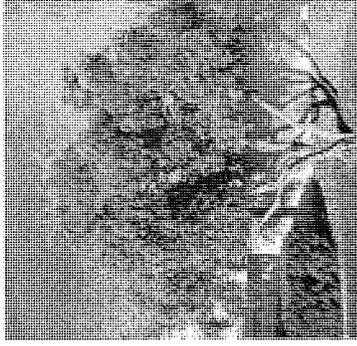


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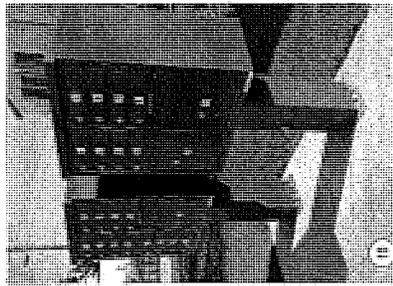
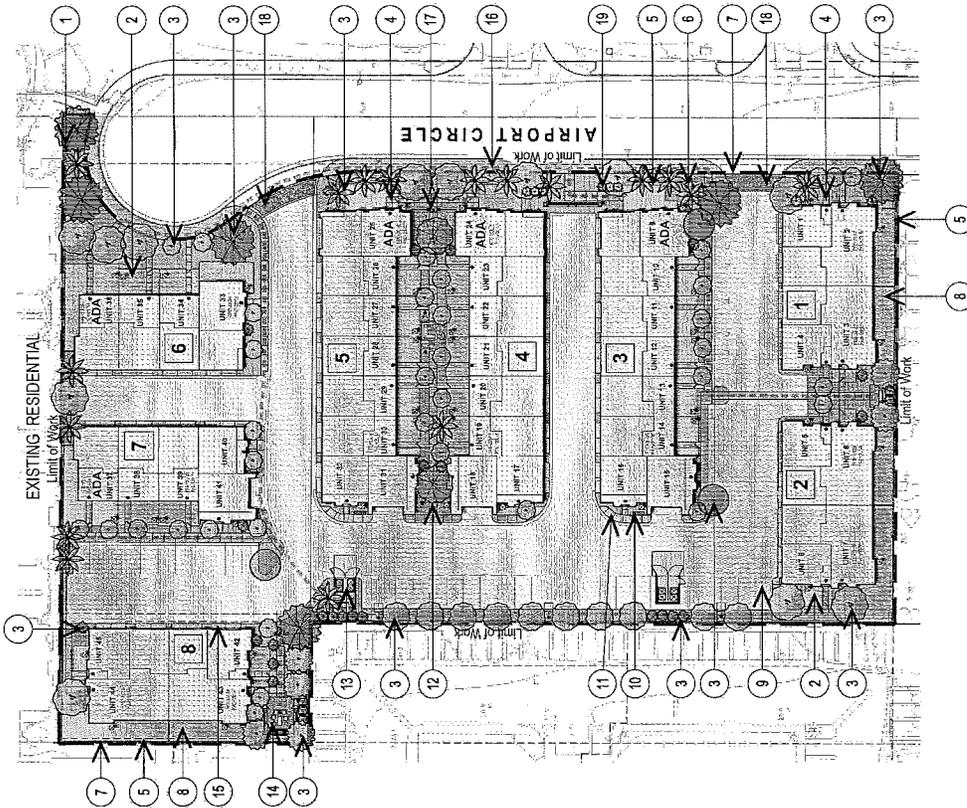
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LEGEND

1. Proposed Plaster (per Wall & Fence Plan on L2).
2. Private patio with low stone walls and metal gate, homeowner installed & maintained.
3. Proposed concrete walkways, ADA compliant, L3.
4. Existing concrete walkways, Natural color concrete with medium water-wash finish.
5. Proposed wall / fence (per Wall & Fence Plan on L2).
6. Proposed project sign wall.
7. Property line.
8. Private rear yard, homeowner installed & maintained.
9. Guest parking stall.
10. Mailbox (CBU, per local USPS specifications).
11. Proposed driveway with concrete, Natural color concrete with medium water-wash finish.
12. Central courtyard with tiled fountain.
13. Trash enclosure.
14. Common Open Space with Outdoor Fireplace, Seating Areas, and Mella Arbor.
15. Natural color concrete driveway with medium water-wash finish.
16. ADA circulation and path of travel (dashed line).
17. Mella Arbor.
18. Enhanced access areas at Vehicular Entry.
19. Vertical screen hedges at Utility Closets.



3



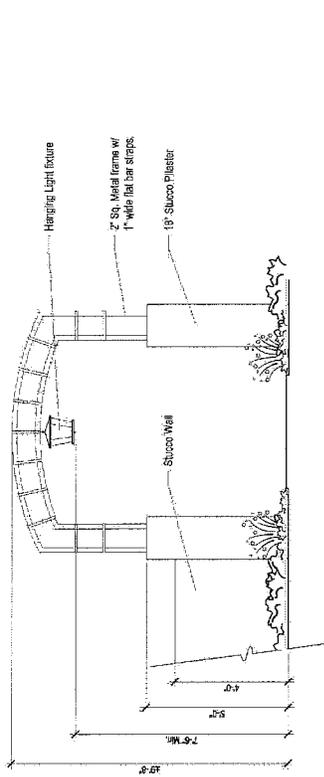
18

Schematic Landscape Plan

Airport Circle
 Huntington Beach, California
 The Olson Company

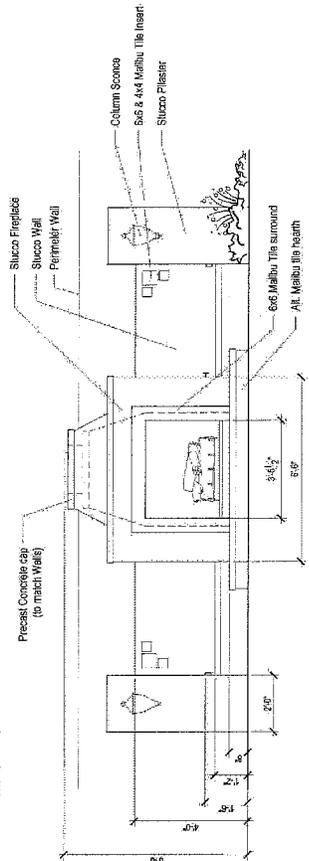


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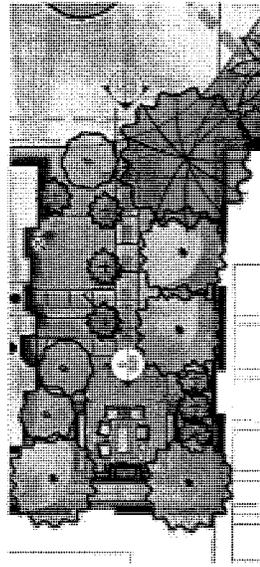
Elevation 'C' - Metal Arbor at Common Area

Scale: 1/2" = 1'-0"

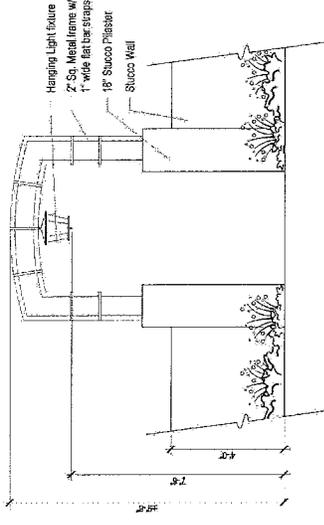
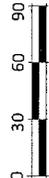


Elevation 'D' - Outdoor Fireplace at Common Area

Scale: 1/2" = 1'-0"

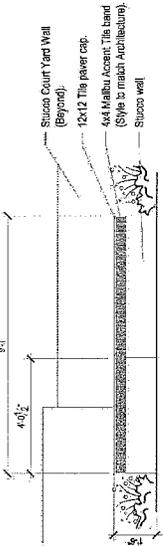


Plan View - Common Open Space



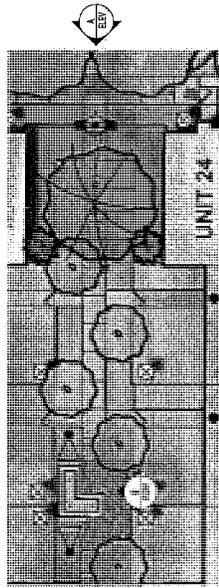
Elevation 'A' - Metal Arbor at Pedestrian Entry

Scale: 1/2" = 1'-0"

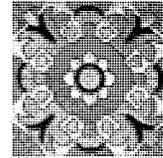


Elevation 'B' - Tiled Court Yard Fountain

Scale: 1/2" = 1'-0"



Plan View - Pedestrian Entry and Court Yard



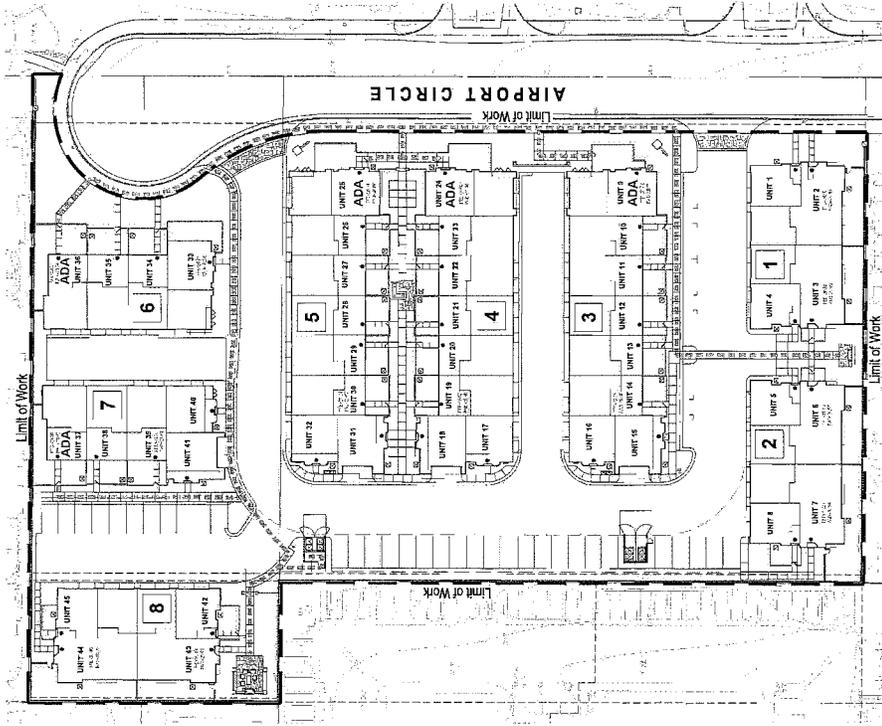
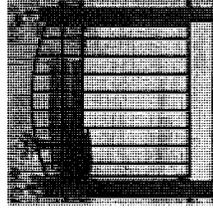
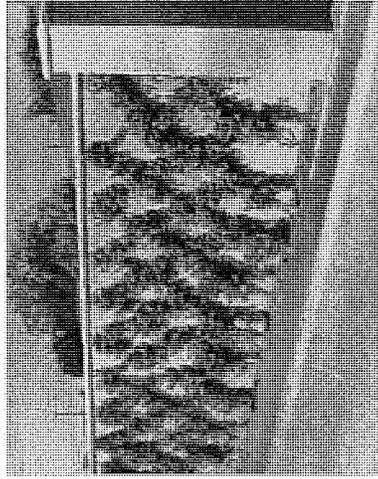
Schematic Enlargement Plan

Airport Circle
 Huntington Beach, California
 The Olson Company

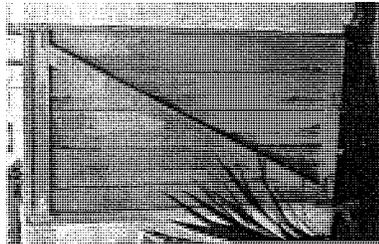
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WALL LEGEND

- 1 6'-0" High by 4" x 8" Slats over Black Plyform with Permeat cap.
- 2 6'-0" High Slats over Black W/Flt with Permeat cap.
- 3 4'-0" High Slats over Black W/Flt with Permeat cap.
- 4 3'-0" High Slats over Black Wall with Permeat cap.
- 5 2'-0" High Tubular Steel Compand Gate.
- 6 2'-6" High Wood over Iron Gate.



- 3
- 4



- 1
- 2



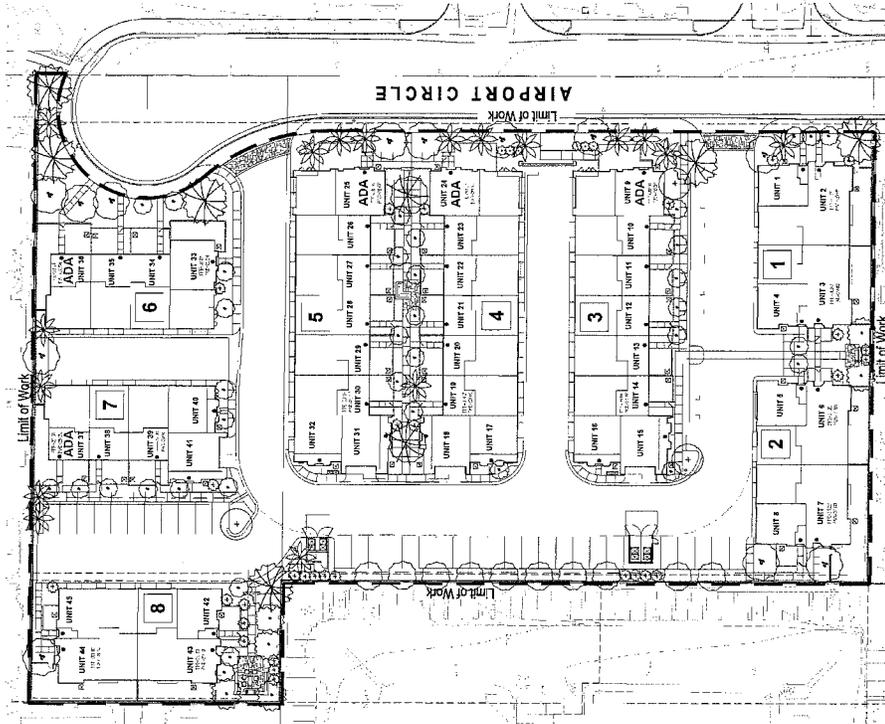
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Schematic Wall and Fence Plan

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PLANTING LEGEND

Symbol	Tree/Plant	Species Name (Common Name)	Trunk	Size	Width	Qty
	Palms	Styranis ornamentalis (Queen Palm)	Single	10' BT	Med	18
	Vertical	Over top canopy (OVW)	Single	083	Low	6
	Trees	Magnolia grandiflora SS (Samuel Johnson Magnolia)	Single	35' Box	Med	2
	Canopy	Syzygium Ruscifolium (Calliandra Spontanea)	Single	35' Box	Low	12
	Flowering (Shrub)	Kaulahele pakuhele (Gobwinah Tree)	Single	15 Gal	Low	36
	Shrub	Conocarpus New Zealand Ch. Tree	Single	24' Box	Med	3
	Shrub (Narrow)	Agave attenuata (Ponytail Palm)	Single	15 Gal	Low	10
	Vertical	Melaleuca alternifolia (Eucalyptus)	Single	35' Box	Low	6
	Columnar	Cyperus tenuiflorus (Blue Cypress)	Single	15 Gal	Low	30
	Vertical (Narrow)	Ligustrum japonicum (Japanese Privet)	Single	15 Gal	Med	6
	Columnar	Podocarpus neriifolia (New Zealand Podocarpus)	Single	15 Gal	Med	6

- NOTES:**
- Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1187).
 - Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
 - Landscape lighting (landscape up-lights, path lights, bollards, etc.) to be coordinated with Electrical Engineer in future phase.

SHRUBS and GROUND COVER

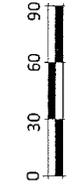
Acaenium sp.	Acaenium
Agave sp.	Dwarf Lily of the Nile
Alca sp.	Agave
Bougainvillea sp.	Alca
Bucur m. japonica 'Green Blauy'	Bougainvillea
Cordyline australis	Japanese Blawood
Dioscorea sp.	Red Cordyline
Echiveria sp.	Fourlight Lily
Felija yellowiana	Echiveria
Hemerocallis sp.	Pinapple Guinea
Licania sp.	Daylily
Ligustrum japonicum 'Teaurni'	Spanish Lavender
Lonicera sp.	Japanese Privet
Philosiphium beta 'Wheeler's Dwarf'	Hemerasidie
Phlox sp.	Dwarf Mock Orange
Rosa sp.	Pigmy Palm
Romantus a. 'Prostratus'	Rosea & Carpet Roses
Romantus officinalis 'Lucan Blue'	Prostrate Rosemary
Suaeda maritima 'Blue Chalk & Spice'	Rosemary
Stachys sp.	No Common Name
Trochostemum jamaicense	Bud of Pandanus
Xyris sp.	Star Jasmine
	Compact Xylene

VINES & CRAWLERS

Bougainvillea	Bougainvillea
Bowiea sp.	Bowiea
Stachys sp.	Star Jasmine
Pandanus	Pandanus
Trachostemum jamaicense	Trachostemum jamaicense

Schematic Planting Plan

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Huntington Beach, California
The Olson Company



Community Open Space 'A'

- With an Outdoor Fireplace, large landscape design, and a central seating area for residents to congregate and socialize.
- Use of plants with dramatic flowering, color, and/or striking foliage (succulents).
- Plant colors - blues, reds and yellows
- Plant textures - fine leaf with mix of larger leaf mid level
- The use of an arbor, and hedges to visually connect the space to the street
- Includes four large evergreen canopy trees.

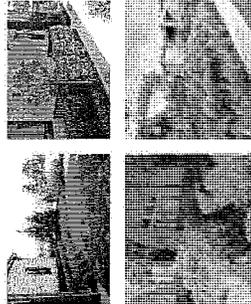
Community Open Space 'B'

- With hardscape design, and seating area for residents to socialize.
- Use of plants with dramatic flowering, color, and/or striking foliage (succulents).
- Plant colors - blues, reds and yellows
- Plant textures - fine leaf with mix of larger leaf mid level
- Includes four large evergreen canopy trees.



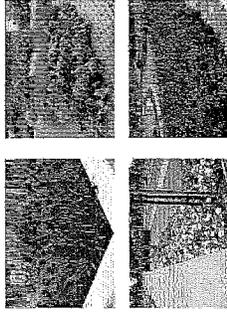
Community Landscape

- Common area planting with low water use to support more drought tolerant and sustainable landscape
- Layering of taller shrubs / groundcover as you move away from building - low shrubs and utility enclosures and taller of trees with canopy utility enclosures at buildings from public view while retaining building edges and accentuating building features



Entries - Enhanced Landscape

- Area planted with medium water use flowering, and more dramatic colored plants
- Larger grouping of plant types for greater massing and visual impact



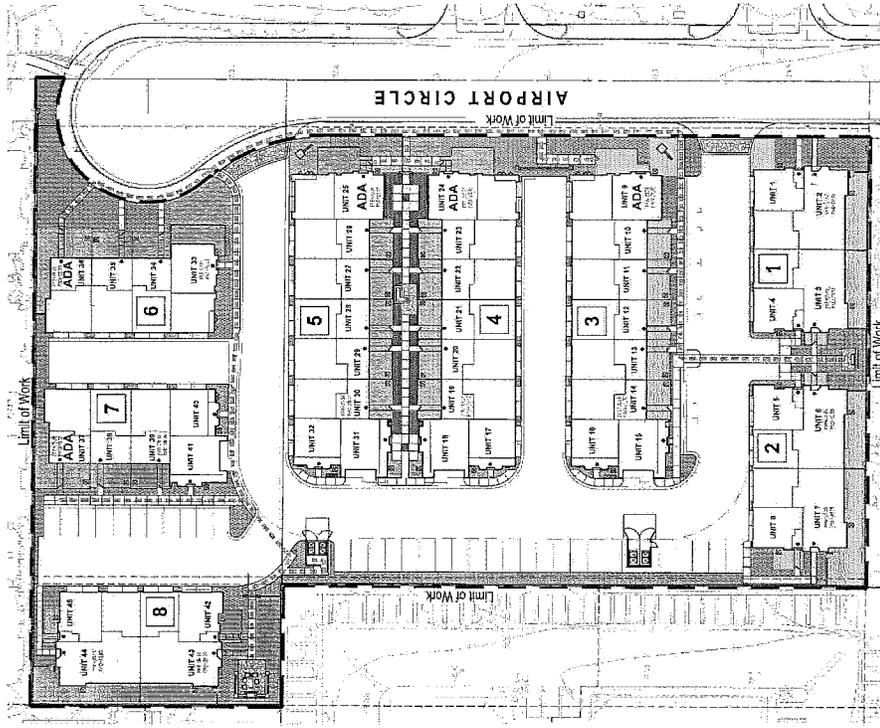
Central Court Yard

- The use of focal trees at both entry points to provide visual connection and a sense of formality, that is can be used for seating for small neighbor gatherings.
- Use of fragrant plants.
- Plant colors - reds, purples, pinks and light greens.
- Plant textures - mix of fine to medium broad leaf.
- Includes nine flowering deciduous canopy trees.



Private Yards

- Private homeowner landscaped areas to be homeowner installed and maintained (including irrigation).



Schematic Planting Concepts/Landscape Zones

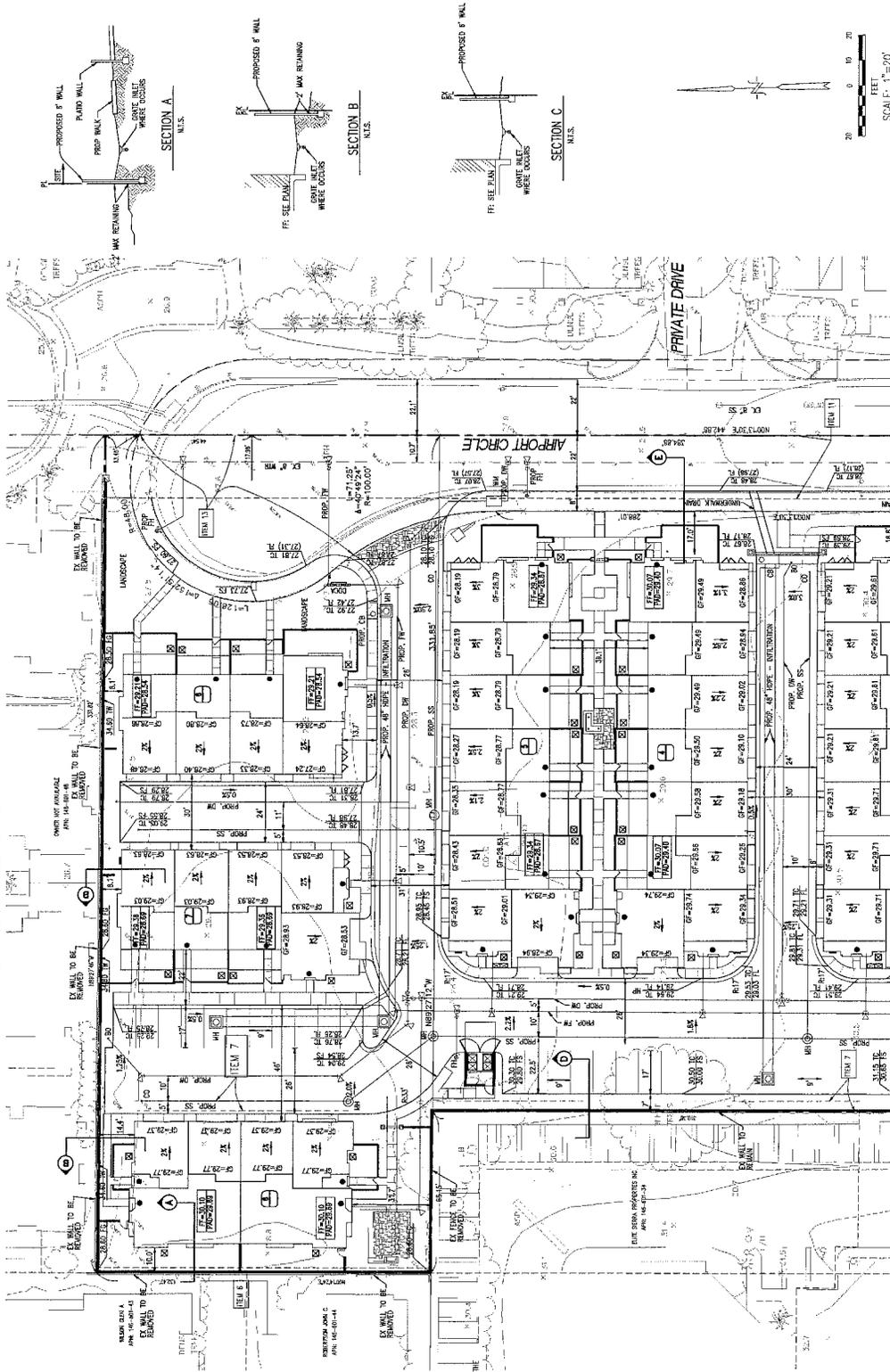


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studio
PAD
Landscape Architecture
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TENTATIVE TRACT NO. 17716

COUNTY OF ORANGE CITY OF HUNTINGTON BEACH
STATE OF CALIFORNIA



Conceptual Grading and Utility Plan

Airport Circle
Huntington Beach, California
The Olson Company

C-2

C&S CONSULTING, INC.
7718 DUBANN
MONTPELLIER, CALIFORNIA 92650
TEL: 949.916.3300
FAX: 949.916.3300
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
CORPORATE

03-24-14 • 2013276

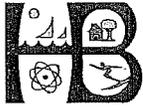
THE UTILITY'S SHOWN ON THIS MAP ARE BASED UPON THE BEST AVAILABLE PUBLIC INFORMATION
OBTAINED FROM THE CITY OF HUNTINGTON BEACH.

WALL NOTE:
IF APPLICANT CAN REACH AGREEMENT WITH THE APPLICABLE
EXISTING WALLS ALONG THE NORTHERLY AND SOUTHERLY
BOUNDARIES OF THE TRACT, THE WALLS SHALL BE MAINTAINED
WALL ALONG THE NORTHERLY AND SOUTHERLY BOUNDARIES.

TITLE INFORMATION
THE FOLLOWING TITLE ARE BEING TOWN & RELEVANT TITLE PREPARED BY FREIGHT NATIONAL
THE COUNTY OF ORANGE, BEING FILED 997-200808-0005, JUNE 5, 2013 AT 7:01 A.M.
(THE 8) ACCORDING TO THE PURCHASED SHOW, BEING AND RIGHTS INCIDENTAL THEREIN, AS SHOWN IN A
RECORDING TO SUPERIOR CALIFORNIA ESTATE COMPANY, LTD.
RECORDING DATE: MARCH 23, 2011 AND PARCELS:
ATTACHED PARCELS 2, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ITEM 7: LEGISLATION FOR THE PROPOSED SHOWN BELOW AND RIGHTS INCIDENTAL THEREIN, AS SHOWN IN A
GRANTED TO E. C. BRUSH AND DAUGHTERS
RECORDING DATE: MAY 10, 1948
RECORDING TO SUPERIOR CALIFORNIA ESTATE COMPANY, LTD.
RECORDING DATE: MARCH 23, 2011 AND PARCELS:
ATTACHED PARCELS 2, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ITEM 11: THE MAIN PORTION OF THIS TRACT, PARCELS 2 THROUGH 27, THE EASTERN 4 FEET OF THE
AND BEING REFERRED TO IN PARCELS 2 THROUGH 27, AND NO OTHER CERTIFIED COPY
RECORDING TO SUPERIOR CALIFORNIA ESTATE COMPANY, LTD.
RECORDING DATE: MARCH 23, 2011 AND PARCELS:
ATTACHED PARCELS 2, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 33



CITY OF HUNTINGTON BEACH

PUBLIC WORKS INTERDEPARTMENTAL COMMUNICATION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: APRIL 9, 2014

PROJECT NAME: AIRPORT CIRCLE TOWNHOMES

ENTITLEMENTS: CUP 14-03, TTM 17716, EA 14-01, ZMA 14-01 & GPA 14-01

PLNG APPLICATION NO: 2014-0010

DATE OF PLANS: MARCH 24, 2014

PROJECT LOCATION: 16911 AIRPORT CIRCLE

PROJECT PLANNER: JILL ARABE, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: 714-374-5357 / JARABE@SURFCITY-HB.ORG

PLAN REVIEWER: BOB MILANI, SENIOR CIVIL ENGINEER *BMM*

TELEPHONE/E-MAIL: 714-374-1735 / BOB.MIL@SURFCITY-HB.ORG

PROJECT DESCRIPTION:

GPA: TO CHANGE THE GENERAL PLAN DESIGNATION FROM RM-15 (RESIDENTIAL MEDIUM DENSITY – 15 DU/ACRE) AND CG-F1 (COMMERCIAL GENERAL – 0.35 FAR) TO RMH-25 (RESIDENTIAL MEDIUM HIGH DENSITY – 25 DU/ACRE).

ZMA: TO CHANGE THE ZONING DESIGNATION FROM RM (RESIDENTIAL MEDIUM DENSITY) TO RMH (RESIDENTIAL MEDIUM HIGH DENSITY)

EA: TO ANALYZE THE ENVIRONMENTAL IMPACTS ASSOCIATED TO THE DEVELOPMENT OF A 45-UNIT TOWNHOME PROJECT IN CONJUNCTION WITH AMENDMENTS TO THE GENERAL PLAN AND ZONING DESIGNATIONS.

CUP: TO PERMIT THE CONSTRUCTION OF 45 DWELLING UNITS, CONSISTING OF A MIX OF 10 TWO-STORY AND 35 THREE-STORY TOWNHOMES ON A 2.54 ACRE SITE. IN ADDITION, THE REQUEST INCLUDES THE REMOVAL OF RED CURB ADJACENT TO THE PROJECT SITE, STARTING SOUTH OF THE CUL-DE-SAC, TO ALLOW FOR ON-STREET PARKING.

TTM: TO PERMIT THE SUBDIVISION OF 45 TOWNHOMES (FOR SALE).

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO RECORDATION OF A FINAL TRACT MAP UNLESS OTHERWISE STATED:

1. The Final Tract Map shall be submitted to the City of Huntington Beach Public Works Department for review and approval and shall include a title report to indicate the fee title owner(s) as shown on a title report for the subject properties. The title report shall not be more than six (6) weeks old at the time of submittal of the Final Tract Map.
2. The Final Tract Map shall be consistent with the approved Tentative Tract map. (ZSO 253.14)
3. The following shall be shown as a dedication to the City of Huntington Beach on the Final Tract Map. (ZSO 230.084A & 253.10K)
 - a. A blanket easement over the private streets, sidewalk, and access ways for Police Department, Fire Department and emergency vehicle access purposes.
 - b. Access rights in, over, across, upon and through the private streets and access ways for the purpose of monitoring and inspecting gross pollutant removal devices and treatment train improvements for conformance with the County of Orange DAMP and the City's LIP.
 - c. All vehicular access rights to Airport Circle shall be released and relinquished to the City of Huntington Beach, except at locations approved by the Planning Commission.
4. Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analyses shows that the City's current drainage system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City. Please note that due to the significant change in the site imperviousness, on-site detention may be required for this project. (ZSO 230.84) The study shall also justify final pad elevations on the site in conformance with the latest FEMA requirements and City Standard Plan No. 300. (ZSO 255.04)
5. A desktop sewer study to verify capacity within the City's sanitary sewer system shall be prepared and submitted to Public Works for review and approval. No flow monitoring of the existing sewer system is required. (ZSO 230.84/MC 14.36.010)
6. Confirmation from the Orange County Sanitation District (OCSD), to accept the discharge from the new development into the existing OCSD sewer, shall be obtained. A copy shall be provided to the City of Huntington Beach Public Works Department.
7. A Homeowners' Association(s) (HOA) shall be formed and at least 90 days before City Council action on the Final Tract Map, CC&Rs shall be submitted to the Departments of Planning, Public Works and City Attorney's office for review and approval. The CC&Rs shall include the following:

- a. Provide for maintenance, repair and replacement by the HOA of all common area sidewalk, streets, landscaping, irrigation, private drainage facilities, water quality BMP's, private water system lines, fire system lines, private sewer system lines, and private service utilities. Maintenance shall include all weeding, fertilizing, pest and disease control and plant replacements, the removal of non-native and/or invasive species, replacement of the original approved plant materials as required, tree trimming, irrigation adjustments, and equipment replacements and trash clean-up. The standards for maintenance shall be per the City Arboricultural and Landscape Standards and Specifications and shall include the Arboricultural maintenance section for public property for tree trimming and care within the common areas.
 - b. Provide funding sources for implementation, monitoring and maintenance of water quality treatment train BMP's and appurtenances per the approved Water Quality Management Plan (WQMP). The approved WQMP shall be incorporated into the CC&R's by reference, and shall be updated as required by local, state or federal law or regulation and the City of Huntington Beach Local Implementation Plan (LIP).
 - c. The CC&Rs shall restrict any revision or amendment of the WQMP except as may be dictated by either local, state or federal law and the LIP.
8. A reproducible Mylar copy and a print of the recorded Final Tract Map shall be submitted to the Department of Public Works at the time of recordation.
 9. The engineer or surveyor preparing the final map shall comply with Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Sub-article 18 for the following item:
 - a. Tie the boundary of the map into the Horizontal Control System established by the County Surveyor.
 - b. Provide a digital-graphics file of said map to the County of Orange.
 10. Provide a digital-graphics file of said map to the City per the following design criteria:
 - c. Design Specification:
 - i. Digital data shall be full size (1:1) and in compliance with the California coordinate system – STATEPLANE Zone 6 (Lambert Conformal Conic projection), NAD 83 datum in accordance with the County of Orange Ordinance 3809.
 - ii. Digital data shall have double precision accuracy (up to fifteen significant digits).
 - iii. Digital data shall have units in US FEET.
 - iv. A separate drawing file shall be submitted for each individual sheet.
 - v. Digital data shall be in compliance with the Huntington Beach Standard Sheets, drawing names, pen color and layering conventions.
 - vi. Feature compilation shall include, but shall not be limited to: Assessor's Parcel Numbers (APN), street addresses and street names with suffix.
 - d. File Format and Media Specification:

- i. Shall be in compliance with one of the following file formats (AutoCAD DWG format preferred):
 - AutoCAD (version 2000, release 4) drawing file: _____.DWG
 - Drawing Interchange file: _____.DXF
 - ii. Shall be in compliance with the following media type:
 - CD Recordable (CD-R) 650 Megabytes
11. All improvement securities (Faithful Performance, Labor and Material and Monument Bonds) and Subdivision Agreement shall be posted with the Public Works Department and approved as to form by the City Attorney, if it is desired to record the Final Tract Map or obtain building permits before completion of the required improvements.
 12. A Certificate of Insurance shall be filed with the Public Works Department and approved as to form by the City Attorney.
 13. If the Final Tract Map is recorded before the required improvements are completed, a Subdivision Agreement and accompanying bonds may be submitted for construction in accordance with the provisions of the Subdivision Map Act. (SMA)

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A GRADING PERMIT:**

14. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05/ZSO 230.84) The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:
 - a. Any Damaged curb, gutter and sidewalk along the Airport Circle frontage shall be removed and replaced per Public Works Standard Plan Nos. 202 and 207. (ZSO 230.84)
 - b. The driveway approaches on Airport Circle shall be ADA compliant and installed per Public Works Standard Plan No. 211. (ZSO 230.84)
 - c. A 1.5-inch (min.) pavement grind and overlay along the project frontage to centerline of Airport Circle. (ZSO 230.84)
 - d. A new sewer lateral shall be installed connecting to a City main on Airport Circle. Applicant shall provide written confirmation from OCSD that their trunk main system and treatment plants have sufficient capacity to support the project. (ZSO 230.84)
 - e. New domestic water services and meters and/or master meters shall be installed per Water Division Standards, and sized to meet the minimum requirements set by the California Plumbing Code (CPC) and Uniform Fire Code (UFC). (ZSO 230.84) (MC 14.08.020)
 - f. A separate irrigation water service and meter shall be installed per Water Division Standards. (ZSO 232)
 - g. Separate backflow protection devices shall be installed per Water Division Standards for domestic, irrigation and fire water services, and shall be screened from view as approved by the Public Works Department. (Resolution 5921 and State of California Administrative Code, Title 17)

- h. The fire sprinkler system that is required by the Fire Department for the proposed development shall have a separate dedicated fire service line installed per Water Division Standards. (ZSO 230.84)
 - i. The on-site fire hydrants that are required by the Fire Department to serve the proposed development shall be private fire hydrants that are served by a private fire waterline or fireline. This private fire waterline or fireline shall be separated from the public water main in Airport Circle by construction of double check detector assembly. The double check detector assembly shall be constructed per the City of Huntington Beach Standard Plan No. 618, and shall be sized to provide adequate fire flow protection for the private on-site fire hydrants and fire services. The double check detector assembly shall be located within an approved landscape planter area or other area and shall be screened from view by landscaping or other method as approved by the Department of Public Works. The on-going maintenance of this private fire waterline and private fire hydrants shall be the responsibility of the development owner or Homeowner's Association. (Resolution 5921, State of California Administrative Code, Title 17)
 - j. The proposed on-site domestic waterline that is to serve the proposed development shall be a private domestic waterline. The private domestic waterline shall be separated from the proposed water meter and public water main in Airport Circle by construction of a Reduced Pressure Principle Backflow Assembly (RPPA) per the City of Huntington Beach Standard Plan No. 609 and shall be screened from view as approved by the Public Works Department. The on-going maintenance of this private domestic waterline shall be the responsibility of the development owner or Homeowner's Association. (Resolution 5921 and State of California Administrative Code, Title 17)
 - k. Signage or curb marking changes proposed by the applicant on Airport Circle shall be reviewed and approved by Public Works. The applicant shall submit a scaled drawing showing the proposed signage and markings to Public Works for review. Any signage and curb markings changes on Airport Circle approved by Public Works shall be shown on the grading plan, or off-site improvement plan, and shall comply with Public Works standards.
15. The developer shall submit for approval by the Fire Department and Water Division, a hydraulic water analyses to ensure that fire service connection from the point of connection to City water main to the backflow protection device satisfies Water Division standard requirements.
16. Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analyses shows that the City's current drainage system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City. Please note that due to the

significant change in the site imperviousness, on-site detention may be required for this project. (ZSO 230.84) The study shall also justify final pad elevations on the site in conformance with the latest FEMA requirements and City Standard Plan No. 300. (ZSO 255.04)

17. A desktop sewer study to verify capacity within the City's sanitary sewer system shall be prepared and submitted to Public Works for review and approval. No flow monitoring of the existing sewer system is required. The sanitary sewer system shall be designed and constructed to serve the development, including any offsite improvements necessary to accommodate any increased flow associated with the project. (ZSO 230.84/MC 14.36.010)
18. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, the applicant shall demonstrate that coverage has been obtained under the Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ) [General Construction Permit] by providing a copy of the Notice of Intent (NOI) submitted to the State of California Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements shall be submitted to the Department of Public Works for review and acceptance. A copy of the current SWPPP shall be kept at the project site and another copy to be submitted to the City. (DAMP)
19. A Project Water Quality Management Plan (WQMP) conforming to the current Waste Discharge Requirements Permit for the County of Orange (Order No. R8-2009-0030) [MS4 Permit] prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and acceptance. The WQMP shall address Section XII of the MS4 Permit and all current surface water quality issues.
20. The project WQMP shall include the following:
 - a. Low Impact Development.
 - b. Discusses regional or watershed programs (if applicable).
 - c. Addresses Site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - d. Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan. (DAMP)
 - e. Incorporates Treatment Control BMPs as defined in the DAMP.
 - f. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - g. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - h. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
 - i. Includes an Operations and Maintenance (O&M) Plan for all structural BMPs.

- j. After incorporating plan check comments of Public Works, three final WQMPs (signed by the owner and the Registered Civil Engineer of record) shall be submitted to Public Works for acceptance. After acceptance, two copies of the final report shall be returned to applicant for the production of a single complete electronic copy of the accepted version of the WQMP on CD media that includes:
 - i. The 11" by 17" Site Plan in .TIFF format (400 by 400 dpi minimum).
 - ii. The remainder of the complete WQMP in .PDF format including the signed and stamped title sheet, owner's certification sheet, Inspection/Maintenance Responsibility sheet, appendices, attachments and all educational material.
 - k. The applicant shall return one CD media to Public Works for the project record file.
21. Indicate the type and location of Water Quality Treatment Control Best Management Practices (BMPs) on the Grading Plan consistent with the Project WQMP. The WQMP shall follow the City of Huntington Beach; Project Water Quality Management Plan Preparation Guidance Manual dated June 2006. The WQMP shall be submitted with the first submittal of the Grading Plan.
22. A suitable location, as approved by the City, shall be depicted on the grading plan for the necessary trash enclosure(s). The area shall be paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, and screened or walled to prevent off-site transport of trash. The trash enclosure area shall be covered or roofed with a solid, impervious material. Connection of trash area drains into the storm drain system is prohibited. If feasible, the trash enclosure area shall be connected into the sanitary sewer. (DAMP)
23. A soils report, prepared by a Licensed Engineer shall be submitted for reference only. (MC 17.05.150)
24. The applicant's grading/erosion control plan shall abide by the provisions of AQMD's Rule 403 as related to fugitive dust control. (AQMD Rule 403)
25. The name and phone number of an on-site field supervisor hired by the developer shall be submitted to the Planning and Public Works Departments. In addition, clearly visible signs shall be posted on the perimeter of the site every 250 feet indicating who shall be contacted for information regarding this development and any construction/grading-related concerns. This contact person shall be available immediately to address any concerns or issues raised by adjacent property owners during the construction activity. He/She will be responsible for ensuring compliance with the conditions herein, specifically, grading activities, truck routes, construction hours, noise, etc. Signs shall include the applicant's contact number, regarding grading and construction activities, and "1-800-CUTSMOG" in the event there are concerns regarding fugitive dust and compliance with AQMD Rule No. 403.
26. The applicant shall notify all property owners and tenants within 300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.
27. A Traffic Impact Analysis consistent with Public Works Traffic Impact Assessment Preparation Guidelines shall be reviewed and approved by the Public Works Department.

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLIED WITH DURING GRADING OPERATIONS:

28. An Encroachment Permit is required for all work within the City's right-of-way. (MC 12.38.010/MC 14.36.030)
29. The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material in excess of 5000 cubic yards is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works. (MC 17.05.210)
30. Water trucks will be utilized on the site and shall be available to be used throughout the day during site grading to keep the soil damp enough to prevent dust being raised by the operations. (California Stormwater BMP Handbook, Construction Wind Erosion WE-1)
31. All haul trucks shall arrive at the site no earlier than 8:00 a.m. or leave the site no later than 5:00 p.m., and shall be limited to Monday through Friday only. (MC 17.05)
32. Wet down the areas that are to be graded or that is being graded, in the late morning and after work is completed for the day. (WE-1/MC 17.05)
33. The construction disturbance area shall be kept as small as possible. (California Stormwater BMP Handbook, Construction Erosion Control EC-1) (DAMP)
34. All haul trucks shall be covered or have water applied to the exposed surface prior to leaving the site to prevent dust from impacting the surrounding areas. (DAMP)
35. Prior to leaving the site, all haul trucks shall be washed off on-site on a gravel surface to prevent dirt and dust from leaving the site and impacting public streets. (DAMP)
36. Comply with appropriate sections of AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. (AQMD Rule 403)
37. Wind barriers shall be installed along the perimeter of the site. (DAMP)
38. All construction materials, wastes, grading or demolition debris and stockpiles of soils, aggregates, soil amendments, etc. shall be properly covered, stored and secured to prevent transport into surface or ground waters by wind, rain, tracking, tidal erosion or dispersion. (DAMP)

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO ISSUANCE OF A BUILDING PERMIT:

39. A Precise Grading Permit shall be issued. (MC 17.05)
40. A drainage fee for the subject development shall be paid at the rate applicable at the time of Building Permit issuance. The current rate of \$13,880 per gross acre is subject to periodic adjustments. This project consists of approximately 2.86 gross acres (including its tributary area portions along the half street frontages) for a total required drainage fee of \$39,700. City records indicate the previous use on this property never paid this required fee. Per provisions of the City Municipal Code, this one-time fee shall be paid for all subdivisions or development of land. (MC 14.48)

41. The applicable Orange County Sanitation District Capital Facility Capacity Charge shall be paid to the City Department of Public Works. (Ordinance OCSD-40)

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF AN ENCROACHMENT PERMIT:**

42. Traffic Control Plans, prepared by a Licensed Civil or Traffic Engineer, shall be prepared in accordance with the latest edition of the City of Huntington Beach Construction Traffic Control Plan Preparation Guidelines and submitted for review and approval by the Public Works Department. (Construction Traffic Control Plan Preparation Guidelines)

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
FINAL INSPECTION OR OCCUPANCY:**

43. Complete all improvements as shown on the approved grading plans. (MC 17.05)
44. All new and existing utilities shall be undergrounded. (MC 17.64)
45. All applicable Public Works fees shall be paid at the current rate unless otherwise stated, per the Public Works Fee Schedule adopted by the City Council and available on the city web site at http://www.surfcity-hb.org/files/users/public_works/fee_schedule.pdf. (ZSO 240.06/ZSO 250.16)
46. Traffic Impact Fees (TIF) for the development shall be paid at the rate applicable at the time of Building Permit issuance. The current TIF rate for this development is \$1,216.67/unit. The fees shall be paid before final inspection. (MC 17.65)
47. Prior to grading or building permit close-out and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural Best Management Practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate all drainage courses, pipes, gutters, basins, etc. are clean and properly constructed.
 - c. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
 - d. Demonstrate that an adequate number of copies of the approved Project WQMP are available for the future occupiers.



HUNTINGTON BEACH FIRE DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

RECEIVED

DATE: FEBRUARY 3RD, 2014

PROJECT NAME: OLSON COMPANY TOWNHOUSES

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 2014-001
ZONING MAP AMENDMENT NO. 2014-001
ENVIRONMENTAL ASSESSMENT NO. 2014-001
CONDITIONAL USE PERMIT NO. 2014-003
TENTATIVE TRACT MAP NO. 17716

FEB 04 2014
Dept. of Planning
& Building

PROJECT LOCATION: 16911 AIRPORT CIRCLE (WEST OF AIRPORT,
NORTH OF WARNER AVENUE)

PLANNER: JILL ARABE, ASSOCIATE PLANNER

TELEPHONE/E-MAIL:

PLAN REVIEWER-FIRE: JAMES BROWN, FIRE PROTECTION ANALYST

TELEPHONE/E-MAIL: (714) 374-5344/ jbrown@surfcity-hb.org

PROJECT DESCRIPTION: **GPA:** To change the General Plan designation from RM-15 (Residential Medium Density – 15 du/acre) and CG-F1 (Commercial General – 0.35 FAR) to RMH-25 (Residential Medium High Density – 25 du/acre).

ZMA: To change the Zoning designation from RM (Residential Medium Density) to RMH (Residential Medium High Density)

EA: To analyze the environmental impacts associated to the development of a 45-unit townhome project in conjunction with amendments to the General Plan and Zoning designations.

CUP: To permit the construction of 45 dwelling units, consisting of a mix of 10 two-story and 35 three-story townhomes on a 2.54 acre site. In addition, the request includes the removal of red curb adjacent to the project site, starting south of the cul-de-sac, to allow for on-street parking.

TTM: To permit the subdivision of 45 townhomes (for sale).

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated JANUARY 14TH, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. The review comments below are not to be construed as being all inclusive. **The project is required to comply with all of the adopted Building, Fire, and Municipal Codes in effect at the time of grading and building plan submittal for**

permit issuance. If you have any questions regarding these requirements, please contact the Plan Reviewer- Fire: JAMES BROWN, FIRE PROTECTION ANALYST.

PRIOR TO DEMOLITION, GRADING, SITE DEVELOPMENT, ISSUANCE OF GRADING PERMITS, BUILDING PERMITS, AND/OR CONSTRUCTION, THE FOLLOWING SHALL BE REQUIRED:

The following items shall be completed prior to precise grading plan or building plan approval.

A separate Fire Master Plan is required for submittal to the HBFD. It shall be a site plan reflecting all the following fire department related items:

- Fire hydrant locations, public and private.
- FDC locations.
- Dimensions from FDC's to hydrants.
- DCDA locations.
- Fire sprinkler riser locations and location of system serving.
- FACP locations.
- Knox box and knox switch locations.
- Gate locations, and opticoms if required.
- Fire lane locations, dimensions, lengths, turning radii at corners and circles/cul-de-sacs.
- Fire lane signage and striping.
- Property dimensions or accurate scale.
- Building locations and heights.
- Building addresses and suite addresses. (FD)

Environmental

The following items shall be completed prior to rough or precise grading plan approval.

Environmental - Elevated levels of methane or other soil gases in the area. (No well)

Methane Mitigation Requirements. Due to the proposed location of construction, soil gas testing for methane gas is required. A methane sample plan shall be submitted to the fire department for review and approval, prior to the commencement of sampling.

If methane gas is discovered in the soil, the following City Specification would be applicable and the grading, building, and methane plans must reference that a sub-slab methane barrier and vent system will be installed per City Specification # 429, *Methane District Building Permit Requirements* prior to plan approval. Additional methane mitigation measures may be required by the fire department.

Methane safety measures per *City Specification # 429, Methane District Building Permit Requirements* shall be detailed on a separate sheet titled "METHANE PLAN" and two copies submitted to the Fire Department for review and approval. (FD)

City Specification # 431-92 Soil Clean-Up Standards testing is required.

Based on site characteristics, suspected soil contamination, proximity to a producing/abandoned oil well, or Phase I, II, or III Site Audit, soil testing conforming to City Specification # 431-92 Soil Clean-Up Standards is required.

All soils shall conform to City Specification # 431-92 Soil Clean-Up Standards prior to the issuance of a building permit. Building plans shall reference that "All soils shall conform to City Specification # 431-92 Soil Clean-Up Standards" in the plan notes.

"Soil Testing"

- A soil testing plan conforming to *City Specification #431-92 Soil Clean-Up Standards* shall be submitted and approved by the Fire Department.
- All soils shall conform to *City Specification #431-92 Soil Clean-Up Standards*, and testing results must be submitted, and approved by the Fire Department prior to issuance of a grading or building permit.
- Reference that all soils, whether native or imported, shall be in compliance with *City Specification #431-92 Soil Clean-Up Standards* in the plan notes. (FD)

Discovery of soil contamination/pipelines, etc., must be reported to the Fire Department immediately and an approved remedial work plan submitted. (FD)

Remediation Action Plan. If soil contamination is identified, the applicant must provide a Fire Department approved Remediation Action Plan (RAP) based on requirements found in Huntington Beach *City Specification #431-92, Soil Cleanup Standard*. Upon remediation action plan approval, a rough grading permit may be issued. (FD)

Imported Soil Plan. All imported soil shall meet *City Specification #431-92, Soil Cleanup Standards*. An "Imported Soil Work Plan" must be submitted to the Fire Department for review and approval prior to importing any soil from off site. Once approved, the soil source can be sampled per the approved work plan, then results sent to the HBFD for review. No rough grade will be approved prior to the actual soil source approval. Multiple soil sources required separate sampling as per the approved work plan, with no soil being imported until each source has been verified to meet the CS #431-92 requirements. **(FD)**

Fire Hydrants and Water Systems

The following items shall be completed prior to issuance of a certificate of occupancy.

Public Fire Hydrants are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrant and service mains shall meet all applicable Public Works water division standards and requirements. Plans shall be submitted to Public Works and approved by the Public Works and Fire Departments for connection to street main, piping, hydrant types and hydrant locations. For Fire Department approval, there will need to be two new hydrants spaced 300 feet apart on the west side of Airport Circle immediately adjacent to the site. **(FD)**

Private Fire Hydrants are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrants and service mains, including fire department connections, shall meet NFPA 13 and 24, 2010 Edition, California Fire Code Appendix B and C, and City Specification # 407 Fire Hydrant Installation Standards requirements. Private fire hydrants shall not be pressurized by Fire Department Connections to the sprinkler system. The system design shall ensure that recirculation of pressurized water from the hydrant, thru the FDC and back through the sprinkler system supply to the hydrant does not occur. Maximum allowed velocity of fire flow in supply piping is 12 fps. The maintenance of private fire hydrants is the responsibility of the owner or facility association. Shop drawings shall be submitted to and approved by the Fire Department. For Fire Department approval, portray the fire hydrants and reference compliance with City Specification #407 Fire Hydrant Installation Standards in the plan notes. **(FD)**

On-Site Fire Service Piping (FSP) Application for permit from the HBFD shall be made for on-site Fire Service Piping (FSP), including but not limited to, private fire service mains and underground sprinkler laterals. Maximum allowed velocity of fire flow in supply piping is 12 fps. Additionally, application for permit shall be made for fire protections systems (sprinklers, alarms, chemical, fire pumps, etc.) as applicable.

Permits may be obtained at the City of Huntington Beach Department Fire Department by completing a Fire Permit Form (available at Fire Administration) and submitting such plans and specifications as required by the bureau of fire prevention. A permit constitutes permission to begin work in accordance with approved plans and specifications. The permit fee includes plan checking and inspections by an authorized

fire prevention inspector. Development reviews/approvals by the bureau of fire prevention during planning do not constitute approval to perform FSP or fire protection system work. **(FD)**

Private Fire Service Connection to the Public Water Supply - Separate plans shall be submitted to the Public Works Department detailing the connection, piping, valves and back-flow prevention assembly (DDCA) for approval and permits. Approval by Public Works and the Fire Department must be completed prior to issuance of a grading permit. The dedicated private fire water service off-site improvements shall be shown on a precise grading plan, prepared by a Licensed Civil Engineer. **(FD)**

Fire Suppression Systems

The following items shall be completed prior to issuance of a certificate of occupancy.

Fire Protection Systems

Fire Extinguishers shall be installed and located in all areas to comply with California Fire Code standards found in *City Specification #424*. The minimum required dry chemical fire extinguisher size is 2A 10BC and shall be installed within 75 feet travel distance to all portions of the building. Extinguishers are required to be serviced or replaced annually. **(FD)**

Fire Alarm Systems are required. Each building will require a dedicated function fire alarm system. For Fire Department approval, shop drawings shall be submitted to the Fire Department as separate plans for permits and approval by a licensed C10 fire alarm contractor. The plans must reference and demonstrate compliance with CFC Chap. 9 and NFPA 72. A C-10 electrical contractor, certified in fire alarm systems, must certify the system is operational annually. **(FD)**

Automatic Fire Sprinklers are required. NFPA13 Automatic fire sprinkler systems are required per the California Fire Code for new buildings of multi-family construction (R-2).

Separate plans (two sets) shall be submitted to the Fire Department for permits and approval.

Automatic fire sprinkler systems must be maintained operational at all times, with maintenance inspections performed quarterly and the system serviced annually by a state licensed C-16 Fire Protection Contractor.

For Fire Department approval, reference that a fire sprinkler system will be installed in compliance with the California Fire Code, NFPA 13, and City Specification # 420 - *Automatic Fire Sprinkler Systems* in the plan notes.

NOTE: When buildings under construction are more than one (1) story in height and required to have automatic fire sprinklers, the fire sprinkler system shall be installed and operational to protect all floors lower than the floor currently under construction. Fire sprinkler systems for the current floor under construction shall be installed, in-service, inspected and approved prior to beginning construction on the next floor above. **(FD)**

Fire Department Connections (FDC) to the automatic fire sprinkler systems shall be located to the front of the building, at least 10 feet from and no farther than 150 feet of a properly rated fire hydrant. **(FD)**

Fire Personnel Access

The following items shall be completed prior to issuance of a certificate of occupancy.

Main Secured Property Entry Gates shall utilize a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. Please contact the Huntington Beach Fire Department Administrative Office at (714) 536-5411 for information. Reference compliance with City Specification #403 - KNOX® Fire Department Access in the building plan notes. **(FD)**

Gates and Barriers shall be openable without the use of a key or any special knowledge or effort. Gates and barriers in a means of egress shall not be locked, chained, bolted, barred, latched or otherwise rendered unopenable at times when the building or area served by the means of egress is occupied, and shall swing in the direction of travel when required by the Building Code for exit doors. **(FD)**

Fire Apparatus Access

The following items shall be completed prior to rough or precise grading plan approval.

Fire Access Roads shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). Minimum fire access road width is twenty-four feet (24') wide, with thirteen feet six inches (13' 6") vertical clearance. Fire access roads fronting commercial buildings shall be a minimum width of twenty-six feet (26') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

Fire Access Road Turns and Corners shall be designed with a minimum inner radius of seventeen feet (17') and a minimum outer radius of forty five feet (45') per City Specification # 401 *Minimum Standards for Fire Apparatus Access*. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

Fire Lanes, as determined by the Fire Department, shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties*. The site plan shall clearly identify all red fire lane curbs, both in location and length of run. The location of fire lane signs shall be depicted. No parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

Addressing and Street Names

The following items shall be completed prior to issuance of a certificate of occupancy.

Structure or Building Address Assignments. The Planning Department shall review and make address assignments. The individual dwelling units shall be identified with numbers per City Specification # 409 Street Naming and Address Assignment Process. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process in the plan notes. (FD)

Residential Building Address Numbers shall be installed to comply with City Specification #428, Premise Identification. Building address number sets are required on front and rear of the structure and shall be a minimum of ten inches (10") high with one and one half inch (1 ½") brush stroke. Note: Units shall be identified with numbers per City Specification # 409 Street Naming and Address Assignment Process. Unit address numbers shall be a minimum of four inches (4") affixed to the units front door. All address numbers are to be in a contrasting color. For Fire Department approval, reference compliance with City Specification #428 Premise Identification in the plan notes and portray the address location on the building. (FD)

GIS Mapping Information

- a. **GIS Mapping Information** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:
 - Site plot plan showing the building footprint.
 - Specify the type of use for the building
 - Location of electrical, gas, water, sprinkler system shut-offs.
 - Fire Sprinkler Connections (FDC) if any.
 - Knox Access locations for doors, gates, and vehicle access.
 - Street name and address.

Final site plot plan shall be submitted in the following digital format and shall include the following:

- Submittal media shall be via CD rom to the Fire Department.
- Shall be in accordance with County of Orange Ordinance 3809.
- File format shall be in .shp, AutoCAD, AUTOCAD MAP (latest possible release) drawing file - .DWG (preferred) or Drawing Interchange File - .DXF.
- Data should be in NAD83 State Plane, Zone 6, Feet Lambert Conformal Conic Projection.
- Separate drawing file for each individual sheet.
In compliance with Huntington Beach Standard Sheets, drawing names, pen colors, and layering convention. and conform to *City of Huntington Beach Specification # 409 – Street Naming and Addressing*.

For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574.

For Fire Department approval, reference compliance with *GIS Mapping Information* in the building plan notes. **(FD)**

THE FOLLOWING CONDITIONS SHALL BE MAINTAINED DURING CONSTRUCTION:

- a. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with CFC Chapter 14, Fire Safety During Construction And Demolition. **(FD)**
- b. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with City Specification #426, Fire Safety Requirements for Construction Sites. **(FD)**

OTHER:

- a. Discovery of additional soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards. **(FD)**
- b. Outside City Consultants The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party. **(FD)**

Fire Department City Specifications may be obtained at:

Huntington Beach Fire Department Administrative Office

City Hall 2000 Main Street, 5th floor

Huntington Beach, CA 92648

or through the City's website at

http://www.huntingtonbeachca.gov/government/departments/Fire/fire_prevention_code_enforcement/fire_dept_city_specifications.cfm

If you have any questions, please contact the Fire Prevention Division at (714) 536-5411.

S:\Prevention\1-Development\1-Planning Department - Planning Applications, CUP's\2012 CUP's\Gothard16001(Archstone Apts)



HUNTINGTON BEACH BUILDING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: April 07, 2014

PROJECT NAME: Olson Company Townhomes

ENTITLEMENTS: General Plan Amendment No. 2014-001
Zoning Map Amendment No. 2014-001
Environmental Assessment No. 2014-001
Conditional Use Permit No. 2014-003
Tentative Tract Map No. 17716

PROJECT LOCATION: 16911 Airport Circle, 92649 (west side of Airport Circle, north of Warner Avenue)

PROJECT PLANNER: Jill Arabe, Associate Planner

PLAN REVIEWER: Khoa Duong, P.E

TELEPHONE/E-MAIL: (714) 872-6123 / khoa@csgengr.com

PROJECT DESCRIPTION: **GPA:** To change the General Plan designation from RM-15 (Residential Medium Density – 15 du/acre) and CG-F1 (Commercial General – 0.35 FAR) to RMH-25 (Residential Medium High Density – 25 du/acre).
ZMA: To change the Zoning designation from RM (Residential Medium Density) to RMH (Residential Medium High Density)
EA: To analyze the environmental impacts associated to the development of a 45-unit townhome project in conjunction with amendments to the General Plan and Zoning designations.
CUP: To permit the construction of 45 townhomes with eight (8) three-story detached buildings on a 2.54 acre site. The request includes the removal of red curb along the westerly side of Airport Circle (south of cul-de-sac), four (4) affordable units with the remaining fraction paid with in-lieu fees, and 43" high walls within the front yard setback for four units.
TTM: To permit the subdivision of 45 townhomes (for sale).

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated March 24, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

-
- **SPECIAL CONDITIONS:**
Development Impact Fees will be required for new construction.
 - **CODE ISSUES BASED ON PLANS & DRAWINGS SUBMITTED:**
 - Project shall comply with the current state building codes adopted by the city at the time of permit application submittal. Currently they are 2013 California Building Code (CBC), 2013 California Residential Code (CRC), 2013 California Mechanical Code, 2013 California Plumbing Code, 2013 California Electrical Code, 2010 California Energy Code, 2013 California Green Building Standards Code, and the Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.
 - Provide building code analysis including type of construction, allowable area and height, occupancy group requirements, exterior wall ratings per Chapter 5 and 7 of the 2013 CBC.
 - Provide "Project Data" to show:
 - Type of building construction
 - Occupancy groups
 - Building area for each type of occupancy within the building
 - Floor areas/building areas
 - Number of story
 - Building with fire sprinkler system
 - Provide complete Site plan to show
 - The setback between buildings on the lot.
 - The setback between building and property line.
 - The length of projections from the exterior walls.
 - Provide compliance to disabled accessibility requirements of Chapter 11A and/or 11B of the 2013 CBC.
 - Please indicate on Site plan the accessible paths of travel from public sidewalk to the units along with maximum slope of 5%; and cross slope of 2%. Section 1110A
 - Show location of all curb ramps/truncated domes within the accessible paths of travel. Section 1112A
 - The number of accessible unit must comply with Section 1102A.3. Also, accessible units shall be dispersed among the various types of units.
 - For accessible units, please provide direct access from garage to the unit. Please clarify the finish slab elevations between garage and the unit. Section 1109A.2.1.
 - Exterior doors and gates within the accessible paths of travel must comply with Section 1126A.
 - Accessible Units –
 - Doors must comply with Section 1132A
 - Kitchens must comply with Section 1133A
 - Bathing and toilet facilities must comply with Section 1134A.
 - Review and provide compliance with Title 17 of the City of Huntington Beach Municipal Code, Building and Construction. This document can be found online on the city's website.

- For projects that will include multiple licensed professions in multiple disciplines, i.e. Architect and professional engineers for specific disciplines, a Design Professional in Responsible Charge will be requested per the 2013 CBC, Section 107.3.4.
 - In addition to all of the code requirements of the 2013 California Green Building Standards Code, specifically address Construction Waste Management per Sections 4.408.2, 4.408.3, 4.408.4, 5.408.1.1, 5.408.1.2, and 5.408.1.3 and Building Maintenance and Operation, Section 5.410. Prior to the issuance of a building permit the permittee will be required to describe how they will comply with the sections described above. Prior to Building Final Approval, the city will require a Waste Diversion Report per Sections 4.408.5 and 5.408.1.4.
 - The City of Huntington Beach has adopted the 2013 California Green Building Standards Code Appendices for Electric Vehicle Charging. This adopted Code may be found in the Huntington Beach Municipal Code under; Chapter 17.06.030 Residential Electric Vehicle (EV) Charging and 17.06.040 Non-Residential Electrical Vehicle (EV) Charging
- **COMMENTS:**
- Planning and Building Department encourage the use of pre-submittal building plan check meetings.
 - Separate Building, Mechanical, Electrical and Plumbing Permits will be required for all exterior accessory elements of the project, including but not limited to: fireplaces, fountains, sculptures, light poles, walls and fences over 42" high, retaining walls over 2' high, detached trellises/patio covers, gas piping, water service, backflow anti-siphon, electrical, meter pedestals/electrical panels, swimming pools, storage racks for industrial/commercial projects. It will be the design professional in charge, responsibility to coordinate and submit the documents for the work described above.
 - Provide on all plan submittals for building, mechanical, electrical and plumbing permits, the Conditions of Approval and Code Requirements that are associated with the project through the entitlement process. If there is a WQMP, it is required to be attached to the plumbing plans for plan check.

Crime Prevention Through Environmental Design



CITY OF HUNTINGTON BEACH POLICE DEPARTMENT

CPTED DEVELOPMENT REVIEW

DATE: April 8, 2014
PROJECT NAME: Airport Circle.
ASSIGNED PLANNER: Jill Arabe, Associate Planner
REQUEST: To permit the construction of 45 townhomes.
LOCATION: 16911 Airport Circle
PLAN REVIEWER: Jan Thomas, CPTED Consultant - HBPD
TELEPHONE/E-MAIL: (949) 290-1604/jckthomas@cox.net

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

Concern:

There may be limited visibility around end unit front doors.

Recommend:

Keep landscaping to a minimum between the units and the perimeter walls. This allows residents to view their surroundings before opening and entering their front door. This also allows visibility into this area by others on the property.

Concern:

Encourage legitimate use of common areas, therefore encouraging neighborhood interaction.

Recommendation:

Common areas A and C should be designed to be visible from the drive aisle. The more visibility into those areas, the more they will be used for legitimate uses.

Note:

It appears there are no walkways or entrances into the property other than off of Airport Circle. If this is the case, this is optimal for neighborhood cohesiveness.