

CHAPTER 9 Changes to the Draft EIR

9.1 FORMAT OF TEXT CHANGES

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 9.2 (Text Changes) below as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR.

9.2 TEXT CHANGES

This section includes revisions to text, by Draft EIR Section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Draft EIR.

Page 1-1, Introduction

The commercial component would be located on the ground level, adjacent to the above grade parking. Four levels of residential uses would be located over the street level commercial uses; a mezzanine level would also be located on the roof. The total project floor area, excluding parking and basement area would be approximately 382,700 sf. The buildings would be six stories and range from ~~60 to 66~~ approximately 66.5 to 72.6 feet in height.

Page 1-8, List of Abbreviations

Table 1-1 Acronyms and Abbreviations	
<i>Acronym or Abbreviation</i>	<i>Definition</i>
...	
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
<u>CoA</u>	<u>Condition of Approval</u>
COC	Constituents of Concern
CPAS&H	Circulation Plan of Arterial Streets and Highway
CPUC	California Public Utilities Commission
CR	<u>City Code</u> Requirements
CRHR	California Register of Historical Resources
<u>CTRC</u>	California Toxics Rule Criteria
...	

Page 1-11, List of Abbreviations

Table 1-1 Acronyms and Abbreviations	
<i>Acronym or Abbreviation</i>	<i>Definition</i>
...	
SRA	Source Receptor Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
...	

Page 2-2, Summary of Proposed Project

Table 2-1 Summary of Project Site Characteristics	
<i>Component</i>	<i>Site Characteristics</i>
Proposed Land Use	Mixed Use—Commercial and High Density Residential
Proposed Development Intensity	440 residential units and 10,000 sf of retail space
Building Height	Six stories, approximately 60-66-66.5-72.6 feet in height
Total Development Footprint	Approximately 3.8 acres
Proposed Parking Spaces	Approximately 578-705 spaces for residences and visitors
Open Space	Outdoor: Pool and spa area, fire pit and movie projection area Indoor: Fitness center, business center, conference room, and clubhouse
Project Access	Three driveways would serve the project site. The Center Avenue driveway would be the main entry for residents, while two Gothard Street driveways would provide entry ways for retail customers.

SOURCE: Red Oak Investments, LLC, 2007

Page 2-6, Summary of Environmental Effects and City Requirements/Mitigation Measures

Impact 4.1-2 Implementation of the proposed project would ~~not degrade the existing visual character or quality of the site and its surroundings~~ create new sources of light or glare into the project vicinity. However, these sources would not adversely affect day or nighttime views in the area. This impact is considered less than significant.

Page 2-10, Summary of Environmental Effects and City Requirements/Mitigation Measures

(Impact 4.5-3) CR4.5-1, MM4.5-1, and ~~CR4.7-3-CoA4.7-2~~ would also apply to this impact.

Page 2-13, Summary of Environmental Effects and City Requirements/Mitigation Measures

(Impact 4.7-1) CoA4.7-1 The project developer shall construct an underground storm drain pipe along the east side of Gothard Street from Center Avenue to Edinger Avenue to connect to the existing, underground Edinger Avenue storm drain pipe. Based on a Final Hydrology and Hydraulics Report, the new Gothard Street ~~new~~, underground storm drain facility sizing and

design shall be targeted to convey the highest storm event exceedance flow rates along Gothard Street at full build-out of the General Plan, including contributions from any permanent groundwater dewatering system. The proposed project onsite storm drainage system shall be designed to convey all water quality treated flow directly into the new underground storm drain pipe along Gothard Street.

Page 2-14, Summary of Environmental Effects and City Requirements/Mitigation Measures

(Impact 4.7-3) MM4.7-1 The Applicant shall prepare a Hydrology and Hydraulics Report and Drainage Plan that incorporates stormwater attenuation to reduce project site runoff to meet City design standards for stormflow in Gothard Street.

Prior to receiving a precise grading permit, the Applicant shall prepare an Hydrology and Hydraulics Report detailing proposed project peak runoff rates for the 10-, 25-, 50-, and 100 year design storm events to Gothard Street, including contributions from any permanent groundwater dewatering that may be implemented by the proposed project. This Hydrology and Hydraulics Report shall also identify the existing available capacity for flow in Gothard Street for the design storms and evaluate the existing capacity in and potential impacts to the Edinger Avenue system, Murdy Channel, and East Garden Grove-Wintersburg Channel.

Based on the Hydrology and Hydraulics Report, the Applicant shall prepare a Drainage Plan that shall incorporate sufficient stormwater attenuation such that the City design standards for flow in Gothard Street are not exceeded. It is expected that this may require underground detention facilities. However, detention in underground parking structures shall not be allowed and surface ponding shall be limited to a maximum depth of 8 inches. Attenuation shall be designed for back to back 24-hour storm design storm events that development of the proposed project would increase peak runoff rates for.

If either above-ground or below-ground detention facilities are proposed, the Applicant shall consult with the Department of Public Works and vector control agency to develop a design that will be sufficient for stormwater detention but will not present a human health or environmental hazard.

A qualified engineer of the Public Works Department shall approve this Hydrology and Hydraulics Report and Drainage Plan prior to issuance of a precise grading permit. ~~It is recommended that the~~ The site Drainage Plan shall be coordinated with the WQMP to maximize efficiency of stormwater runoff detention/retention and water quality treatment.

The Building and Safety Department shall evaluate any proposed permanent groundwater dewatering system to ensure that it would function as required. Following construction, the Building and Safety Department shall verify that any groundwater dewatering system has been implemented as required.

Page 2-22, Summary of Environmental Effects and City Requirements/Mitigation Measures

(Impact 4.14-4) CR4.14-1 Prior to issuance of a grading permit, a 14-day sewer flow monitoring test shall be performed in Gothard Street and Center Avenue. The locations of the test shall be approved by the City. A sewer study shall then be submitted to the City's Public Works Department for review and approval. The sewer study shall determine if the existing lines in Gothard Street shall be upsized to accommodate the project's sewer flow. The sewer study shall also size an alternate sewer main connection in Center Avenue to be connected to the manhole located in Center Avenue, east of the Union Pacific railroad tracks.

Page 3-1, Project Description

As currently proposed, The Ripcurl Project (proposed project) would result in development of ~~up to~~ 440 units of rental housing above approximately ~~10,000-9,025~~ square feet (sf) of commercial uses on 3.8 acres (166,362 sf) of developed land. The proposed project would establish a new zoning district, "Transit Center District," and change the General Plan land use designation, as well as the Zoning Map designation, for the subject property. Implementation of the General Plan and Zoning Text Amendments would allow a maximum of 10,000 sf of commercial development on the project site. Thus, in order to provide a conservative and consistent analysis, the remainder of this EIR analyzes the maximum allowable commercial square footage of 10,000 sf rather than the currently proposed 9,025 sf.

Page 3-8, Proposed Development

Table 3-2 Summary of Project Site Characteristics

<i>Component</i>	<i>Site Characteristics</i>
Proposed Land Use	Mixed Use—Commercial and High Density Residential
Proposed Development Intensity	440 residential units and 10,000 sf of commercial space (approximately 3,000 sf of restaurant uses and 7,000 sf of retail)
Building Height	Four levels of housing over three levels of parking, approximately 60-66-66.5- <u>72.6</u> feet in height (total 6 stories)
Total Development Footprint	Approximately 3.8 acres
Proposed Parking Spaces	Approximately 578- <u>705</u> spaces for residences and visitors
Open Space	Outdoor: Pool and spa area, fire pit and movie projection area Indoor: Fitness center, business center, conference room, and clubhouse
Project Access	vehicular: Two-Three driveways would serve the garage site . The Center Avenue driveway would be the main entry for residents; the Gothard Street driveway is the main entrance for retail customers. <u>Gothard Street would have two access driveways (one with right in/right out only) and a third access driveway would be located on Center Avenue.</u>

SOURCE: Red Oak Investments, LLC, 2007.

Page 3-8, Development Characteristics

Residential Component

The residential component would include approximately 301,100 sf of residential area and 7,000 sf of leasing, lobby, and recreation area. Of the 440 residential units, 151 would be studio units, 190 would be one-bedroom units, 88 would be two-bedroom units, and 11 would be live work loft units (two-bedroom units). Units would range in size from 465 sf (studio) to ~~4,037-~~1,285 sf (two-bedroom). More specifically, the units would generally range in size as follows:

- Studios: approximately 465 to 669 sf
- One bedroom Units: approximately 536 to 817 sf
- Two bedroom Units: approximately 872 to 1,285 sf
- Loft Units: approximately 762 sf

Pages 3-21 to 3-22, Amendments to the General Plan and Zoning Code

- General Plan Amendment (GPA) to allow mixed use on the site and establish the allowable residential density and FAR. Currently, the General Plan has a Mixed Use-Vertical Integration category but it limits maximum density to 30 units per acre with a 3.0 FAR. However, the General Plan also has a residential density category of “>30” that permits greater than 30 dwelling units per net acre. The Applicant is proposing up to 130 units per acre with a current estimate of 2.3 FAR for The Ripcurl project and requests the creation of a new land use designation, “Transit Center District.” As defined within the proposed ZTA, the Transit Center District would provide areas for high density mixes of residential and commercial uses near established transit centers. The intent of this District is to encourage the development of pedestrian-friendly, transit-oriented

communities in areas of the City adjacent to the necessary transit infrastructure, either existing or planned, to support the density with minimal impact on traffic.

Page 3-22, Vehicular Access, Circulation, and Parking

■ On-Site Vehicular Access, Circulation, and Parking

As described above, access to the project site would be provided from Gothard Street and Center Avenue, both of which are arterial streets. An emergency access lane accessed from Gothard Street and located along the southern border of the project site would provide secondary access to both components. Gates would separate the residential parking from the retail parking. The proposed project would provide a total of ~~578~~705 parking spaces on three levels. Of these spaces, ~~528~~572 stalls will be reserved for ~~the residential component~~ residents and visitors and 50 stalls will be reserved for the ~~commercial component~~ uses. An additional 83 parking spaces would also be provided for overflow parking from either the residential or commercial component.

Page 3-23, Construction Scenario

Project construction is anticipated to consist of five phases: demolition, excavation and shoring, sub-grade construction, building construction and building occupancy. A summary of the construction schedule is provided in Table 3-3 (Construction Schedule). Construction of the proposed project is anticipated to occur over approximately 24 months beginning in July 2009. Demolition would involve the removal of an existing 30,000 sf two-story office building and ~~a several one-story retail buildings totaling approximately 30,000 sf one-story retail building~~. The demolition phase would likely generate an estimated 60,000 cubic yards of material that would need to be removed from the project site and is anticipated to take three months to complete.

Page 3-23, Construction Scenario

Table 3-3 Construction Schedule	
<i>Phases</i>	<i>Duration</i>
Demolition	3 months
Grading and Excavation	4 months
Sub-Grade Construction	3 months
Building Construction	12 months
Occupation <u>Achieve Certificate of Occupancy</u>	2 months
<i>Total</i>	<i>24 months</i>

SOURCE: Red Oak Investments, LLC, 2007.

Page 3-27, Table 3-4 (Cumulative Projects)

No. 3 (Beach/Edinger Corridor Study)

... Overall, the Specific Plan would allow for the addition of up to approximately 6,400 dwelling units, ~~874,607~~739,000 sf of retail, 350 hotel rooms, and 112,000 sf of office uses.

Page 4.1-23, Effects Not Found to Be Significant

Threshold	Would the project have a substantial adverse effect on a scenic vista?
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Scenic vistas in the City of Huntington Beach are primarily located along the coast. As the project site is located approximately 4 miles from the ocean, no views of the coast from the site currently exist. The proposed project is located in a highly urbanized area, which is not considered a scenic vista. The height of the proposed building (approximately ~~60 to 66~~66.5 to 72.6 feet) is compatible with the existing buildings that are located in the immediate vicinity. Therefore, development of the project site would not adversely affect a scenic vista. No impact would occur, and no further analysis of this issue is required in the EIR.

Page 4.1-24, Impacts and Mitigation Measures

Currently, The Ripcurl project site is developed with a low-scale commercial and office shopping center and associated surface parking with buildings ranging from approximately 25 to 40 feet in height. Development of the proposed project would convert the existing one- and two-story commercial shopping center to a six-story mixed-use residential and commercial development. The introduction of mid-rise structures that could reach heights of ~~60 to 66~~approximately 66.5 to 72.6 feet would represent a change in the visual character of the project site.

Page 4.1-25, Impacts and Mitigation Measures

...In addition, the existing vacant commercial building formerly associated with the Levitz Furniture Store to the south is approximately ~~30~~37 feet in height, with a sign reaching approximately ~~60~~113 feet in height. The new six-story structures would represent a change in the existing visual character of the project site, which would alter the existing views from the adjacent uses. The proposed structures would be approximately twice the size in height of the existing vacant commercial buildings that surround the site, but would be lower than the existing Levitz sign for means of comparison. The visual result of the proposed development would be an overall increase in building height and mass because the proposed structures would be located closer to the existing sidewalks along Center Avenue and Gothard Street compared to the existing on-site structures.

Page 4.1-26, Impacts and Mitigation Measures

Impact 4.1-2 ~~Implementation of the proposed project would not degrade the existing visual character or quality of the site and its surroundings~~ create new sources of light or glare into the project vicinity. However, these sources would not adversely affect day or nighttime views in the area. This impact is considered *less than significant*.

Page 4.1-27, Impacts and Mitigation Measures

Glare

Proposed structures would range between ~~60 to 66~~ approximately 66.5 to 72.6 feet in height. Buildings generally three or more stories in height have the potential to include large building faces that could introduce reflective surfaces (e.g., brightly colored building façades, reflective glass) that could increase existing levels of daytime glare. The proposed project could, therefore, serve as a new source of light and glare in the area, and impacts would be potentially significant. Implementation of mitigation measure **MM4.1-1** would be required.

4.2-30, Cumulative Impacts (Greenhouse Gas Emissions)

Threshold	Would the project make a substantial contribution to greenhouse gas emissions?
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■ Current CEQA Approach to Climate Change

Presently, there are no established thresholds for greenhouse gas emissions or climate change. However, recent California case law suggests that the preferable method of analysis in Draft EIRs is to provide a comparison between a project's potential impacts and state-wide impacts. In *Westfield, LLC, et al. v. City of Arcadia et al.*, No. BS 108937, (Los Angeles County Sup. Ct., July 23, 2008), the court stated that greenhouse gas emissions in California is the State's responsibility and beyond the scope of an EIR. The court also concluded that a cumulative impact analysis of such emissions is also not required. However, for purposes of full disclosure, the following analysis considers the regional nature of the issue and provides a comparison of the project emissions to those of the State of California.

■ Analysis

Construction and operation of the proposed project would contribute to greenhouse gas emissions. However, due to the type and size of the proposed project, in addition to design features and greenhouse gas emission reduction measures incorporated into the proposed project, this cumulative impact would be considered *less than significant* ...

Page 4.2-38, Project Compliance with AB 32

Table 4.2-13 Greenhouse Gas Emissions Reduction Mitigation Measures/Design Strategies

<i>California Climate Change Greenhouse Gas Emissions Reduction Strategies</i>	<i>Proposed Project Design/Mitigation Measure for Compliance</i>
<p>California Attorney General Strategy</p> <p>Solid Waste Reduction Strategy: Project shall ensure that each unit includes recycling and composting containers and convenient facilities for residents and businesses.</p>	<p>The City Municipal Code requires recycling in all new developments within the City. Further, the Applicant intends to design the project to a “build it green” <u>“Build It Green”</u>-equivalent standard, which would ensure the use of efficient materials to reduce waste and improve recycling.</p>

Page 4.4-8, Impacts and Mitigation Measures

...The proposed project would require excavations ~~up to~~ between approximately ~~14-16~~ 16 to 20 feet down from the existing grade for the subterranean garage and the foundation and footings...

Page 4.5-2, Soil and Groundwater Conditions

As part of the proposed project, one or two levels of subterranean parking would be included on the project site. The probable depth of the subterranean parking would require excavations ranging between approximately ~~14 to 16~~ 16 to 20 feet below the existing grade, including footings. Materials exposed during excavations would consist of horizontally stratified to massive alluvium.

Page 4.5-8, Landslides

The proposed project could include excavations ~~of~~ ranging between approximately ~~14 to 16 feet bgs~~ 16 to 20 feet below the existing grade...

Page 4.5-18, Impacts and Mitigation Measures

... ~~Excavation of approximately 14 to 16 feet below existing ground surface~~ Excavations ranging between approximately 16 to 20 feet below the existing grade would occur to accommodate ~~1 to 2~~ levels of subterranean parking as well as foundations and footings ...

Page 4.5-20, Impacts and Mitigation Measures

... The City has identified project conditions of approval (~~CR4.7-3~~ CoA4.7-2) for groundwater dewatering and surface drainage. As required, the Applicant would prepare a site Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering as well as for surface drainage. Section 4.7 (Hydrology and Water Quality) of this EIR describes the permitting requirements and effects of dewatering and surface drainage. Because the proposed structures would be designed, constructed and operated in conformance

with Section 1802.2.1 Questionable Soils, of the 2007 CBC and Title 17 Excavation and Grading Code, and because the project would be required to comply with **CR4.5-1**, **MM4.5-1**, and **CR4.7-3CoA4.7-2**, potential risks to life and property from unstable soils caused by groundwater saturation or withdrawal would be *less than significant*.

Page 4.6-7, Electromagnetic Fields

A number of studies have looked at the potential health hazard posed by the long-term exposure of both animals and humans to low-frequency electromagnetic radiation. Since 1980, more than 90 epidemiological studies have been performed to determine whether there is a link between EMFs and potential health effects. Although some studies have found a link between EMFs and increased birth defects in animals, or an increased risk of cancer, especially leukemia, lymphomas, and brain cancer, in electrical workers or even in children living near high-voltage power lines, other studies have found no clear link. However, the National Institute of Environmental Health Sciences (NIEHS) concludes that EMF exposure cannot be recognized as entirely safe because of weak scientific evidence that exposure may pose a leukemia hazard. Calculations suggest, on average, that between 5 percent and 15 percent of childhood leukemias could be caused by exposures to EMF with confidence intervals including 0 percent. The risk of getting leukemia prior to age 15 in the United States is about 0.05 percent (5/10,000 people). This would make the lifetime risk of childhood leukemia attributable to EMF (again, conditional on the risk being real) between 2.5 to 7.5 per 100,000 people. On a yearly basis, this conditional risk is approximately 15 times less than the lifetime risk of 2 to 6 additional cases per million children per year. Therefore, At this time, it is impossible to say whether EMFs pose any health risk, and if so, at what level of exposure risk develops.

According to the ~~National Institute of Environmental Health Sciences (NIEHS)~~ because the use of electric power is so widespread, humans are constantly exposed to electric and magnetic fields. The Electric and Magnetic Fields Research and Public Information Dissemination (EMF RAPID) Program, was a six-year project with the goal of providing scientific evidence to determine whether exposure to power-frequency EMF involves a potential risk to human health led by two U.S. government institutions, the National Institute of Environmental Health Sciences (NIEHS) of the National Institutes of Health and the Department of Energy (DOE), with input from a wide range of public and private agencies. In 1999, at the conclusion of the EMF RAPID Program, the NIEHS reported to the U.S. Congress that the overall scientific evidence for human health risk from EMF exposure is weak. Federal and state agencies have reviewed past studies to determine if exposure to EMF causes adverse health effects, and have found no basis for setting health standards to date (NIEHS 2002).

Page 4.7-11, Water Supply

Water at the proposed project site would be served by the City and derived from a combination of local groundwater and imported water. Historically, the City has used groundwater more than imported water to satisfy water system demands. Actual percentages of groundwater and imported water vary somewhat on an annual basis depending on the extent to which these programs are implemented. Currently, the City receives approximately ~~646~~ percent of its water supply from groundwater wells accessing the

Orange County Groundwater Basin and approximately ~~36~~31 percent of its supply from imported water from MWDOC ~~(WUS 2008)~~. To ensure a lasting supply for the region, the basin is managed by the OCWD, and the City pays a replenishment assessment to the district for each acre-foot of water taken from the groundwater basin. Allowable Basin Pumping Percentage (BPP) for each purveyor is typically set by OCWD on an annual basis.

Page 4.7-15, Regulatory Framework (Local/Regional)

...Development of the proposed project would require groundwater dewatering during construction and/or operation because the excavation depth would ~~be more than 14 feet below the existing ground surface~~ range between approximately 16 to 20 feet below the existing grade where groundwater was encountered in a test bore at 8.5 feet below the existing ground surface. Therefore, it would be subject to the requirements of this DeMinimus Threat General Permit for construction and either an individual WDR/NPDES permit for operation or this DeMinimus Threat General Permit.

Page 4.7-20, Analytic Method

The proposed project is a mixed-use residential and commercial development that would consist of four levels of housing/retail establishments over three levels of parking (two levels of parking below grade and one level of parking above grade). The probable depth of the subterranean parking level ~~is anticipated to be between approximately 14 and 25 feet below the existing ground surface~~ is anticipated to be between approximately 16 to 20 feet below the existing grade, including footing depth...

Page 4.7-31, Impacts and Mitigation Measures

Some structures (e.g., basements and underground parking) would be below the local groundwater table. The Geotechnical report encountered groundwater at 8.5 feet below the existing ground surface (begs) within the eastern portion of the project site. The proposed project would ~~place 6 to 10 feet of fill in this area and have a basement floor about 24 feet below the final grade~~ approximately 14 to 18 feet below the existing grade, with total excavations for the project ranging between 16 to 20 feet below the existing grade to allow for the subterranean parking structure, including footings. Therefore, the basement level would be about ~~14 to 16~~ 5.5 to 9.5 feet begs ...

Page 4.7-35, Impacts and Mitigation Measures

CoA4.7-1

The project developer shall construct an underground storm drain pipe along the east side of Gothard Street from Center Avenue to Edinger Avenue to connect to the existing, underground Edinger Avenue storm drain pipe. Based on a Final Hydrology and Hydraulics Report, the new Gothard Street ~~new~~, underground storm drain facility sizing and design shall be targeted to convey the highest storm event exceedance flow rates along Gothard Street at full build-out of the General Plan, including contributions from any permanent groundwater dewatering system. The proposed project onsite storm drainage system shall be designed to convey all water quality treated flow directly into the new underground storm drain pipe along Gothard Street.

Page 4.7-39, Impacts and Mitigation Measures

Mitigation Measure**MM4.7-1**

The Applicant shall prepare a Hydrology and Hydraulics Report and Drainage Plan that incorporates stormwater attenuation to reduce project site runoff to meet City design standards for stormflow in Gotbard Street.

Prior to receiving a precise grading permit, the Applicant shall prepare an Hydrology and Hydraulics Report detailing proposed project peak runoff rates for the 10-, 25-, 50-, and 100-year design storm events to Gotbard Street, including contributions from any permanent groundwater dewatering that may be implemented by the proposed project. This Hydrology and Hydraulics Report shall also identify the existing available capacity for flow in Gotbard Street for the design storms and evaluate the existing capacity in and potential impacts to the Edinger Avenue system, Murdy Channel, and East Garden Grove-Wintersburg Channel.

Based on the Hydrology and Hydraulics Report, the Applicant shall prepare a Drainage Plan that shall incorporate sufficient stormwater attenuation such that the City design standards for flow in Gotbard Street are not exceeded. It is expected that this may require underground detention facilities. However, detention in underground parking structures shall not be allowed and surface ponding shall be limited to a maximum depth of 8 inches. Attenuation shall be designed for back to back 24-hour storm design storm events that development of the proposed project would increase peak runoff rates for.

If either above-ground or below-ground detention facilities are proposed, the Applicant shall consult with the Department of Public Works and vector control agency to develop a design that will be sufficient for stormwater detention but will not present a human health or environmental hazard.

A qualified engineer of the Public Works Department shall approve this Hydrology and Hydraulics Report and Drainage Plan prior to issuance of a precise grading permit. ~~It is recommended that the~~ The site Drainage Plan shall be coordinated with the WQMP to maximize efficiency of stormwater runoff detention/retention and water quality treatment.

The Building and Safety Department shall evaluate any proposed permanent groundwater dewatering system to ensure that it would function as required. Following construction, the Building and Safety Department shall verify that any groundwater dewatering system has been implemented as required.

Page 4.7-44, Impacts and Mitigation Measures

Impact 4.7-6

Implementation of the proposed project would place housing within a 100-year flood hazard area. This is considered a *less-than-significant* impact.

About 1.3 acres of the eastern portion of the project site is located within a 100-year flood hazard area from failure of the East Garden Grove-Wintersberg Channel as mapped by FEMA. This area is identified as a flood Zone A; subject to flooding during a 100-year flood event but no Base Flood Elevation (BFE) has been determined. FEMA allows development of residential uses within a flood hazard area if the lowest occupied flood is elevated to, or above, the 100-year flood elevation. Nonresidential or commercial structures can be either elevated or dry flood-proofed to, or above, the

100 year flood elevation. The City of Huntington Beach requires that building pads shall be constructed one foot above the BFE in Special Flood Hazard Areas (e.g., FEMA Zone A). Although the base flood elevation is not identified by FEMA, the West Consultants study of flooding from the East Garden Grove-Wintersburg Channel (Fusco Engineering 2007) indicates that the project site would experience a 2-foot flood depth. A letter from the County of Orange (Floodplain Administrator) to the City of Huntington Beach indicated that the information submitted from the West Consultant's study is the best available information at this time and can be used for establishing building pad elevation for developments (Fusco Engineering 2007). at the project site is not identified on the current FEMA Flood Insurance Rate Map, a floodplain map prepared by WEST Consultants for the County of Orange, approved by FEMA for the East Garden Grove-Wintersburg Channel, indicates that the project site would experience a 2-foot flood depth. The County of Orange has formally transmitted this map to all affected cities for use in determining building pad elevations in the vicinity of the East Garden Grove-Wintersburg Channel.

Furthermore, the residential component of the proposed project would be on top of the retail and parking structures include live/work units at the ground floor level in addition to the residential units above the retail and parking structures and 6 to 10 feet of fill would be placed within the SFHA to raise the ground surface elevation to above the flood depth. ~~Therefore, the lowest occupied level would be several feet above the flood depth and in compliance with floodplain development requirements for residential uses.~~ The residential component would be constructed in compliance with the floodplain development requirements for residential uses. Additionally, code requirements for development within flood hazard areas, **CR4.7-2**, would apply. Consequently, with implementation of existing regulations, the proposed project impacts associated with housing within a flood hazard area would be *less than significant*.

Page 4.7-45, Impacts and Mitigation Measures

Threshold	Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?
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Impact 4.7-7 Implementation of the proposed project would place structures within a 100-year flood hazard area that could impede or redirect flood flows. This is considered a *less-than-significant* impact.

As mentioned above, the proposed project would place structures within a flood hazard area as mapped by FEMA. The regulatory floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without increasing the base flood elevation more than a specified amount. FEMA has mandated that projects can cause no rise in the regulatory floodway and no more than a one-foot cumulative rise in the BFE for all projects in the base (100-year) floodplain. The BFE and floodway zone for this flood hazard area has not yet been defined by FEMA. Although the proposed project would place 6 to 10 feet of fill in this area, the project site is located at the very edge of the flood hazard area. This would also not result in substantially more fill compared to existing conditions because existing structure essentially act as fill in

this area. Therefore, the proposed project would not cause or contribute to substantial impedance or redirection of flood flows and potential impacts of proposed project structures on flood flows would be *less than significant*.

Page 4.8-2, Regulatory Framework (Southern California Association of Governments)

...Policies contained in the RCP identified by SCAG as relevant to the proposed project are identified under Impact ~~4.7-1~~ below 4.8-1, along with an assessment of the proposed project's consistency with these policies.

Page 4.9-16, Impacts and Mitigation Measures

■ Impacts and Mitigation Measures

Threshold	<p>Would the project expose people to or generate noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?</p> <p>Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</p>
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Impact 4.9-1 **Construction activities associated with the proposed project would not exceed the standards established in the Huntington Beach Municipal Code. Operation of the proposed project would not generate noise levels in excess of standards established by the City.**

Construction

Implementation of the proposed project would involve the construction of a mixed-use residential and retail center on approximately 3.8 acres of commercial space in the City of Huntington Beach. The project would include 440 residential units totaling 301,100 sf of space on top of 10,000 sf of retail space at ground level. The project would also involve the construction of three levels of parking, one below grade, for a total of approximately ~~578~~705 parking spaces ...

Page 4.13-10, Future Conditions

Neither McFadden Avenue nor Gothard Street has current funding commitments for constructing the roadways to MPAH standards (widening in the case of McFadden Avenue and construction in the case of Gothard Street), and the City of Westminster has consistently indicated its opposition to the extension of Gothard Street in the City of Huntington Beach to connect with Hoover Street, in the City of Westminster. The funding for the widening of Heil Avenue from Gothard Street to Beach Boulevard has been obtained and is considered part of the committed roadway system. As identified in Table 3-4 (Cumulative Projects), construction of the Heil Avenue street improvements is anticipated to begin Fall

2008. Additionally, improvements at the intersection of Beach Boulevard and Edinger Avenue would include a second westbound turn lane would also be considered part of the committed roadway system.

Page 4.10-14, Cumulative Impacts

...Additionally, as discussed in the Negative Declaration prepared for the City’s Draft 2008–2014 Housing Element of the General Plan, approximately 5,000 new units have been developed in Huntington Beach since 1990, which is well below the 18,500 units identified in the City’s General Plan for buildout (Policy LU 2.1.4). Full buildout of the cumulative residential projects would increase the total number of units built since 1990 to between approximately 12,501 to 12,676 units.¹ Therefore, full buildout of the cumulative residential units would still fall below the City’s General Plan policy of limiting growth to 18,500 units. Table 4.10-9 illustrates the overall comparison in cumulative population and housing growth to SCAG population projections and the City’s General Plan buildout limitations.

Table 4.10-9 Cumulative Growth Comparison (Population and Housing)

<i>Column A</i>	<i>Column B</i>	<i>Column C^a</i>	<i>Column D</i>	<i>Column E^b</i>	<i>Column F</i>
Population Growth (Residents)					
<i>2015 SCAG City of HB Projections</i>	<i>Existing 2008 Population</i>	<i>Projected SCAG Increase</i>	<i>Projected Cumulative Population Growth</i>	<i>Growth vs. Projected SCAG Increase</i>	<i>Exceedance</i>
<u>216,565</u>	<u>201,993</u>	<u>14,572</u>	<u>19,772–20,235</u>	<u>(5,200–5,663)</u>	<u>Yes</u>
Housing Growth (Dwelling Units)					
<i>HB General Plan Buildout</i>	<i>Existing HB Unit Count</i>	<i>Permitted General Plan Increase</i>	<i>Projected Cumulative Housing Unit Growth</i>	<i>Growth vs. General Plan Allowable Increase</i>	<i>Exceedance</i>
<u>91,236*</u>	<u>77,736**</u>	<u>13,500</u>	<u>7,501 – 7,676</u>	<u>5,999 - 5,824</u>	<u>No</u>

a. Column C = Column A – Column B

b. Column E = Column C – Column D

* General Plan LU Policy 2.1.4 limits growth to 18,500 units over 1990 levels (72,736 units)

** 72,736 units (1990 level) + 5,000 units (constructed since 1990) = 77,736

Although full occupancy of all cumulative residential development would fall below the General Plan buildout numbers, the City’s General Plan did not account for residential growth within the project site as well as the Beach-Edinger Corridor boundary as these projects require GPAs. Additionally, it is beyond the scope of this document to assume a buildout year beyond 2015 for all residential projects under the Beach-Edinger Corridor Study since a time frame has not yet been established for that project. Therefore, because full occupancy of all cumulative development could potentially occur by 2015, the overall residential population that could occur would substantially exceed the SCAG population projections ...

Page 4.13-16, Analytic Method

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. As stated previously,

¹ 7,501 to 7,676 cumulative units + 5,000 units built since 1990 = 12,501 to 12,676 units

the City of Huntington Beach Traffic Study Guidelines (1996) considers LOS D (ICU not to exceed .90) acceptable for intersections located within the City limits, whereas the performance standard for CMP intersections is LOS E, (ICU not to exceed 1.0). Although LOS E is acceptable for CMP purposes at these locations, the City performance standard of LOS D is typically used in traffic analysis application. The utilization of the City's more stringent LOS standard does not present any inherent conflicts in this EIR as the appropriate performance standards are used at each intersection. Additionally, for both arterial and CMP intersections, an intersection is considered impacted if the LOS is "E" or LOS "F" and the ICU value changes by 0.01 or more.

Page 4.13-19, Project Trip Distribution

The distribution percentages illustrated in the figure are representative of the average daily traffic (ADT) volumes, and the directional distribution used for calculating peak hour project trip differ slightly on certain links compared to the ADT distribution. Worth noting is that the trip distributions at the five intersections surrounding the project site add up to 95 percent rather than 100 percent. The 5 percent difference is due to local drive trips (i.e., not part of the local capture, which is for walk trips). Examples would be driving to/from Bella Terra (on the way home for example), work trips off Huntington Village Way (the 41.3 percent dot is meant to be just to the east of that street.), or drive trips to/from Golden West College (e.g., someone may need their car later in the day or before/after work). Project ADT trips on the study area circulation system are illustrated in Figure 4.13-6 (ADT Volumes Project Only) and the project peak hour trips at the study area intersections are shown for AM and PM peak hour conditions in Figure 4.13-7 (AM Peak Hour Volumes) and Figure 4.13-8 (PM Peak Hour Volumes). These project traffic volumes are used to identify short-range and long-range project impacts.

Page 4.13-36, Caltrans Intersections

Table 4.13-11 LOS Summary for Caltrans Intersections

Location	2014 With Project				2030 With Project			
	AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Intersection Capacity Utilization (ICU) Highway Capacity Manual (HCM) Delay (Caltrans Intersections)								
I-405 SB Ramps at Center Ave.	29.1	C	36.4	D	28.2	C	43.8	D
Beach Blvd. at Center Ave.	15.8	B	27.6	C	16.5	B	30.0	C
Beach Blvd. at Edinger Ave.	57.4	E	65.3	E	70.9	E	73.6	E
Beach Blvd. at Heil Ave.	16.6	B	17.4	B	21.8	C	36.6	D
Beach Blvd. at Warner Ave.	35.1	D	52.5	D	39.0	D	62.7	E
Beach Blvd. at McFadden Ave.	28.4	C	34.7	C	38.4	D	50.7	D
Beach Blvd at Bolsa Ave.	36.3	D	38.6	D	54.0	D	99.3	F

SOURCE: Source: Austin-Foust, Inc., *City of Huntington Beach The Ripcurl Traffic Analysis*. July 2008. Table 4-4.

Page 4.13-38 and 4.13-39, Impacts and Mitigation Measures

...The anticipated deficiencies at the above-mentioned intersections by City performance standards would occur with or without the proposed project and would operate at LOS E during the PM peak hours. In addition to the intersection analysis performed for the study area, an evaluation of the freeway system was also performed for the proposed project. As shown in Table 4.13-10 (Future Freeway Ramp V/C Summary), in the Year 2014, the I-405 northbound loop ramp from Beach Boulevard is deficient in both the AM and PM peak hours because the total V/C ratio is greater than 1.00. The anticipated deficiency at this freeway ramp is anticipated to occur with or without the proposed project. However, The Ripcurl project is considered to have ~~The project has~~ a significant contribution to this deficiency (more than .01) in the AM Peak Hour. Since ~~Therefore, since~~ project traffic would be added to an existing deficiency ~~(LOS E)~~ at this freeway ramp, impacts in 2014 as a result of the proposed project are considered *significant and unavoidable*.

Page 4.13-39, Impacts and Mitigation Measures

Impact 4.13-2 Under Year 2030 Conditions, operation of the proposed project would cause an increase in traffic, which is substantial in relation to the forecasted traffic load and capacity of the street system.

Intersection Analysis

Year 2030 volumes used for this analysis were derived using the Huntington Beach Traffic Model (HBTM). Year 2030 conditions of the proposed project include buildout of the City's General Plan and regional growth projections from OCTA. Existing land uses are assumed, as they represent existing General Plan zoning. As summarized on Table 4.13-9, the following seven intersections show long-range deficiencies operating at LOS E or F, one of which has a significant project impact:

- Goldenwest Street at Bolsa Avenue (LOS F, no-project/with project)
- I-405 SB Ramps at Center Avenue (LOS D to ~~LOS F~~ LOS E)
- Beach Boulevard at Edinger Avenue (LOS F, no-project/with project)
- Beach Boulevard at Heil Avenue (LOS E, no-project/with project)
- Beach Boulevard at Warner Avenue (LOS E, no-project/with project)
- Beach Boulevard at McFadden Avenue (LOS E, no-project/with project)
- Beach Boulevard at Bolsa Avenue (LOS F, no-project/with project)

Page 4.13-46, Impacts and Mitigation Measures

...Peak hour delays for exiting and entering vehicles would operate at acceptable levels based on calculated delay values using HCM methodology. Additionally, cars making left-hand turns from the proposed access driveway along Center Avenue would not be impeded by the slight curve on Center Avenue east of the site. An access driveway currently exists at this location to the existing commercial uses on-site, and vehicles traveling west along Center Avenue are readily visible to those exiting the site. Because this access driveway currently exists, implementation of the proposed project would not

substantially increase any perceived hazards at this location. In addition, CR4.13-1 and CR4.13-2 would ensure that proper sight distance and off-site restriping along Center Avenue would provide safe access from the proposed driveways. Access points to the project site would not be considered a design hazard in regards to daily traffic operation of the intersection. Implementation of city requirements would ensure impacts would be *less than significant*.

Page 4.13-46 and 4.13-47, Impacts and Mitigation Measures

Threshold	Would the proposed project result in inadequate parking capacity?
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Impact 4.13-7 Implementation of the proposed project would not result in inadequate parking capacity.

~~The proposed project would provide a total of 578 parking spaces on three levels of parking (one level of parking below grade and two levels of parking above grade). Of these spaces, 528 stalls would be reserved for the residential component and 50 stalls would be reserved for the commercial component. As per Chapter 231, Off Street Parking and Loading Provisions, of the Huntington Beach Zoning and Subdivision Ordinance, the proposed development would be required to provide one stall per one-bedroom unit, two stalls per two-bedroom units, and one stall per 200 sf of commercial uses. Based upon these criteria the proposed project would need 539 parking spaces for the residential component, and 50 spaces for the commercial component for a total of 589 parking spaces. The proposed project would meet minimum requirements for the commercial component of the proposed project, but would not meet minimum multi-family dwelling requirements by 11 parking spaces.~~

As currently proposed, The Ripcurl project would provide a total of 705 parking spaces. Table 4.13-18 provides a comparison of the parking requirements under the current Huntington Beach Zoning and Subdivision Ordinance (HBZSO) as well as the requirements under the proposed new Transit Center District (TCD) zoning standards for the project site. The primary difference between the two standards lies in the variations of guest parking requirements. As discussed in more detail under Impact 4.13-8, a primary objective of the proposed project is to promote alternative methods of transportation, specifically to promote an active pedestrian environment and the use of public transit. In consideration of the project site's close proximity to the OCTA transit center, Bella Terra regional shopping center, and Golden West College, the potential exists that visitors and residents of the proposed development would not ~~require~~ need as many parking spaces as required under the current zoning standards, as they would be utilizing other methods of transportation.

Table 4.13.18 The Ripcurl Parking Requirements

<i>Use Classification</i>	<i>Proposed Uses</i>	<i>HBZSO Requirements (existing)</i>	<i>TCD Requirements (as proposed)</i>	<i>Proposed Parking Spaces</i>
<u>Studio</u>	<u>151</u>	<u>1 space (151)</u>	<u>1 space (151)</u>	<u>151</u>
<u>One Bedroom</u>	<u>190</u>	<u>1 space (190)</u>	<u>1 space (190)</u>	<u>190</u>
<u>Two Bedroom</u>	<u>88</u>	<u>2 spaces (176)</u>	<u>2 spaces (176)</u>	<u>176</u>
<u>Live/Work Units</u>	<u>11</u>	<u>1 space (11)</u>	<u>1 space (11)</u>	<u>11</u>
<u>Guests</u>	<u>N/A</u>	<u>0.5 space/unit (220)</u>	<u>1 space/10 units (44)</u>	<u>44</u>
<u>Commercial</u>	<u>10,000 sf</u>	<u>1 space/200 sf (50)</u>	<u>1 space/200 sf (50)</u>	<u>50</u>
<u>Extra</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>83</u>
<u>Total</u>	<u>N/A</u>	<u>798 spaces</u>	<u>622 spaces</u>	<u>705 (518*)</u>

* Of the 705 total parking spaces provided, 105 would be tandem spaces and 82 would be compact spaces. Under the current HBZSO, tandem and compact spaces are not permitted. Therefore, only 518 spaces could be counted for purposes of compliance under the existing HBZSO. It should be noted that some regular sized spaces might be gained with the elimination of the compact spaces such that the total number of spaces would be somewhat higher than 518.

Although the proposed project does not meet the minimum requirements of the City's ~~Zoning Ordinance~~ HBZSO, demand for parking at the mixed-use development is likely to be less than suggested due to the ideal location for use of alternative methods of transportation. As noted in Chapter 231.06 of the City's ~~Zoning Ordinance~~ HBZSO, a reduction in the total number of required spaces would be granted if the project's various uses have divergent needs in terms of daytime versus nighttime hours or weekday versus weekend hours. As commercial uses on the project site as well as surrounding uses would be an accessory to residential uses, parking needs would be limited.

Additionally, implementation of the proposed project would require amendments to the existing ~~on-site~~ General Plan and Zoning designations to a "Transit Center ~~High Density Mixed Use District~~," which would establish new development standards. ~~Therefore~~ As shown above, development standards under this designation ~~would evaluate~~ would include the lessened demand for parking spaces, as a result of proximity to the transit center and mixed-used development on the project site. In addition to reduced guest parking requirements, the proposed Transit Center District requirements would allow both tandem and compact parking spaces—neither of which are allowed under the current HBZSO. As shown in Table 4.13-18, The Ripcurl project would provide approximately 83 total extra spaces as compared to the reduced parking requirements under the TCD standards.

Of the 705 total spaces, 105 spaces would be tandem parking spaces and 82 spaces would be compact, which are not currently permitted under the HBZSO. Therefore, only 518 spaces would be counted towards compliance with the HBZSO. However, some regular sized spaces might be gained with the elimination of the compact spaces such that the total number of spaces would be somewhat higher than 518.

Worth noting is that the City's current zoning standards do not provide separate parking requirements for mixed-use developments as this is a relatively new type of land use in the City. The current parking standards in the HBZSO are only identified for individual land use categories, such as residential or commercial, but do not take into account the reduction in spaces that is typically appropriate for mixed-

uses. For example, Further, similar mixed-use projects in the State use reduced commercial parking provision requirements, such as 0.6 stalls per 200 sf of commercial uses.² Therefore, because the City's Zoning and Subdivision Ordinance—HBZSO does not currently designate commercial uses accessory to residential uses as separate from general commercial uses and due to the anticipated reduced demand for parking at the proposed commercial uses on-site, the reduction in parking requirements as part of the proposed TCD would not result in an adverse impact.

Additionally, depending on whether the City ultimately approves the Transit Center District, the proposed parking spaces may or may not comply with parking standards as this would include a reduction in guest parking requirements as well as enable the City to allow both tandem and compact spaces. Ultimately, the proposed project would be required to comply with parking standards, whether those are reduced in part or in whole compared to what is currently allowed in the HBZSO.

If the reduced parking requirements in the Transit Center District were not approved, the Applicant could elect to construct an additional level of subterranean parking under the smaller building, or could reduce the number of proposed residential units. Subsequent to the preparation of the Draft EIR, the revised site plans submitted by the Applicant reflect a reduction in overall parking. In particular, the plans and analysis in the Draft EIR assume a second underground level of parking while the revised plans indicate that the Applicant is considering not constructing the lower garage level in the easterly building. The 705 proposed parking spaces assumes this lower garage level is not built. However, if it were constructed, another 64 parking spaces would be available to count towards the HBZSO requirements, or 79 spaces if compact and tandem spaces are counted in full. Because the Draft EIR analyzed the lower level of the easterly parking garage, if the Applicant chooses to construct this level, the environmental effects of such an action have been sufficiently analyzed in the Draft EIR. Therefore, because the proposed project would be required to comply with City parking standards (either existing or proposed), (up to 20 spaces less), the lack of 11 parking spaces that would otherwise be provided for the proposed project under the City's Zoning Ordinance would not result in an adverse impact. This this impact is considered *less than significant*, and no mitigation is required.

Page 4.13-49, Cumulative Impacts

For the intersection of the I-405 Freeway Southbound ramps and Center Avenue (where The Ripcurl project-specific impact was identified), an evaluation was made of the project impacts using the Bella Terra GPA long-range volumes as a base. The results are as follows (Table 4.13-4819 [2030 ICU Comparison—PM Peak Hour]):

	<i>General Plan</i>	<i>General Plan + The Ripcurl</i>	<i>Bella Terra GPA 1</i>	<i>GPA 1 + The Ripcurl</i>	<i>Bella Terra GPA 2</i>	<i>GPA 2 + The Ripcurl</i>
I-405 SB & Center Ave	.90	.91	.90	.90	.90	.90

SOURCE: Austin-Foust, Inc., *City of Huntington Beach The Ripcurl Traffic Analysis*. July 2008. Page 5-4.

² Caltrans. *Statwide Transit-Oriented Development Study*. September 2002.

Page 4.14-2, Water Supply

Historically, the City has utilized groundwater more than imported water to satisfy water system demands. Currently, the City receives approximately ~~75~~⁶⁹ percent of its water supply from groundwater wells accessing the ~~Santa Ana River-Orange County~~ ^gGroundwater ~~b~~Basin and approximately ~~25~~³¹ percent of its supply from imported water from MWDOC. To ensure a lasting supply for the region, the basin is managed by the OCWD, and the City pays a replenishment assessment to the district for each acre-foot of water taken from the groundwater basin. Actual percentages of groundwater and imported water vary somewhat on an annual basis depending on the extent to which these programs are implemented.

Page 4.14-15, Impacts and Mitigation Measures, Impact 4.14-2

Threshold	Would the project require new or expanded water entitlements and resources, if there are not sufficient water supplies available to serve the project from existing entitlements and resources?
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Impact 4.14-2 **Implementation of the proposed project would generate an additional demand for water, would require water supplies in excess of existing entitlements and resources, or result in the need for new or expanded entitlements. This is considered a potentially significant impact. However, with implementation of a Condition of Approval this impact would be reduced to *less-than-significant* levels.**

As discussed previously, implementation of the proposed project would result in a net increase of water demand of approximately 53 AFY (PBS&J 2008). As shown in Tables 4.14-2, 4.14-3, and 4.14-4 above, the projected water supplies and demands in normal, single dry, and multiple dry years, respectively, with the estimated 53 AFY water demand increase indicates that the City of Huntington Beach has an adequate supply of water to serve The Ripcurl Project, in addition to the demands of existing and other known and planned future uses. However, in December 2007, a federal court order imposed interim pumping restrictions on State Water Project (SWP) operations in the Sacramento-San Joaquin Delta (Delta). The pumping restrictions reduce the amount of future imported water supplies available to Southern California and eliminate the delivery of replenishment water (In-Lieu Program) indefinitely. Preliminary estimates predict that the MWDSC could lose up to 30 percent of its Delta supplies as a result of this decision. The conclusion of sufficient supply does not address the potential 30 percent reduction of imported water.

The estimated 30 percent reduction of imported water is a potential reduction in MWDSC supply, while the 20 percent conservation number issued by the Governor of California is a State mandate. The City's aggressive efficient water use plan is to further exceed the number issued by the Governor. For example, when comparing the proposed project to the City's 2005 UWMP (Table 5.3-2), the 8-year average of residential use per capita is 109 gpdc, while the use estimated for The Ripcurl Project is 70 gpdc (only indoor use is considered since not much increase is expected for landscaping), which is about 35 percent less than the City's average. The City has taken the initiative to significantly reduce water demand for the

irrigation of public parks and recreation areas. As the residents of Huntington Beach continue to be educated on ways and methods to reduce water use, as old appliances and fixtures are replaced with water efficient types, and as old landscaping is converted to significantly reduce outdoor water use, it is likely that the City can meet and exceed the goal of 20 percent water use reduction while sustaining growth to meet a healthy growing economy in the City. Furthermore, the water demand throughout MWDSC's six-county service area has remained the same for 20 years while the population has grown by four million during this time. Since outdoor use can be over 50 percent of total use per household, the City of Huntington Beach has the greatest potential for reduction in overall water use since most water used in the City is used indoors.

Page 4.14-22, Impacts and Mitigation Measures

CR4.14-1 *Prior to issuance of a grading permit, a 14-day sewer flow monitoring test shall be performed in Gothard Street and Center Avenue. The locations of the test shall be approved by the City. A sewer study shall then be submitted to the City's Public Works Department for review and approval. The sewer study shall determine if the existing lines in Gothard Street shall be upsized to accommodate the project's sewer flow. The sewer study shall also size an alternate sewer main connection in Center Avenue to be connected to the manhole located in Center Avenue, east of the Union Pacific railroad tracks.*

9.3 FIGURE CHANGES

This section includes revisions to figures that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Draft EIR.

- Chapter 3, Page 3-11, Figure 3-5 Conceptual Building Elevations
- Chapter 3, Page 3-13, Figure 3-6 Conceptual Building Elevations
- Chapter 3, Page 3-15, Figure 3-7 Conceptual Building Elevations



Source: Van Tilburg, Banvard & Soderbergh, 2008.

FIGURE 3-5
Conceptual Building Elevations

0D2138700





EXTERIOR MATERIALS

- ① LIGHT SAND PLASTER
COLOR: DECOROUS AMBER
- ② LIGHT SAND PLASTER
COLOR: HARVESTER
- ③ LIGHT SAND PLASTER
COLOR: BUTTERNUT
- ④ LIGHT SAND PLASTER
COLOR: NAPERY
- ⑤ LIGHT SAND PLASTER
COLOR: COLONIAL REVIVAL GREEN STONE
- ⑥ ANODIZED ALUMINUM WINDOWS, STOREFRONT,
CANOPY AND GUARDRAILS
COLOR: LIGHT CHAMPAGNE
- ⑦ SMOOTH PLASTER TRIM
COLOR: GRAY MATTERS
- ⑧ TRELLIS
COLOR: CITYSCAPE
- ⑨ AWNING
- ⑩ CERAMIC TILE ENTRY SURROUND
- ⑪ LIGHT LIMESTONE BASE
- ⑫ RED SANDSTONE BASE



Source: Van Tilburg, Banvard & Soderbergh, August 2008.

REVISED FIGURE 3-5
Conceptual Building Elevations

0D2138700





CONCEPTUAL NORTH ELEVATION (EAST BUILDING)

- EXTERIOR MATERIALS**
- 1 PORTLAND CEMENT PLASTER
 - 2 ANODIZED ALUMINUM WINDOW / DOOR SYSTEM
 - 3 METAL GUARDRAIL
 - 4 METAL TRELLIS
 - 5 STORE FRONT SYSTEM
 - 6 ENHANCED RETAIL / BLDG. BASE TREATMENT

ROOF	
MEZZANINE	8'
5TH FLOOR	10'
4TH FLOOR	10'
3RD FLOOR	10'
PODIUM/2ND FLOOR	10'
GROUND/1ST FLOOR	18'



CONCEPTUAL NORTH ELEVATION (WEST BUILDING)

ROOF	
MEZZANINE	8'
5TH FLOOR	10'
4TH FLOOR	10'
3RD FLOOR	10'
PODIUM/2ND FLOOR	10'
GROUND/1ST FLOOR	18'

Source: Van Tilburg, Banvard & Soderbergh, 2008.



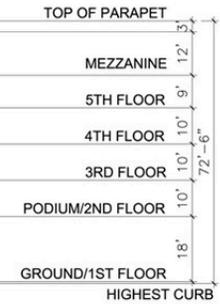
FIGURE 3-6
Conceptual Building Elevations

0D2138700

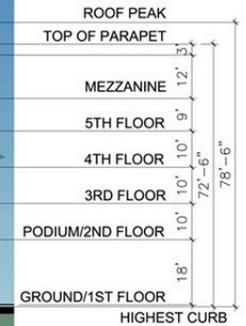
The Ripcurl

EXTERIOR MATERIALS

- ① LIGHT SAND PLASTER
COLOR: DECOROUS AMBER
- ② LIGHT SAND PLASTER
COLOR: HARVESTER
- ③ LIGHT SAND PLASTER
COLOR: BUTTERNUT
- ④ LIGHT SAND PLASTER
COLOR: NAPERY
- ⑤ LIGHT SAND PLASTER
COLOR: COLONIAL REVIVAL GREEN STONE
- ⑥ ANODIZED ALUMINUM WINDOWS, STOREFRONT
CANOPY AND GUARDRAILS
COLOR: LIGHT CHAMPAGNE
- ⑦ SMOOTH PLASTER TRIM
COLOR: GRAY MATTERS
- ⑧ TRELIS
COLOR: CITYSCAPE
- ⑨ AWNING
- ⑩ CERAMIC TILE ENTRY SURROUND
- ⑪ LIGHT LIMESTONE BASE
- ⑫ RED SANDSTONE BASE



CONCEPTUAL NORTH ELEVATION (EAST BUILDING)



CONCEPTUAL NORTH ELEVATION (WEST BUILDING)



Source: Van Tilburg, Banvard & Soderbergh, August 2008.



REVISED FIGURE 3-6
Conceptual Building Elevations

0D2138700



Source: Fuscoe Engineering, 2007.

FIGURE 3-7
Conceptual Building Elevations



0D2138700

EXTERIOR MATERIALS

- ① LIGHT SAND PLASTER
COLOR: DECORIOUS AMBER
- ② LIGHT SAND PLASTER
COLOR: HARVESTER
- ③ LIGHT SAND PLASTER
COLOR: BUTTERNUT
- ④ LIGHT SAND PLASTER
COLOR: NAPERVY
- ⑤ LIGHT SAND PLASTER
COLOR: COLONIAL REVIVAL GREEN STONE
- ⑥ ANODIZED ALUMINUM WINDOWS, STOREFRONT,
CANOPY AND GUARDRAILS
COLOR: LIGHT CHAMPAGNE
- ⑦ SMOOTH PLASTER TRIM
COLOR: GRAY MATTERS
- ⑧ TRELLIS
COLOR: CITYSCAPE
- ⑨ AWNING
- ⑩ CERAMIC TILE ENTRY SURROUND
- ⑪ LIGHT LIMESTONE BASE
- ⑫ RED SANDSTONE BASE



Source: Van Tilburg, Banvard & Soderbergh, August 2008.



REVISED FIGURE 3-7
Conceptual Building Elevations

0D2138700

The Ripcurl