2. Executive Summary

2.1 Project Environmental Summary

The Executive Summary presented in this section of the EIR provides the reader with an understanding of the project impacts, the mitigation measures, and the level of significance of impacts after mitigation. Since this is a summary, the reader must look to the body of the EIR for detailed discussions of issues and impacts.

2.2 Brief Project Description

The DTSP Update proposes to reconfigure 11 existing districts into 7 new districts with the intent to encourage and facilitate development opportunities within the DTSP area by revising development standards including increases in allowable densities, floor area ratios, and building heights for certain districts. The DTSP Update also proposes to eliminate the Downtown Parking Master Plan and incorporate Design Guidelines to create a "one-stop" document that would guide development in the Downtown area. Additionally, the DTSP Update provides recommendations for streetscape improvements, public amenity requirements, circulation improvements, and mobility enhancements within the DTSP area. In addition to reconfiguring existing districts, the DTSP Update proposes to eliminate the Resource Production Overlay in District 8 of the existing DTSP. The regulations of this Overlay facilitate continued oil recovery, but are primarily applicable to new facilities. The existing oil production facilities will continue to be subject to all applicable City and state regulations. Finally, the DTSP Update proposes to add a Cultural Arts Overlay in the northern portion of the DTSP area, north of 6th Street and south of Acacia Avenue, within the reconfigured District 1 and a Neighborhood Overlay from 1st Street to the alley between 2nd Street and 3rd Street from Walnut Avenue to Orange Avenue.

Although the DTSP Update does not propose a development threshold within the Specific Plan, a maximum net new development potential was determined for the DTSP area based on a study that analyzed market demand of a range of land uses that could potentially be developed. The build-out summary presented in Table 2.2.1 illustrates the maximum net new development potential within the DTSP area that could potentially occur over a 20-year period.

Table 2.2.1
Net New Development Potential

Land Use	Maximum Development
Retail	213,467 square feet
Restaurant	92,332 square feet
Office	92,784 square feet
Cultural Arts Facilities	30,000 square feet
Residential	648 units
Hotel	235 rooms

This net new development potential serves as the basis for analyzing environmental impacts in this Program EIR.

The existing General Plan land use designations within the DTSP area are Commercial Visitor (CV-d, CV-F7-sp), Open Space (OS-S), Public (P), Residential High Density (RH-30-sp,

RH-30-d-sp), and Mixed Use (MH-F4/30-sp-pd, MV-F6/25-sp-pd, MV-F8-d-sp, M-F11/25-sp-pd, MV-F12-sp-pd). The existing zoning designation of the DTSP area is Specific Plan 5 – Downtown Specific Plan. The DTSP area is located within the coastal zone and is part of the City's certified Local Coastal Program (LCP). The DTSP Update proposes to amend the existing General Plan land use designations to reflect the modified district boundaries of the Specific Plan and changes to the development standards and land use controls.

The DTSP Update requires approval of the following:

- A General Plan Amendment – to amend the Land Use and Circulation Elements to reflect the various changes in land use and development standards, as well as the reconfiguration of the districts. Changes to the General Plan include revisions to the Land Use Map and modifications to the Land Use Schedule and the Community District and Subarea Schedule and Map in the Land Use Element. The amendment to the Circulation Element includes a revision to Figure CE-9: Trails and Bikeways as a result of recommendations proposed in the DTSP Update and the traffic study for the project.
- A zoning text amendment – to amend the existing text of the Downtown Specific Plan.
- A local coastal program amendment – to amend the Implementation Program (IP), specifically the Downtown Specific Plan, and the Land Use Plan/Coastal Element of the City's certified Local Coastal Program. Amendments to the Coastal Element will involve changes that are consistent with the changes to the Land Use Element and the Circulation Element in addition to several policies that are proposed to be updated based on proposed changes to the DTSP.

The proposed DTSP Update will require adoption by the City Council and approval by the California Coastal Commission. The proposed project requires compliance with environmental procedures (CEQA and the CEQA Guidelines).

EIR Topics to Be Analyzed

Topical areas analyzed in this EIR include aesthetics, air quality, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, noise, land use and planning, population and housing, public services, recreation, transportation/circulation and parking, utilities and service systems, project alternatives, irreversible adverse impacts, and cumulative impacts.

Significance of the Environmental Effects

Section 15064 of the CEQA Guidelines provides the framework for determining the significance of environmental effects caused by a project. The CEQA Guidelines identifies that, in evaluating the significance of environmental effects of a project, the Lead Agency shall consider direct physical changes in the environmental that may be caused by the project and reasonably foreseeable indirect

physical changes in the environment which may be caused the by the project. Economic and social changes resulting from a project shall not be treated as significant effects on the environment (CEQA Guidelines §15062(e)). In each topical area evaluated in this EIR, the analysis of potential significant impacts is conducted. The topical section identifies whether the project will have "no impact", a "less than significant impact", a "less than significant with mitigation incorporated", or a "significant impact". The following provides a brief description of each level of impact significance:

- **No Impact** – the project will not result in any significant environmental impacts.
- **Less Than Significant Impact** – the project will result in an impact but it has been determined that the impact does not require mitigation since the impact will be less than significant.
- **Less Than Significant Impact with Mitigation Incorporated** – applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact."
- **Potentially Significant Impact** – is appropriate if substantial evidence exists that an effect of the project may be significant even with implementation of mitigation.

2.3 Project Alternatives

Project alternatives, presented in Section 6 – Alternatives of this EIR, have been designed to alleviate identified environmental problems or were specifically requested for consideration during the preparation of this EIR. Each of the alternatives has been measured against the project objectives. These alternatives focus on approaches capable of eliminating significant environmental impacts or reducing them to a level of insignificance.

The following is a brief summary of each project alternative evaluated in Section 6:

- **No Project** – This alternative would involve the potential development of the 336-acre project area per the existing DTSP. This alternative assumes that future development that could potentially occur within the DTSP area would do so per the existing approved DTSP.
- **Conservative Market Demand Development Alternative** – This alternative assumed development potential based on the conservative market demand. The amount of development identified as viable per the conservative market demand analysis conducted during the preparation of the proposed DTSP Update identifies the following: 203,350 square feet of retail, 75,783 square feet of restaurant uses, 108,814 square feet of office uses, 268 residential units, no hotel development, and 30,000 square feet of cultural arts center.
- **Reduced Development Alternative** – This alternative would involve a reduction in development compared to the proposed DTSP Update. This alternative assumes a 50% reduction in the size of development.

2.4 Areas of Controversy/Issues to be Resolved

Section 15123 of the CEQA Guidelines requires that an EIR contain a brief summary of the proposed action and its consequences. §§15123(b)(2) and (3) also require that the EIR summary identify areas of controversy known to the lead agency, issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. During the Initial Study and Notice of Preparation process issues were raised relative to traffic, land use and planning, aesthetics, public services, noise, population and housing, recreation, and cultural resources. The NOP and public comments provided during the NOP review period are presented in Appendix A of this document. It is recognized that other issues may be raised during the review and hearing process which were not and could not have been known at the time of the publication of the Draft EIR.

2.5 Executive Summary Matrix

Project Impacts Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
Aesthetics			
Implementation of projects within the DTSP area will be visible from locations on-site as well as surrounding areas that are in close proximity to the DTSP boundaries. All individual projects would be required to comply with the City's General Plan, applicable code requirements, and the development standards and guidelines of the proposed DTSP. Lighting associated with projects will be visible but is not considered significant since the DTSP area is located within an existing developed downtown area. The DTSP project itself is not considered visually offensive to viewers. Potential individual project construction activities will also be visible to viewers. Construction activities are short-term impacts and not considered a significant impact to aesthetics. The DTSP project site is not a designated scenic vista nor will it impact a designated scenic vista. Additionally, recommended DTSP Update streetscapes would not reduce any of the view corridors from any streets in the DTSP area with respect to views of the beach, the pier, and Pacific Coast Highway. Additionally, the project would not substantially damage scenic resources, including, but not limited to trees and rock outcroppings.	CR 4.1-1	Prior to the issuance of any building permit for new structures and/or site improvements subject to the DTSP, a project lighting/photometric plan shall be prepared and submitted to the Planning Department for review and approval. The City requires that a project's lighting effects shall maintain the minimum illumination level required for security, while limiting spill onto adjacent properties to the maximum extent practicable. Lighting design of each development project – including sizes, wattage, photometric, and distances for lighting elements – will be subject to review and approval by the City. The light fixtures include shields and side shields to prevent light trespass as necessary.	Less than significant with implementation of the mitigation measures.
Air Quality			

The analysis demonstrates that the project will result in a significant short-term air quality impact, specifically for NO_X emissions. This is based on a "worst case" scenario of potentially 50 acres concurrently under construction with multiple projects. It is unlikely that this would occur; however, the air quality assessment conducted for the project evaluated the highest level of potential impact. The assessment also considered construction activities occurring over the 20-year build-out time frame of the DTSP. Mitigation will reduce NO_X emissions, but not to the point that they will fall under the SCAQMD's thresholds. Therefore, construction emissions of NO_X will exceed the SCAQMD thresholds even after mitigation, and short-term air quality impacts will be significant. PM_{10} and $PM_{2.5}$ emissions, if mitigated to the greatest extent possible, would be reduced to below significant levels.
The project meets the California per capita goals identified in AB32.
	MM 4.2-1	During construction activities, the following Best Available Control Measure shall be implemented where feasible:
		• Dust Control
		  • Apply soil stabilizers to inactive areas.
		  • Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph.
		  • Stabilize previously disturbed areas if subsequent construction is delayed.
		  • Water exposed surfaces and haul roads 3 times per day.
		  • Cover all stock piles with tarps.
		  • Replace ground cover in disturbed areas as soon as feasible.
		  • Reduce speeds on unpaved roads to less than 15 mph.
		• Exhaust Emissions
			NO_X emissions during construction will exceed the SCAQMD thresholds, even after mitigation is applied. Therefore, short-term air quality impacts will be significant and unavoidable.
			No significant impacts GHG are anticipated from the project itself; however, GHG emissions is considered a significant global, national, state, and local factor contributing to climate change.
			ROG and PM_{10} emissions will

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
Therefore, the GHG report prepared for the project concluded that no mitigation measures are required since no impacts were identified. However, GHG emissions are a significant global, national, state, and local factor contributing to climate change. Therefore, the GHG report prepared by Mestre Greve Associates identified potential conditions of approval that could be required to reduce project GHG emissions include. These measures are from CARB Staff Proposal's Potential Performance Standards and Measures. No significant impacts to GHG are anticipated as a result of the proposed DTSP. The long-term regional air quality impacts due to the proposed project (primarily due to increased vehicle trips) with the recommended measures above will be reduced to some extent. However, the ROG and PM_{10} emissions would continue to exceed the SCAQMD thresholds and be considered significant and unavoidable. Analysis demonstrates that NO_X emissions during construction will exceed the SCAQMD thresholds, even after mitigation is applied. Therefore, short-term air quality impacts will be significant and unavoidable. Analysis shows that ROG and PM_{10} emissions will continue to exceed the SCAQMD thresholds and be considered significant and unavoidable cumulative impacts. All other impact criteria would have a level of less than significant for cumulative impacts.	• Require 90-day low-NOX tune-ups for off-road equipment. • Limit allowable idling to 5 minutes for trucks and heavy equipment. • Utilize equipment whose engines are equipped with diesel oxidation catalysts if available. • Utilize diesel particulate filter on heavy equipment where feasible. • Utilize low emission mobile construction equipment. • Utilize existing power sources when available, minimizing the use of higher polluting gas or diesel generators. • Configure construction parking to minimize traffic interference. • Plan construction to minimize lane closures on existing streets. • A full listing of construction emission controls is included in the Air Quality Assessment for Huntington Beach Downtown Specific Plan dated April 13, 2009 (Appendix B). • Painting and Coatings • Use low VOC coatings and high pressure-low volume sprayers. MM 4.2-2 The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach. MM 4.2-3 The City shall require by contract specifications that alternative fuel construction equipment (e.g., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach. MM 4.2-4 The City shall require that developers within the project site use locally available building materials such as concrete, stucco, and interior finishes for construction of the project and associated infrastructure. MM 4.2-5 The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50% of construction, demolition, and site clearing waste. MM 4.2-6 The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper	continue to exceed the SCAQMD thresholds and be considered significant and unavoidable cumulative impacts. All other impact criteria would have a level of less than significant for cumulative impacts.

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	
	MM 4.2-7 The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	
	MM 4.2-8 The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per trip.	
	MM 4.2-9 The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.	
	MM 4.2-10 The City shall require that any new development within the project site provide a bulletin board or a kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.	
	MM 4.2-11 The property owner/developer of individual projects within the DTSP will reduce operation-related emissions through implementation of practices identified in SCAQMD's CEQA Handbook and the URBEMIS v9.2.4, some of which overlap. Specific measures are delineated in the DTSP Air Quality Assessment (Volume II, Appendix B).	
	MM 4.2-12 The following measures, based on these sources, shall be implemented by the property applicant to reduce criteria pollutant emissions from projects associated with the DTSP Update. Additionally, support and compliance with the AQMP for the basin are the most important measures to achieve this goal. The AQMP includes improvement of mass transit facilities and implementation of vehicular usage reduction programs.	

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	Additionally, energy conservation measures are included. • Transportation Demand Management (TDM) Measures 1. Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides. Presumably, this measure would improve traffic flow into and out of the parking lot. The air quality benefits are incalculable because more specific data is required. 2. Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways. Again, the areas where this measure would be applicable are the intersections in and near the project area. Presumably, these measures would improve traffic flow. Emissions would drop as a result of the higher traffic speeds, but to an unknown extent. 3. Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections within the project area. This measure would be more effective if the roadways beyond the project limits are synchronized as well. The air quality benefits are incalculable because more specific data is required 4. Ensure that sidewalks and pedestrian paths are installed throughout the project area. • Energy Efficient Measures 1. Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors. Reducing the need to heat or cool structures by improving thermal integrity will result in a reduced expenditure of energy and a reduction in pollutant emissions. The air quality benefit is unknown. 2. Install energy efficient street lighting. 3. Capture waste heat and reemploy it in nonresidential buildings. This measure is applicable to the commercial buildings in the project. 4. Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure. This measure reduces the need for cooling energy in the summer. 5. Introduce window glazing, wall insulation, and efficient ventilation methods.	

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	6. Install low-emission water heaters, and use built-in, energy-efficient appliances.	
Biological Resources Although impacts to biological resources were found to be less than significant and a separate analysis for impacts on biological resources is not required for the DTSP Update, a standard mitigation measure was identified through the Initial Study/NOP process for the protection of wildlife species under the Migratory Bird Treaty Act (MBTA). The mitigation measure, which is an existing requirement of development projects that may potentially impact sensitive species, is included in this EIR for incorporation into future development projects, as applicable.	MM4.14-1 Prior to the onset of ground disturbance activities, the project developer shall implement the following mitigation measure which entails nesting surveys and avoidance measures for sensitive nesting and MBTA species, and appropriate agency consultation. Nesting habitat for protected or sensitive species: 1. Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible. 2. Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds), a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or U.S. Fish and Wildlife Service. 3. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.	
Cultural Resources Impacts on historical resources are considered potentially significant since development may be proposed that could impact historical buildings and historical resources within the Downtown Specific Plan Update area. Development will be reviewed individually to determine potential impacts on historical resources. No archeological or paleontological resources were identified in a literature search covering the DTSP area. Human remains were discovered on the Pacific City site, and a mitigation measure is proposed to establish a protocol if human remains are discovered on other DTSP sites. Implementation of the mitigation measures would potentially lessen the impact from development on cultural resources by requiring	MM 4.3-1 If changes are proposed to properties or buildings listed in the City of Huntington Beach General Plan Historic and Cultural Resources Element and/or on any state or national historic register, the City shall require preparation of a report from a qualified architectural historian regarding the significance of the site/structure. Based on the results of the report, further mitigation, such as preservation, restoration, or salvaging of materials, shall be identified and implemented as recommended by a qualified architectural historian. MM 4.3-2 During construction activities, if archaeological and/or paleontological resources are encountered, the contractor shall be responsible for immediate notification and securing of the site area immediately. A qualified archaeologist and/or paleontologist approved by the City of Huntington Beach Planning Director shall be retained to establish	With implementation of the proposed mitigation measures, impacts to cultural resources will be reduced. However, the DTSP Update's cumulative effects could be cumulatively considerable. Therefore, this would be considered a significant and unavoidable cumulative impact.

Project Impacts Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
professional expertise to weigh in on preservation or salvation of historical or cultural resources. However, because it is currently infeasible to determine if specific development proposals under the DTSP would result in demolition or removal of cultural resources, the DTSP Update's cumulative effects could be cumulatively considerable. Therefore, this would be considered a significant and unavoidable cumulative impact.		procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of cultural resource finds. If major archaeological and/or paleontological resources are discovered that require long-term halting or redirecting of grading, a report shall be prepared identifying such findings to the City and the County of Orange. Discovered cultural resources shall be offered to the County of Orange or its designee on a first-refusal basis.	
	MM 4.3-3	During construction activities, if human remains are discovered, work shall be halted and the contractor shall contact the City's designated representative on the project and the Orange County Coroner until a determination can be made as to the likelihood of additional human remains in the area.	
	MM 4.3-3	During construction activities, if human remains are discovered, work shall be halted and the contractor shall contact the City's designated representative on the project and the Orange County Coroner until a determination can be made as to the likelihood of additional human remains in the area.	
Geology and Soils Impacts in geology and soils are related to the geological activity within the DTSP area, such as earthquakes, soil conditions, and water table issues. Because the DTSP Update will allow new construction in the DTSP area, new buildings will need to be outfitted with building measures and techniques designed to shore up the structures to withstand geological forces that may come to bear on them. It is likely that some of the projects that will be proposed in the DTSP Update will include subterranean parking, like several of the projects that have been constructed (or are under construction) in the area. Because of the shallow depth of groundwater, dewatering activities in the DTSP area could be needed during construction of any subterranean levels, such as for parking. Enforcement of building standards will be essential to covering the potential impacts associated with new development in the downtown area.	MM 4.4-1	Future development in the DTSP area shall prepare a grading plan, subject to review and approval by the City's development services departments, to contain the recommendations of the required final soils and geotechnical report. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soils stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.	With implementation of the recommended mitigation measures the project will not result in any significant impacts to geology and soils.
	CR 4.4-1	A California-licensed Civil Engineer (Geotechnical) shall prepare and submit to the City a detailed soils and geotechnical analysis with the first submittal of a grading plan. This analysis shall include Phase II Environmental soils sampling and laboratory testing of materials to provide detailed recommendations for grading, chemical and fill properties, liquefaction, and landscaping.	

Project Impacts Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
Hazards and Hazardous Materials Impacts in the hazards and hazardous materials area would occur if hazardous materials are encountered during demolition of existing structures or if these materials are utilized during construction or in operations following construction, including cleaning agents, solvents and other routine materials used in certain commercial or restaurant activities.	MM 4.5-1	The City of Huntington Beach shall require a Phase One assessment on properties within the Downtown Specific Plan area, including properties utilized for oil production activities, proposed for development to assure that any hazardous materials/contaminated soils present on the property are identified and remediated in accordance with City specifications 422, 429 and 431-92. All native and imported soils associated with a project shall meet the standards outlined in City Specification No. 431-92 prior to approval of grading and building plans by the Huntington Beach Fire Department. Additionally, all work at a project site shall comply with the City's Public Works Department requirements (e.g., haul route permits).	All impacts in this area will be reduced to a level of less than significant with implementation of the mitigation measures.
	MM 4.5-2	In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the project area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that 1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and 2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Huntington Beach Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	
Hydrology and Water Quality Construction of individual projects will most likely alter the existing drainage pattern of the sites and immediate area by providing impervious surface (e.g., buildings, concrete, asphalt). All on-site surface water will be conveyed to a drainage system that includes catch basin filters. With compliance with applicable measures of the Drainage Area Management Plan and City regulations and procedures, the project will not result in any significant substantial erosion or siltation on- or off-site. The proposed DTSP does not include any water wells and no on-site groundwater would be used.	MM 4.6-1	Prior to issuance of any grading or building permits and/or prior to recordation of any subdivision maps, the applicant of any new development or significant redevelopment projects shall submit to the Department of Public Works a Water Quality Management Plan (WQMP) emphasizing implementation of LID principles and addressing hydrologic conditions of concern. WQMPs shall be in compliance with the current California Regional Water Quality Control Board (RWQCB) Santa Ana Region, Waste Discharge Requirements permit, and all Federal, State and local regulations.	Less than significant with implementation of recommended mitigation measures.
	MM 4.6-2	Prior to issuance of any grading or building permits, a hydrology and hydraulic analysis shall be submitted to the Department of Public Works	

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
Individual projects that may be constructed per the DTSP will result in short-term and long-term impacts to water quality. Short-term impacts will occur as a result of construction and project grading activities and are not considered significant. Long-term impacts will occur as a result of increased usage of the site by vehicles and people. These impacts can be reduced by procedures that protect the quality of storm water runoff. Water quality implementation of the individual projects will include compliance with the adopted Drainage Area Management Plan and adoption of Best Management Practices pursuant to the City-approved Water Quality Management Plan (WQMP) for handling any runoff from the projects which may be implemented per the DTSP. Therefore, impacts to water quality are not anticipated with implementation of recommended mitigation measures. The Environmental Hazards Element of the City's General Plan identifies flood zone areas based on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps. Portions of the Specific Plan Area lie within the FEMA 100-year flood boundary. According to Flood Insurance Rate Maps (FIRM), during a 1% chance storm, the area east of Huntington Street to Beach Boulevard would become inundated up to nine feet deep in some areas.	for review and approval (10-, 25-, and 100-year storms and back-to-back storms shall be analyzed). In addition, this study shall include 24-hour peak back-to-back 100-year storms for onsite detention analysis. The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. MM 4.6-3 Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges associated with construction activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, which shall be submitted to the Department of Public Works for review and acceptance. SWPPPs shall be in compliance with the current NPDES General Permit for Storm Water Discharges associated with construction activity. MM 4.6-4 Prior to the issuance of a building permit, the developer or applicant shall submit detailed Landscape Architectural plans by a State Licensed Landscape Architect that shall include a designed irrigation system that eliminates surface runoff and meets the City's Water Efficient Landscape Ordinance (MC-14.52) requirements and a detailed planting plan that specifies appropriate California Native and other water conserving plants materials. In addition, there shall be a maintenance program submitted that addresses the use of fertilizers and pesticides to meet the requirements of the City Integrated Pest Management, Pesticide and Fertilizer Management Guidelines, the Water Quality Management Plan, and the County Drainage Area Master Plan. These plans shall be reviewed and approved by the City of Huntington Beach Public Works and Planning Departments. The landscaping shall be installed and maintained in conformance with the approved plan, the maintenance program and the City Zoning and Subdivision Ordinance requirements. MM 4.6-5 Prior to the issuance of a building permit, the developer shall submit to the City Department of Planning for approval a plan outlining specific planning measures to be taken to minimize or reduce risks to property	

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	and human safety from tsunami during operation. Planning measures could include but would not be limited to the following: • Provision of tsunami safety information to all project residents and businesses, in addition to posting in public locations on site; • Identification of the method for transmission of tsunami watch and warnings to residents, business owners and people on site in the event a watch or warning is issued; • Identification of an evacuation site for persons on-site in the event of a tsunami warning.	
Land Use and Planning The proposed DTSP Update would revise the existing 11 DTSP districts by dividing the downtown area into 7 new districts. Differences between the General Plan and the proposed DTSP Update include the adjustment of densities and intensities of development within the downtown, as well as the classification of some major streets within the DTSP area. Therefore, a General Plan Amendment is required to adopt the DTSP Update. In regards to the coastal area no changes are proposed to District 6 – Pier and District 7 – Beach or the reconfigured districts (Districts 2, 3, and 5). The proposed changes to District 1 and District 4 provide for improved circulation, parking, and pedestrian/bicycle movement, and allow for a mix of land uses that are visitor and resident serving. The DTSP update does not propose any changes to the Coastal Element (or conflict with the Coastal Act) that would result in physical environmental coastal resource impacts. The DTSP Update does not propose physically dividing an established community. Therefore, the project will not result in significant impacts to an established community.	No mitigation required.	No significant impacts will occur as a result of the proposed DTSP Update.
Noise **Short-Term Noise Impacts** Temporary construction noise will also result during building construction of individual projects that may be implemented as a result of the proposed DTSP. Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. The project will comply with	MM 4.8-1 Noise attenuation devices shall be used on all construction equipment, and construction staging areas shall be located as far as possible from any residences or other noise sensitive receptors. CR 4.8-1 All construction activities shall be limited to the hours between 7:00 a.m. and 8:00 p.m. Monday through Saturday. Construction and demolition shall be prohibited on Sundays or federal holidays. MM 4.8-2 Prior to issuance of building permits for residences located within the 65 CNEL noise contour, a detailed noise assessment with noise reduction measures specified shall be prepared to show that noise levels in those	Potential short-term and long-term noise impacts can be reduced to a less than significant level with implementation of the mitigation measures, except for project that may included the use of pile driving. Therefore, these short-term impacts associated with noise levels are considered

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
the City's Noise Ordinance. If any projects plan to include pile driving (e.g., for construction of subterranean parking), further analysis would be needed to determine any impacts from this activity. The use of pile drivers presents the greatest intensity potential for construction noise impacts. This temporary increase in ambient noise levels would be noticeable and would likely be cause for human annoyance. Therefore, construction activities associated with pile driving would be considered significant and unavoidable **Long-Term On-Site Impacts** Noise impacts from individual project developments will derive mainly from the traffic generated by site activities.	areas will not exceed the 65 CNEL outdoor noise criteria. Prior to issuance of permits, a detailed noise assessment with noise reduction measures specified shall be prepared to show that noise levels in the residences will not exceed the 45 CNEL indoor noise standard. The assessment will be based on the architectural plans for each specific project. The reports by a qualified acoustical consultant and shall document the sources of noise impacting the areas and describe any measures required to meet the standard. These measures will be incorporated into the project plans. The report shall be completed and approved by the City prior to issuance of building permits. MM 4.8-3 Prior to issuance of building permits, a detailed noise assessment shall be prepared for mixed-use and commercial projects within 50 feet of any residence to ensure that these sources do not exceed the City's Noise Ordinance limits. The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest residential use. Compliance with the City's Noise Ordinance shall be demonstrated and any measures required to comply with the Noise Ordinance and reduce impacts to less-than-significant levels shall be included in the project plans. The report shall be completed and approved by the City prior to issuance of project approval.	significant and unavoidable.
Population and Housing The DTSP Update could induce population growth (1,562 persons) in the Downtown area through proposed redevelopment of properties within the specific plan area. However, it is anticipated that population increases would be in line with population projections and the annual population growth rate tracked by the State of California. Therefore, no potential impacts are associated with this section.	No mitigation measures are proposed in this section.	Less than significant impacts.
Public Services **Fire** The proposed project may potentially increase the number of calls for service to the location; however, individual projects will be subject to review by the HBFD to determine the need for new facilities/staff to ensure no significant impacts to emergency response times. All fire protection project features must be designed as an integral part of the construction process with all improvements and/or modernization of	MM 4.10-1 New construction within the Downtown Specific Plan Area shall be designed to provide for safety measures (e.g., alarm systems, security lighting, other on-site security measures and crime prevention through environmental design policies) and subject to the review and approval of the City Planning Department and Huntington Beach Police Department. MM 4.10-2 Subject to the City's annual budgetary process, which considers available funding and the staffing levels needed to provide acceptable response time for fire and police services, the City shall provide sufficient funding to maintain the City's standard, average level of service through the use of General Fund monies.	Potential significant impacts can be reduced to less than significant with implementation of the mitigation measures, with the exception of fire, which is a significant and unavoidable impact.

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
equipment systems or devices identified and agreed upon by the HBFD. **Police** There are no plans for additional facilities or expansion of current facilities and/or additional staff. The project will be designed to provide safety measures (e.g., alarms systems, security lighting). It is not anticipated that the project will result in significant impacts to police services and/or facilities. **Schools** The proposed project will have an impact on schools due to the increased development (population growth) that may occur as result of individual projects implemented per the DTSP. Based on the development that could occur, approximately 303 students may be generated due to the DTSP. **Parks** Notwithstanding the proposed DTSP Update development, the City is currently deficient 10 acres of parkland to meet its General Plan objective of providing at least 5.0 acres per 1,000 residents. The proposed DTSP Update project requires 7.8 acres of additional parkland/park space to be added to the overall city parkland inventory. The City has met park requirements within the DTSP but cumulatively will not meet the standard citywide. Since the proposed 648 residential units will generate an anticipated 1,562 new residents and development will be required to provide parks or in-lieu fees, the impact on parks is not considered significant within the DTSP area. As such, the DTSP Update project will not result in any significant impacts to parks. **Libraries** Based upon the existing city population of 202,250 and the average daily customers of 160 at the Main Street Branch, the additional 1,562 residents anticipated from residential development allowed in the DTSP Update would generate an additional 1.25 daily patrons, a less than significant impact. However, site specific projects are analyzed in the development approval process in the context of a range of public services, including libraries. Through the entitlement process, the City	CR 4.10-1 Development projects shall incorporate fire protection improvements, including access requirements and modernization of existing equipment/systems, as required by the Huntington Beach Fire Department prior to preparation of final project design plans. The plans shall be submitted to the Huntington Beach Fire Department for review and approval. CR 4.10-2 Project applicants for future development located within the HBCSD shall pay all applicable development impact fees in effect at the time of building permit issuance to the HBCSD to cover additional school services required by the new development. These fees are currently $1.52 per square foot for any new multi-family attached residential unit, $0.29 per square foot of commercial/industrial development, and $0.25 per square foot of hotel/motel development. CR 4.10-3 Future project Applicants shall pay all applicable development impact fees in effect at the time of building permit issuance to the HBUHSD to cover additional school services required by the new development. These fees are currently $1.15 per square foot of accessible interior space for any new residential unit and $0.16 per square foot of covered floor space for new commercial/retail development. CR 4.10-4 Prior to the issuance of building permits, the Applicant shall demonstrate compliance with city parkland requirements identified in Chapter 254.08 of the City of Huntington Beach Zoning Ordinance, either through the dedication of on-site parkland or through payment of applicable fees. Any on-site park provided in compliance with this section shall be improved prior to final inspection (occupancy) of the first residential unit (other than the model homes). CR 4.10-5 The applicant of individual development projects shall pay required library and community enrichment impact fees per Chapter 17.66 of the City's Municipal Code (Library Development Fee), prior to issuance of building permits, and shall incorporate fire protection improvements, including access requirements and modernization of existing equipment/systems, as required	

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
will insure that project specific impacts are ameliorated.		
Recreation With population increases expected through implementation of the Downtown Specific Plan Update over the next 20 years, recreation facilities in the City of Huntington Beach could be impacted by population growth and/or increase in tourist activities as a result of commercial, restaurant or hotel construction. The City has set its park standard at 5 acres per 1,000 people. The City's current population is 202,250 people, according to the U.S. Census. The City currently has 1,001.16 acres of parkland/park space. When measured against its population, the City is approximately 10 acres short of the established standard for parkland/park space. The 648 residential units and other potential new development included in the DTSP update results in a need for the equivalent of 7.8 acres of parkland or parks based on City standards. New developments are required to comply with Code requirements for dedication of land or in-lieu fees to offset impacts to less than significant. The DTSP Update includes a Cultural Arts Overlay in the downtown area (District 1) that would allow for 30,000 square feet of net new development, which could potentially occur on the Main Street Library site. Although this site is not listed on the City's existing inventory of parks and recreation facilities, it does provide significant green space in the DTSP area. It cannot readily be determined if and when development may be proposed on this site. Project-specific impacts would be analyzed if and when a development is proposed. However, the proposed development standards for this overlay area would ensure that there is no net loss of green space on the library site.	CR 4.11-1 Prior to the issuance of building permits, the Applicant shall demonstrate compliance with city parkland requirements identified in Chapter 254.08 of the City of Huntington Beach Zoning Ordinance, either through the dedication of on-site parkland or through payment of applicable fees. Any on-site park provided in compliance with this section shall be improved prior to final inspection (occupancy) of the first residential unit (other than the model homes).	Impacts will be less than significant.
Transportation and Parking **Traffic/Circulation** A traffic study was prepared by Kimley-Horn Associates, Inc. that evaluated the existing and future conditions with and without the proposed project. The study concluded that in Year 2030 the intersection of Goldenwest Street at Pacific Coast Highway will continue to operate at LOS E in the evening peak hour, and the intersection of Orange Avenue at 1st Street will worsen to LOS F levels of delay. At the intersection of Goldenwest Street and Pacific Coast Highway, the project will increase the ICU value by 0.02, to bring it to	MM 4.12-1 Prior to Year 2020, one of the following mitigation measure options shall be implemented: • Implement time-of-day signal timing options that would implement the pedestrian-only phase during peak pedestrian flow periods, such as summer weekends and special event days, and eliminate the pedestrian-only phases during the morning and evening commute peak periods. (Note: While this option would have the benefit of facilitating peak pedestrian traffic flows during peak activity periods, it would also result in additional delay for vehicular traffic movements during these same peak activity periods.) • If the proposed pedestrian-only phase were to be implemented, and	With implementation of recommended mitigation measures, the project will not result in any significant impacts to transportation and parking

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
0.94. At the intersection of Orange Avenue at 1st Street, the project traffic will cause the intersection to worsen from LOS E to LOS F in the evening peak hour. In addition, as with Year 2020 conditions, the proposed implementation of the pedestrian-only phases at the intersections of Pacific Coast Highway at 6th Street and Pacific Coast Highway at 1st Street would reduce the capacity for the movement of vehicles by roughly 30%, and results in LOS E or F conditions in the evening peak hour. The proposed pedestrian-only phase is the direct cause of the unacceptable Level of Service at these two intersections. Without the pedestrian-only phases, both intersections would operate at LOS D or better in both peak hours. Each of these impacts is significant, and mitigation for these project impacts has been identified. All other study intersections are forecasted to operate at LOS D or better in both peak hours. **Parking** The parking study conducted by Kimley-Horn identified that it is difficult to find parking 35 days per year and that there is an actual parking deficiency 15 days per year, which would require implementation of supplemental parking measures. As new development is proposed, parking is required to be provided pursuant to the requirements of the DTSP. The DTSP indicates that all parking for residential and hotel development is required to be provided on-site. Parking for commercial (e.g., retail, restaurant) developments is also required to be provided on-site. However, project applicants could apply for a conditional use permit to satisfy the parking requirement via payment of in-lieu fees or shared parking agreements. Parking is required to meet the minimum code requirements Therefore, development associated with the proposed DTSP Update would not result in significant cumulative parking impacts.	operational at all times, including the AM and PM commute peak periods, in order to achieve an acceptable Level of Service, a second southbound left-turn lane from Pacific Coast Highway onto 1st Street and a second southbound left-turn lane from Pacific Coast Highway onto 6th Street would be needed to mitigate the impact of the proposed pedestrian-only phases. This improvement at either intersection would involve roadway widening and right-of-way acquisition on Pacific Coast Highway, and would require Caltrans coordination and approval, and may be found to not be feasible. • Removal of the pedestrian-only phase altogether (which would mean not implementing the DTSP recommendation) would improve the Level of Service at both intersections to LOS D or better in both peak hours. MM 4.12-2 Prior to Year 2030, one of the following mitigation measure options shall be implemented: • Implement right-turn overlap signal phasing for southbound Goldenwest Street. This would bring the PM peak hour to LOS D. A right-turn overlap for southbound Goldenwest Street would require that u-turn movements on eastbound Pacific Coast Highway be prohibited. • Provide two eastbound and westbound through lanes on Orange Avenue. This would achieve Level of Service D in the evening peak hour. This improvement would require the removal of street parking on both sides of Orange Avenue on either side of Lake Street. • Installation of a signal at this intersection would achieve acceptable Level of Service operation.	
Utilities and Service Systems **Water and Sewer Services** Individual projects that may be developed within the DTSP area could require extension of existing water and sewer Therefore, potential significant impacts relative to this topic could occur as result of the implementation of individual projects per the proposed DTSP Update. Each project will need to be reviewed by the City to ensure that	MM 4.13-1 To ensure that there are no adverse impacts associated with the future Downtown Specific Plan development projects during construction, Applicant/developer/ builder/contractor shall coordinate with utility and service organizations prior to the commencement of construction. MM 4.13-2 Individual development projects within the Downtown Specific Plan Area will require connections to existing water, sewer, and utility lines in the City and may require construction of new water pipeline facilities. All	Less than significant with implementation of recommended mitigation measure.

Project Impacts Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
associated project impacts are reduced. Water usage will increase as a result of implementation of the development allowed under the proposed DTSP Update. The City is requiring a water supply assessment of all new development projects and will require further infrastructure depending on the findings of a water piping study currently underway. Water conservation measures and storm water runoff requirements will also ameliorate much of the cumulative impacts from the proposed DTSP Update. Any potential cumulative impacts from the DTSP Update should be limited by the proposed mitigation measures. While the update project itself and its adoption will not create significant and unavoidable impacts per se, each development project proposed as a result of adoption of the Plan will need to be vetted with utility providers to ensure that adequate water supplies are available to support proposed development. **Electrical Services** Individual projects will most likely require extension of existing electrical facilities. With regard to electrical distribution, it should also be noted that an increase in density within the DTSP area will likely lead to vertical growth, and the quantity of elevators and escalators within the DTSP area may increase, thus creating a greater demand for electricity. Currently, incremental repairs and boosters are being added as development occurs. Several new circuits and lines will need to be installed to provide the required supply without impairing the levels of service to the surrounding area. Ultimately, the electrical system in the area should be master planned to match the conditions proposed in the DTSP Update. Each development will be required to pay for the development's share of infrastructure improvements to electrical systems per SCE requirements. **Natural Gas Services** The project will require expansion of gas services to serve potential future individual developments projects in the DTSP area. No significant adverse impacts associated with providing gas service to the project are anticipated as a result of the proposed project. **Solid Waste Services** Individual project per the DTSP Update will be required to implement a	connections to existing water and wastewater infrastructure will be designed and constructed per the requirements and standards of the City of Huntington Beach Public Works Department. Such installation shall be coordinated, reviewed, and approved by the appropriate City departments and applicable agencies. MM 4.13-3 All connections to existing potable water and sewer infrastructure shall be designed and constructed per the requirements and standards of the City of Huntington Beach Public Works Department. The points of connection for all applicable water and sewer lines will need to be identified and agreed to by the City Engineer of the City of Huntington Beach prior to the start of development and any project construction. MM 4.13-4 Each development project is required to implement separate water conservation measures that support major water conservation efforts. The following water saving technologies can be implemented on a project basis to comply with statewide water goals and water conservation measures that can further assist in meeting the 20% reduction goal. • Waterless urinals should be specified in all public areas, including restaurants and commercial bathrooms. • Low-flush toilets should be installed in all new residential units and encouraged through rebates or other incentives in existing homes. • Low-flow shower heads and water faucets should be required in all new residential and commercial spaces and encouraged in existing developed properties. • Water efficient kitchen and laundry room appliances should be encourage through rebates for both residential and commercial units. • Landscaping should be completed with drought tolerant plants and native species. • Irrigation plans should use smart controllers and have separated irrigation meters. MM 4.13-5 As individual development occurs within the Downtown Specific Plan area, additional hydraulic studies shall be performed to verify that water pipes will adequately support each specific project. MM 4.13-6 As individual development occurs within the Downtown Specific Plan Area, each development shall be required to pay for the development's fair share of infrastructure improvements to electrical systems per Southern California Edison requirements.	

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recycling program pursuant to City code that will divert a substantial amount of solid waste from the landfill and continue to assist the City in meeting the California Integrated Water Management Board's (CIWMB) solid waste diversion goals. The project will comply with federal, state, and local statutes and regulations related to solid waste. **Telephone/Cable/Internet** No changes are proposed by the providers to the existing cable, internet and telephone service systems. No significant adverse impacts associated with providing telephone/cable/internet service to the project are anticipated. **Transit Services** The project does not negatively impact the existing bus service lines and no additional facilities will be required as a result of the DTSP Update development. Therefore, no significant adverse impacts associated with providing public transit service to the project are anticipated.		