

# CHAPTER 3 Project Description

## 3.1 PROJECT LOCATION

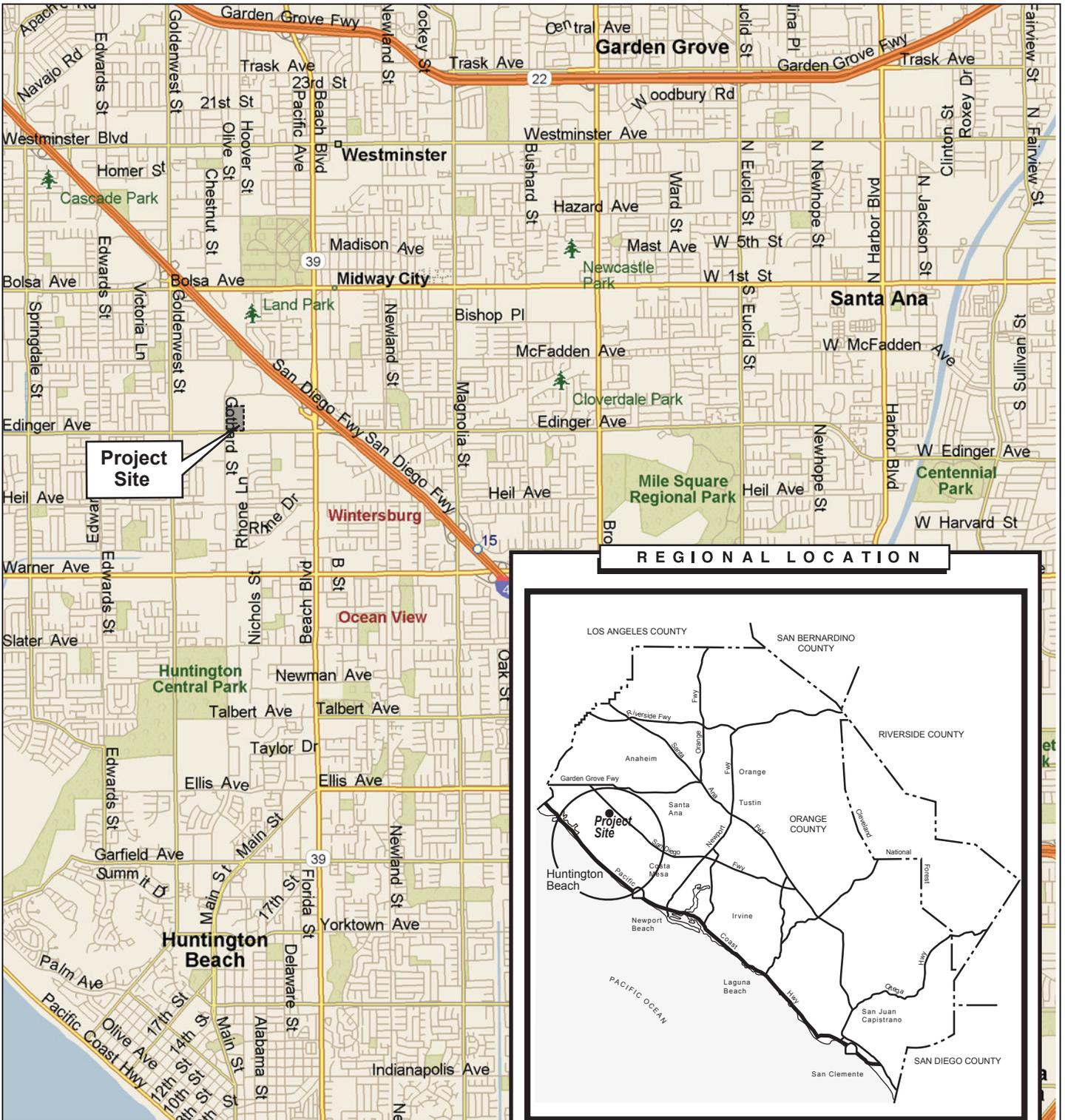
The 12.5-acre, Murdy Commons project (proposed project) site is located at 7441 Edinger Avenue on the northeast corner of Edinger Avenue and Gothard Street in the northern portion of the City of Huntington Beach in western Orange County, California. Figure 3-1 (Project Vicinity and Regional Location Map) illustrates the proposed project site’s regional location and vicinity.

The proposed project site is bound by Edinger Avenue to the south, Gothard Street to the west, the site of the approved Amstar/Red Oak Project (formerly known as The Ripcurl Mixed-Use Development) to the north, and the Union Pacific Railroad right-of-way, the Bella Terra Mall, and the future site of The Revised Village at Bella Terra (mixed-use and Costco) to the east. The project site is developed with a Levitz furniture store that has since been closed as well as an EZ Lube shop located at the southwest corner of the project site that is currently in operation. The former Levitz building is located adjacent to and east of Gothard Street, immediately south of the Amstar/Red Oak Project, and is setback from Edinger Avenue by a large surface parking lot. The EZ Lube shop is located at the northeast corner of the Edinger Avenue and Gothard Street intersection and is surrounded by surface parking that serves the business, as well as the larger parking lot that served the former Levitz store. The project site is located within the Town Center District of the Beach and Edinger Corridors Specific Plan (BECSP), which was adopted in March 2010.

### 3.1.1 Existing Project Site

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

<i>Component</i>	<i>Relevant Information</i>
Applicant/ Property Owner	Freeway Industrial Park
Assessor’s Parcel Number (APN)	142-074-02 142-074-03 142-074-04 142-074-05
Site Area	12.5 acres
Existing Land Use	Vacant Retail/Auto Service
Topography	Flat
Zoning Designation	Specific Plan 14 (SP-14)
General Plan Designations	Mixed Use-Specific Plan Overlay-Design Overlay (M-sp-d)



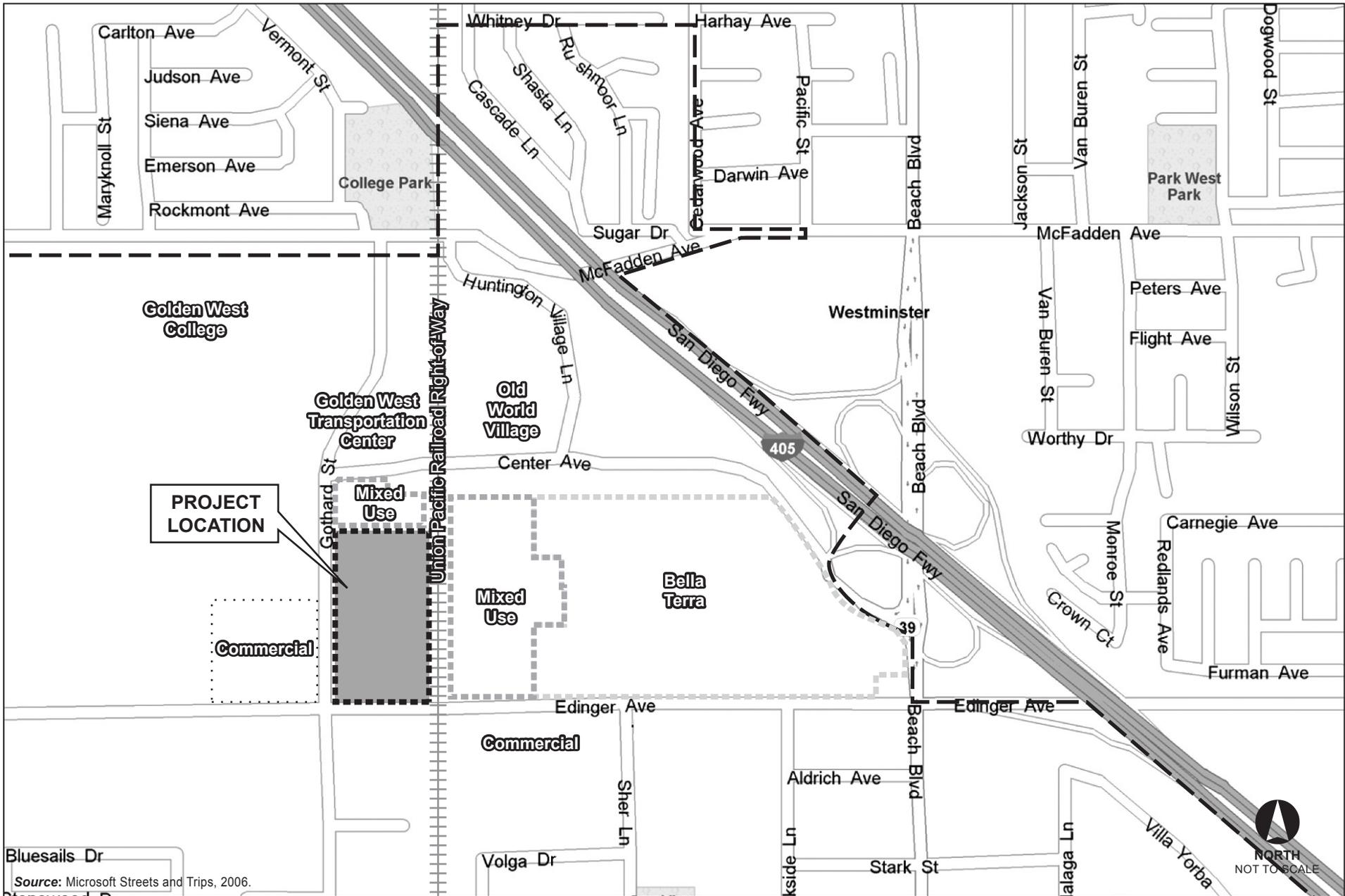
Source: Microsoft Streets and Trips, 2006.

**FIGURE 3-1**  
**Project Vicinity and Regional Location Map**

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Murdy Commons





Source: Microsoft Streets and Trips, 2006.

**FIGURE 3-2**  
**Project Site and Surrounding Land Uses**

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Murdy Commons



The proposed project site is currently developed with a 235,000-square-foot (sf) retail showroom and distribution space (formerly Levitz Furniture) and a 4,990 sf EZ Lube shop, located at the northeast corner of Edinger Avenue and Gothard Street. This site is also developed with a 331-space surface parking lot that was used by the former Levitz Furniture store. The Levitz Furniture store opened in 1970 and ceased operating in early 2008. The EZ Lube began its operation in 1996 and continues in use. With the exception of these two buildings, the project site is dominated by a large, flat, surface parking lot that contains minimal landscaping in the form of trees and shrubs.

### **3.1.2 Surrounding Land Uses**

The proposed project site is located approximately 0.5 mile west of I-405 at the northeast corner of Gothard Street and Edinger Avenue at the location of the former Levitz site. The proposed project site is surrounded to the north by commercial and office uses within the 60,000 sf College Country Center (to be replaced by the approved Amstar/Red Oak Project); to the east by the Union Pacific Railroad (UPRR) right-of-way, a vacant Montgomery Ward department store and auto repair facility (to be replaced by The Revised Village at Bella Terra project); to the south by commercial uses across Edinger Avenue, and to the west across Gothard Street by Golden West College, a 2-year college consisting of approximately 14,000 students on a 122-acre campus. The Montgomery Ward parcel was previously approved for The Village at Bella Terra project, which resulted in a General Plan Amendment and zone change to permit predominantly mixed-uses. A revised General Plan Amendment and zone change for The Revised Village at Bella Terra were approved by the City on September 20, 2010, for a reduced mixed-use component and a Costco and associated gas station and tire center.

### **3.1.3 General Plan/Zoning Designations**

The project site has a General Plan Land Use designation of Mixed Use-Specific Plan Overlay-Design Overlay (M-sp-d). The Mixed Use designation permits a range of commercial and multi-family residential uses. The exact density, location, and mix of uses permitted in this designation are governed by a Specific Plan (SP), allowing for greater design flexibility to address the uniqueness of a particular area. The project site is zoned as Specific Plan 14 (SP-14), also referred to as the Beach and Edinger Corridors Specific Plan (BECSP). According to the Corridor Centers and Segments map of the BECSP, the southern portion of the project site along Edinger Avenue is designated as Town Center Core, while the remaining portion of the project site is designated as Town Center Neighborhood. Development would be subject to the BECSP's Development Code for those designations, as applicable.

## **3.2 PROJECT CHARACTERISTICS**

The proposed project would consist of a mixed-use, live-work residential and commercial development on a 12.5-acre site at the northeast corner of Edinger Avenue and Gothard Street. Proposed development would adhere to the design guidelines and the requirements of the BECSP for the Town Center Neighborhood and Town Center Core districts.

The project proposes the development of six blocks, connected by a network of new streets and sidewalks, and oriented around a 0.75-acre public open space area. The public open space area is required by the approved BECSP (Section 2.6.2) and would be encircled by a one-way loop road, sidewalks, street

trees, and parkway landscaping. Street improvements along Edinger Avenue would also be included as part of the proposed project. The proposed site plan for the project is illustrated on Figure 3-3 (Proposed Project Site Plan) and the podium plan is illustrated on Figure 3-4 (Project Podium Plan).

The proposed project would result in approximately 896,154 sf of building area, distributed amongst six building pads or blocks. As shown in Figure 3-5 (Project Sections), development on each block would consist of five- and six-story buildings, with three to five levels of one- and two-bedroom residential apartment units over street level live-work units or retail uses, and structured, subterranean parking. The buildings fronting Edinger Avenue would be a maximum of four stories. Each block would also include private recreational amenities, including a swimming pool and common open space areas, as well as on-street parking. The project proposes the development of a maximum of 984 dwelling units (du). Commercial uses proposed would include approximately 60,000 sf of ground floor retail, located along the Edinger Avenue frontage and along a portion of Gothard Street at the intersection of Gothard Street and Edinger Avenue. The commercial uses would provide neighborhood retail and services, with a focus on specialty goods stores, banking, restaurants, and café spaces. The existing EZ Lube would be demolished. Table 3-2 (Development Summary of Proposed Project) provides a breakdown of proposed development by block.

<b>Block</b>	<b>Retail (sf)</b>	<b>Live-Work (No. of Units)</b>	<b>Residential (No. of Units)</b>	<b>Total Building Area</b>
Block 1	37,000	10	138	<b>162,300</b>
Block 2	23,000	5	184	<b>183,800</b>
Block 3	—	22	72	<b>79,504</b>
Block 4	—	8	72	<b>67,800</b>
Block 5	—	20	208	<b>194,500</b>
Block 6	—	—	245	<b>208,250</b>
<b>Total</b>	<b>60,000</b>	<b>65</b>	<b>919</b>	<b>896,154</b>

## ■ Vehicular Access, Circulation, and Parking

Vehicular access to the project site would be provided from Gothard Street (three ingress and three egress) and Edinger Avenue (two ingress and three egress). A network of new publicly accessible streets and sidewalks would be developed, with a one-way loop road around the center open space area. Access to the subterranean parking will be provided from the new streets. The north access on Gothard Street is a shared access roadway with the Red Oak/Amstar Mixed-Use project. The main access into the project site from Edinger Avenue allows for an eastbound left-turn ingress into the project site, but does not allow for outbound left-turns. The median break to allow for the left-turn into the site would affect access to the commercial site located opposite the proposed project, as it would eliminate the westbound left-turn ingress into that property. The combination of these two left-turn restrictions has the potential to increase the westbound left-turn volumes at Gothard Street and Edinger Avenue due to the increase in U-turn demand (30 AM peak, 26 PM peak). The project would also create a network of sidewalks and pathways that would provide pedestrian connections between the adjacent Red Oak/Amstar Mixed-Use

project, and the proposed public open space, and would not preclude the possibility of a pedestrian connection to the future Village at Bella Terra and the Bella Terra Mall across the UPRR ROW. Figure 3-3 depicts proposed roadways, driveways, parking, sidewalks, and pedestrian connections on the project site.

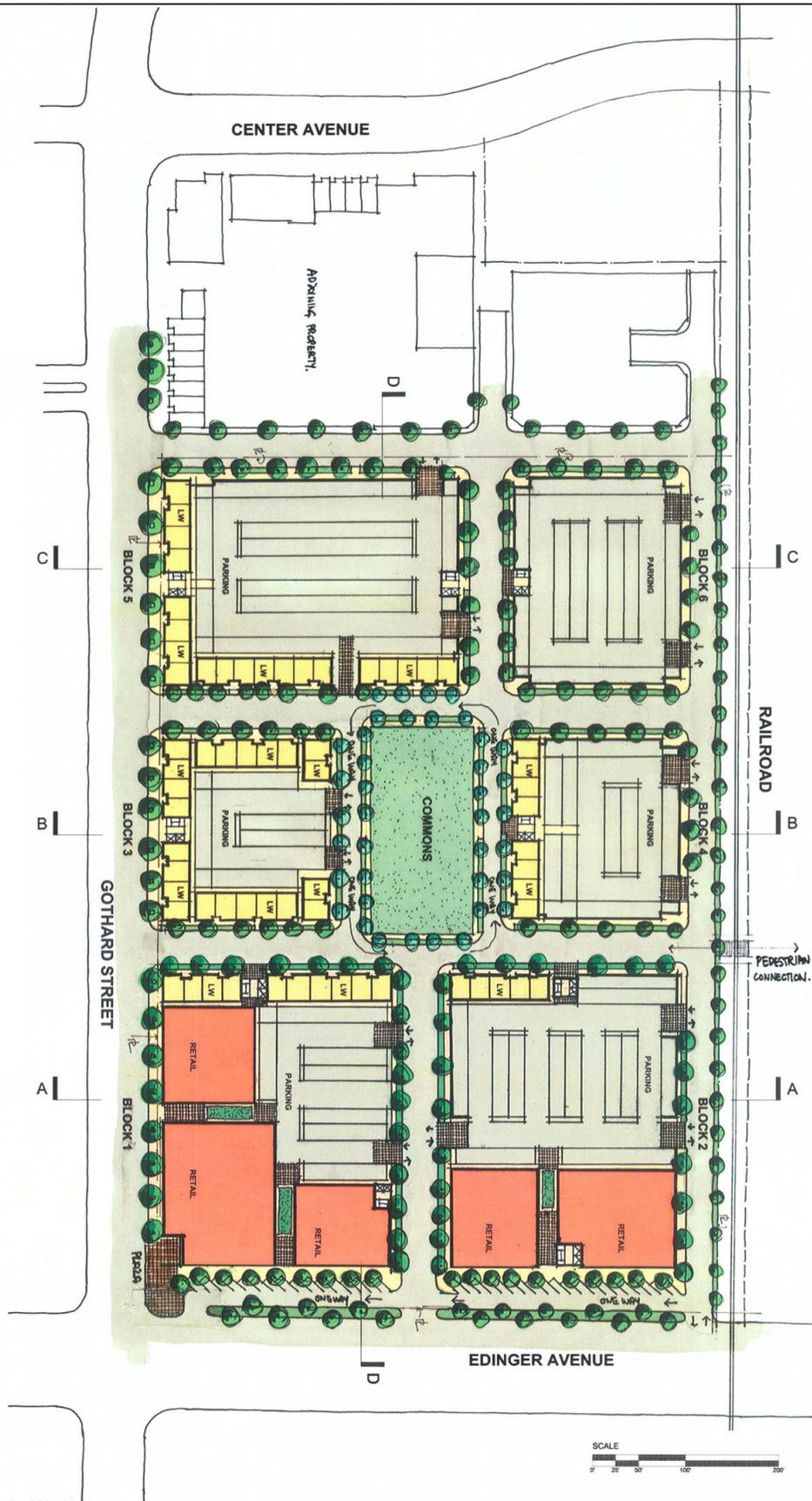
Parking for the proposed project would be provided at a ratio of 4 spaces per 1,000 sf for commercial uses, 2 spaces per live-work unit, and 1.75 spaces per residential dwelling unit for a total of 1,979 parking spaces. Table 3-3 (Proposed Parking Summary) provides a breakdown of the number of parking spaces provided within each block based on types of use proposed. The vast majority of parking provided on-site would be located in a subterranean parking structure beneath each block. In addition, street parking would be provided along each of the internal roadways and angled parking spaces would be provided along the Edinger Avenue access lane that extends the length of the southern site perimeter. On-street parking would also be provided on Gothard Street for the length of the project site. Based on minimum standards, a maximum of 24 parking spaces could be provided along Gothard Street.

<b>Block</b>	<b>Commercial (stalls)</b>	<b>Live-Work (stalls)</b>	<b>Residential (stalls)</b>
1	148	20	242
2	92	10	322
3	—	44	126
4	—	16	126
5	—	40	364
6	—	—	429
<b>Total by Use</b>	<b>240</b>	<b>130</b>	<b>1,609</b>
<b>Total for Project</b>	<b>1,979</b>		

SOURCE: Murdy Commons at Edinger and Gothard Project Summary. May 26, 2010.  
 Commercial: 4 spaces per 1,000 sf  
 Live-Work: 2 spaces per unit  
 Residential: 1.75 spaces per unit

### ■ Ancillary Project Activities

Infrastructure improvements (i.e., utilities, on-site roadways, adjacent access driveway, etc.) necessary to serve the proposed development would be constructed. The future on-site utilities would connect to existing facilities and some off-site improvements to existing infrastructure may also be required. An existing UPRR railroad crossing signal box and Verizon telephone vault are located along the project site’s Edinger Avenue frontage. In addition, an existing OCTA transit stop is located along the Gothard Street frontage. These existing facilities along the project site’s frontage would require coordination with the applicable agency to ensure that the final project design does not impair access to the facilities. This may include designing site access and frontage features around the existing facilities or relocation of the facilities subject to approval of the applicable agency. It is anticipated that implementation of the proposed project would require installation of an on-site storm drain system that will connect to the



Source: Van Tilburg, Banvard & Soderbergh, AIA, 2010.

FIGURE 3-3  
Proposed Project Site Plan



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Murdy Commons





Source: Van Tilburg, Banvard & Soderbergh, AIA, 2010.

FIGURE 3-4  
Project Podium Plan

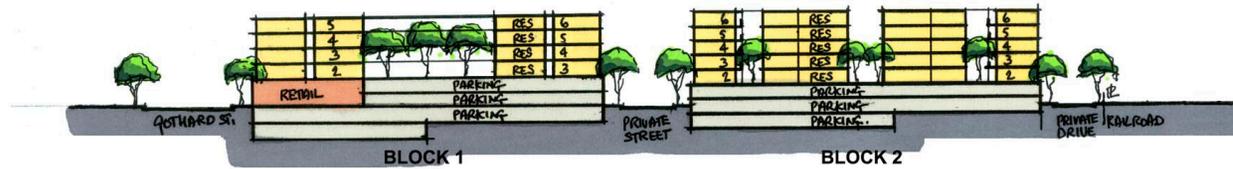
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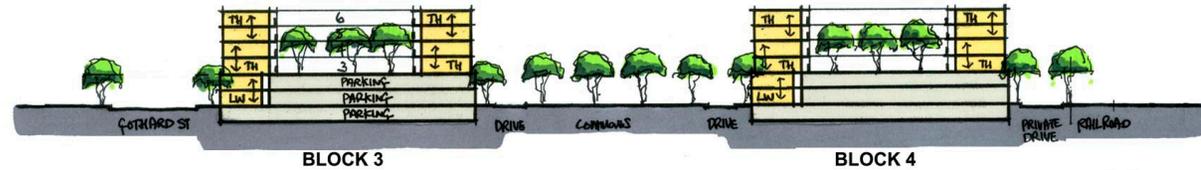
Murdy Commons



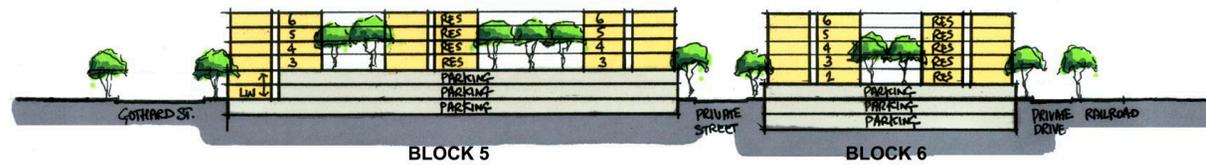




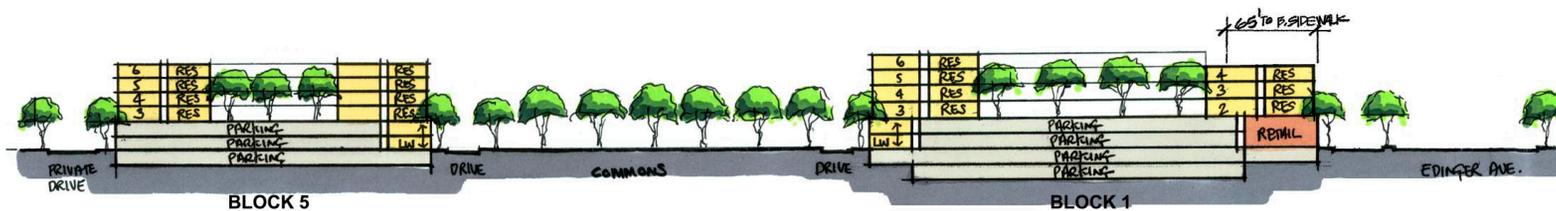
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

Source: Van Tilburg, Banvard & Soderbergh, AIA, 2010.



FIGURE 3-5  
Project Sections

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Murdy Commons



existing storm drain, including the Murdy Channel or the existing storm drain in Edinger Avenue. As identified by the BECSP, development in proximity to and including the proposed project site will require an upgrade to the storm drain system in Edinger Avenue and new sewer system in Gothard Street along the project site frontage. The dedication of right-of-way along Gothard Street would be required to accommodate public frontage to meet the requirement specified in the BECSP. In addition, the applicant will be required to process either a lot line adjustment or parcel map to consolidate the parcels that make up the proposed project site.

## ■ Construction Schedule

Construction of the proposed project is anticipated to be phased over approximately 6 years beginning in July 2011, and finishing in August 2017. Demolition would involve the removal of the existing 235,000 sf Levitz Furniture building and the 4,990 sf EZ Lube building. The demolition is anticipated to take approximately two months to complete. All retail uses and approximately 240 of the residential units would be completed in 2015, approximately 456 residential units would be completed in 2016, and approximately 288 residential units would be completed in 2017.

Following demolition, grading and other earthwork would commence with an anticipated movement of approximately 185,000 cubic yards of material and a schedule of approximately six months. It is estimated that approximately 15,000 haul trips would occur during demolition, excavation, and grading. In addition to haul trips, during the project's 6-year construction phase, an estimated 13,600 worker trips would occur. After grading activities are complete, sub-grade construction and building construction would follow. Overall, it is anticipated that the demolition, site preparation and grading would take approximately eight months to complete, while sub-grade and building construction are anticipated to be phased over approximately 5 years.

Table 3-4 (Employment, Trips, and Equipment Usage per Construction Phase) provides the number of construction jobs that would be created per construction phase, as well the estimated amount and type of construction. Construction of the proposed project would create an estimated 130 construction jobs.

<b>Table 3-4 Employment, Trips and Equipment Usage per Construction Phase</b>				
<b>Construction Phase</b>	<b>Estimated Number of Workers</b>	<b>Estimated Number of Work Trips</b>	<b>Estimated Equipment Usage</b>	
Demolition	20	1,600	2 Excavators 2 Loaders 2 Bobcats	1 Backhoe 1 Dozer 5 10-Wheeled Dumps Trucks
Excavation/Grading	15	1,800	3 Excavators 3 Loaders	40 Trucks with Double Trailer
Utility Trenching	25	3,000	2 Excavators 2 Loaders	1 Backhoe 2 End-Dump Trucks
Paving	20	800	1 Loader 1 Grader 2 Asphalt Rollers	1 Paving Machine 5 End-Dump Trucks
Architectural Coating	50	6,400	3 Stucco Hoppers with compressors and stucco applying guns	
<b>Total</b>	<b>130</b>	<b>13,600</b>	<b>NA</b>	

## 3.3 PROJECT OBJECTIVES

### ■ City Objectives

- Promote new investment that supports the growth and success of Bella Terra and Golden West College.
- Build on the presence of Golden West College, Bella Terra, and the existing transit infrastructure to instigate the emergence of a vital and attractive urban district characterized by a synergistic mix of students, customers, residents, pedestrians, transit-riders, office workers, and visitors.
- Instigate the development of a network of pedestrian-oriented streets, promenades, and other public open spaces that encourage walking, and ultimately, walking in combination with transit ridership.
- Enhance pedestrian, bicycle, and vehicular connections between Golden West College, Bella Terra, the Goldenwest Transit Center, and development along Edinger Avenue.
- Make the most of each increment of new development to build toward a more environmentally sustainable future city and region.
- Ensure adequate utility infrastructure and public services for new development.
- Design a mixed-use community consistent with the policies and development framework of the City's General Plan and the Beach and Edinger Corridor Specific Plan to maximize land use opportunities.
- Create a development that is compatible with and sensitive to the existing land uses in the project area.
- Promote residential and commercial buildings that convey a high-quality visual image and character.
- Enhance the community image of Huntington Beach, specifically the Edinger Avenue corridor, through the design and construction of high-quality development consistent with the Urban Design Element of the City's General Plan.
- Create a community that enables residents to live in proximity to jobs, education, commercial services, and entertainment, and reduce the need for automobile use.
- Provide for the development of mixed-use projects that integrate residential and commercial uses and ensure compatibility of these uses.
- Mitigate environmental impacts to the greatest extent possible.

### ■ Applicant Objectives

- Support regional mobility goals by encouraging development in and around current and future potential transportation and activity centers, thereby reducing vehicle trips and infrastructure costs, and encouraging the expansion and improvement of public transportation service.
- Provide local residents and college students, faculty, and staff with a contemporary living alternative, and attract renters from other areas whose spending power and consumption habits will provide support for surrounding retail businesses.
- Accommodate demand for Class-A market rate rental housing otherwise unmet in the community.
- Create a high-quality, mixed-use development that offers unique urban living experiences while promoting an active pedestrian environment and access to restaurant and retail uses in the area.

- Maximize utilization of a uniquely located development opportunity by locating density where it is self-mitigating through resident access to campus and transit.
- Provide for the development of an underutilized site and replace existing vacant big-box retail with the visual enhancement of new, contemporary development.
- Significantly improve the open space environment through the addition of a 0.75-acre open space area for public use.
- Capitalize on future potential commuter rail service by locating development along the likely route of the Union Pacific rail line.
- Provide parking with direct access to the development.
- Provide affordable housing pursuant to the BECSP and Housing Element.
- Create a mixed-use development that maximizes opportunities for green building and environmentally sound design.
- Provide a mixed-use development that is economically feasible and consistent with the BECSP.
- Provide high-quality open space and recreation opportunities for residents.

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

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

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

The vitality and identity of the neighborhood would primarily stem from the new development pattern. Buildings would be built close to the sidewalks with entrances facing the public thoroughfares. Streets and pedestrian ways would provide connectivity between the college, the shopping core, and the Goldenwest Transit Center. The pattern of pedestrian-scaled blocks that would be created by these streets and ways would be distinguished by the public spaces distributed among them. Building massing and façade composition would emphasize variety and street-side interest.

- **Town Center Core Edge:** The Town Center Core Edge includes the linear portion at the edge of the Town Center Neighborhood along Edinger Avenue (between Gothard Street and the recently approved The Revised Village at Bella Terra immediately east of the UPRR ROW). New

development would feature ground-level retail, restaurant, and entertainment uses contiguous with those planned for The Revised Village at Bella Terra.

### **3.4 INTENDED USES OF THIS EIR**

This Environmental Impact Report (EIR) is a Project EIR, as defined in CEQA Guidelines 15161, and analyzes the impacts of the Murdy Commons project. This EIR has been prepared to analyze potentially significant environmental impacts associated with the planning, construction, and operation of the project. This EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed project. EIRs not only identify significant or potentially significant environmental effects, but also identify ways in which those impacts can be reduced to less than significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, EIRs function as a technique for fact-finding, allowing concerned citizens, City staff, and decision makers an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

### **3.5 PUBLIC ACTIONS AND APPROVALS REQUIRED**

#### **3.5.1 City of Huntington Beach**

This EIR is being prepared for the City of Huntington Beach to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. The City of Huntington Beach is the Lead Agency for the project and has discretionary authority over the project and project approvals.

This EIR serves as the required environmental documentation for the following discretionary approvals that are required to implement the proposed project:

- Site Plan Review
- Lot Line Adjustment or Parcel Map

#### **3.5.2 State and Local Agencies**

In addition to the Lead Agency, there may also be federal, state, and regional agencies that have discretionary or appellate authority over the project and/or specific aspects of the project. These agencies are referred to as Responsible Agencies pursuant to CEQA Guidelines Section 15381 and will also rely on this EIR when acting on such projects. Those Responsible Agencies that would rely upon the information contained in this EIR when considering approval of this project include, but are not necessarily limited to, the following:

- California Regional Water Quality Control Board (Permit for dewatering during construction; and National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- Orange County Sanitation District—Waste service
- California Department of Transportation (Caltrans)

### 3.6 CUMULATIVE DEVELOPMENT SCENARIO

Section 15355 of the CEQA Guidelines defines “cumulative impacts” as “two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.” In general, these impacts occur in conjunction with other related developments whose impacts might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the project in combination with existing development and other expected future growth, the amount and location of growth expected to occur (in addition to the proposed project) must be considered. Section 15130(b) of the CEQA Guidelines allows the following two methods of prediction:

- A. A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or
- B. A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions.

This EIR primarily uses a list of cumulative projects for the cumulative analysis, because the types of impacts anticipated from the project are primarily local in nature and would not be affected by regional development. However, where use of regional projections is appropriate for the cumulative analysis of a particular resource, this is specified in the cumulative discussion of that resource in Chapter 4 (Environmental Analysis). Table 3-5 (Cumulative Projects) summarizes cumulative development projects within the vicinity of the project area.

<b>Table 3-5 Cumulative Projects</b>			
<b>No.</b>	<b>Project Name</b>	<b>Major Project Features</b>	<b>Project Status</b>
<b>Projects Located within One-Mile</b>			
1	Edinger Hotel	The proposed Edinger Hotel project would consist of a 200-room, 138,870 sf, six-story hotel on a 99,869 sf lot on the southeast corner of Edinger Avenue and Parkside Lane in the Town Center Boulevard area of the Specific Plan.	The City is determining the appropriate level of environmental clearance for this project.
2	Amstar/Red Oak Project (formerly known as The Ripcurl)	A mixed-use project proposed at the southeast corner of Gothard Street and Center Avenue. The project consists of 10,000 sf of commercial uses on the ground floor and 440 residential units above the ground floor (five stories).	An EIR was certified and a CUP approved in 2008.
3	CVS Pharmacy	Construction of a new 12,900 sf drive-through pharmacy at the southeast corner of Goldenwest St. and McFadden Ave.	The project is constructed.
4	Golden West College Master Plan	This project consists of an extensive improvement and building program to meet increasing enrollment needs and to update technology and outdated infrastructure. The project will include the renovation of older buildings, re-using existing buildings and the construction of new buildings, landscaping, and infrastructure.	A Program Environmental Impact Report has been circulated and a new classroom building has been constructed.

**Table 3-5 Cumulative Projects**

No.	Project Name	Major Project Features	Project Status
5	Heil Widening	The project will construct the street improvements necessary to widen the north side of Heil Avenue between Silver Lane and Beach Boulevard to its full 80-foot secondary arterial street width. Currently, this segment of Heil Avenue provides one through-lane in each direction, bike lanes, and a striped median. The widened street section will provide one additional through-lane in each direction. The project includes relocation of existing utility poles and the construction of new asphalt pavement, concrete curb, gutter, sidewalk, streetlights, and the installation of 24" box parkway trees. An 8-foot-high wall will also be constructed along the proposed northerly right-of-way.	Project is constructed.
6	Seawind Village Apartments	Addition of 10 residential units to a 277-unit apartment complex and construction of a 7,500 sf clubhouse/recreation center at 15555 Huntington Village Drive, on the west side of Huntington Village Drive, north of Center Avenue.	The project is under review by the Planning Department.
7	The Village at Bella Terra/The Revised Village at Bella Terra	General Plan Amendment and Zoning Text Amendment to increase the maximum development density, establish mixed-use zoning, and create mixed-use development standards in Specific Plan No. 13, located between Edinger Avenue and Center Avenue, just west of the existing Bella Terra mall. The General Plan amendment currently allows a maximum of 713 dwelling units and 138,085 sf of commercial uses.  The City approved a mixed-use project with 468 dwelling units and 30,000 sf of commercial uses, as well as a 154,113 sf Costco, including an ancillary tire sales/installation center and gas station.	An Environmental Impact Report has been certified for the approved The Village at Bella Terra project. An Addendum to this was approved for The Revised Village at Bella Terra project.

**Projects Located Further Than One-Mile from Project Site**

8	Rainbow Disposal	Master plan for Rainbow to expand the existing Material Recovery Facility (MRF) and Transfer Station from the current 2,800 tons per day (TPD) to 4,000 TPD. These new buildings and operations would enable Rainbow to continue to process curbside recyclables, construction and demolition (C&D) debris, greenwaste, and commercial municipal solid waste (MSW), and to do so while improving environmental conditions around the facility as compared to current operations.	The project has been approved.
9	Beach & Warner Mixed Use	This Beach & Warner project consists of a mixed-use development in the Neighborhood Boulevard area of the Specific Plan. Some of the existing uses would remain on-site while others would be demolished and redeveloped. In total, the project would consist of 272 du, 43,014 sf of retail, 196,000 sf of offices, 18,322 sf of restaurant uses, 7,000 sf of common area, 75,000 sf of public open space, and 1,990 parking spaces at build-out.	Environmental documentation is being prepared for this project.
10	Beach & Ellis Mixed-Use	The Beach-Ellis project would result in a six-story mixed-use development consisting of commercial and residential uses on a 2.6-acre (113,256 sf) parcel in the Five Points area of the Specific Plan. The project would include 50,000 sf of commercial uses, including a grocer on the first floor, as well as 301 du.	Environmental documentation is being prepared for this project.
10	Fein Medical Office Building	The project involves the construction of a 6,480 sf medical office building at 7922 Liberty Avenue, on the south side of Liberty Avenue, west of Beach Boulevard.	The project is approved.
11	Gun Range	The City will prepare an EIR for clean-up and reuse of the site located in Central Park east of the Sports Complex.	An EIR is currently underway.

**Table 3-5 Cumulative Projects**

No.	Project Name	Major Project Features	Project Status
12	Longs Drugs	The project involves the construction of an 8,800 sf drugstore with a drive-through pharmacy at 17725 Beach Boulevard, at the NWC of Beach Boulevard and Newman Avenue.	The project is approved.
13	Senior Center	Construction of a new 45,000 sf senior center and associated parking at southwest corner of Goldenwest Street and Talbert Avenue.	Entitlements have been approved.
14	Talbert Lake Water Quality Project	The Talbert Lake Diversion Project would divert up to 3 million gallons per day of urban runoff from the East Garden Grove Wintersburg Channel, through pre-treatment devices, and into a 15-acre area in Central Park for treatment to remove pollutants, thereby significantly reducing pollutant loading to the coastal receiving waters. Project components will include a channel diversion structure, pump station, control system, existing pipeline inspection and rehabilitation, additional conveyance piping, pretreatment, Natural Treatment Systems, Talbert Lake rehabilitation, groundwater recharge enhancements, educational exhibit, and monitoring.	A Mitigated Negative Declaration has been approved.
14	CVS	Drive-Thru CVS located at 16961 Beach Boulevard on the north west corner of Beach and Warner.	Entitlements submitted.

**Projects Located Within the City of Westminster**

15	Moran Street Senior Condos	Develop 144 Senior Condos at 15088–15238 Moran Street.	The project has been approved and is currently in plan check.
16	Rezone on Moran Street	Rezone of all M (Industrial) and CM-1 (Commercial-Industrial) properties along Moran Street and Weststate Street, South of Bolsa, North of Bishop to C2 (Community Business).	This project is currently under Review by the City of Westminster
17	Self-Storage Retail Center	Develop a new 135,100 sf self-storage and 6,777 sf retail center at the northeast corner of Beach Blvd. and Edinger Ave.	This project is constructed.

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

### 3.7 REFERENCES

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