

**Appendix A -
Environmental Checklist Form,
Notice of Preparation and Initial Study**

**ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 2008-015**

1. **PROJECT TITLE:** Huntington Beach Downtown Specific Plan Update

CONCURRENT ENTITLEMENTS: Zoning Text Amendment No. 08-004, General Plan Amendment No. 08-007 and Local Coastal Program Amendment No. 08-002

2. **LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Contact: Jennifer Villasenor, Planning Department
Phone: (714) 374-1661
Email: jvillasenor@surfcity-hb.org

3. **PROJECT LOCATION:** The project location (Specific Plan boundaries) covers an area of approximately 336 acres located within the City of Huntington Beach's Downtown. No change to the existing Specific Plan boundary is proposed. The Specific Plan Area extends from the intersection of Goldenwest Street with Pacific Coast Highway and curves along the coastline, including the Huntington Beach Pier, down to Beach Boulevard. The eastern boundary of the Specific Plan Area follows Pacific View Avenue from Beach Boulevard to 1st Street where the boundary curves around the traditional downtown up to Palm Avenue and down along 6th Street. From 6th Street to Goldenwest Street, parcels located within the first block adjacent to Pacific Coast Highway are included in the Specific Plan Area. All boundary lines follow the centerline of the affected street. Exhibit 1 shows the location of the City within the southern California region and Exhibit 2 shows the project location within the City of Huntington Beach. Exhibit 3 shows the Specific Plan area boundaries.

4. **PROJECT PROPONENT:** City of Huntington Beach, 2000 Main Street, Huntington Beach, CA 92648; Contact Person: Jennifer Villasenor

5. **GENERAL PLAN DESIGNATION:** Existing General Plan designations in the Specific Plan Area include: Commercial Visitor (CV-d, CV-F7-sp); Open Space (OS-S); Public (P); Residential High Density (RH-30-sp, RH-30-d-sp); Mixed Use Vertical (MV-F6/25-sp-pd, MV-F8-d-sp, MV-F12-sp-pd), Mixed Use Horizontal (MH-F4/30-sp-pd), and Mixed Use (M-F11/25-sp-pd).

6. **ZONING:** Specific Plan 5 (Downtown Specific Plan) – Coastal Zone.

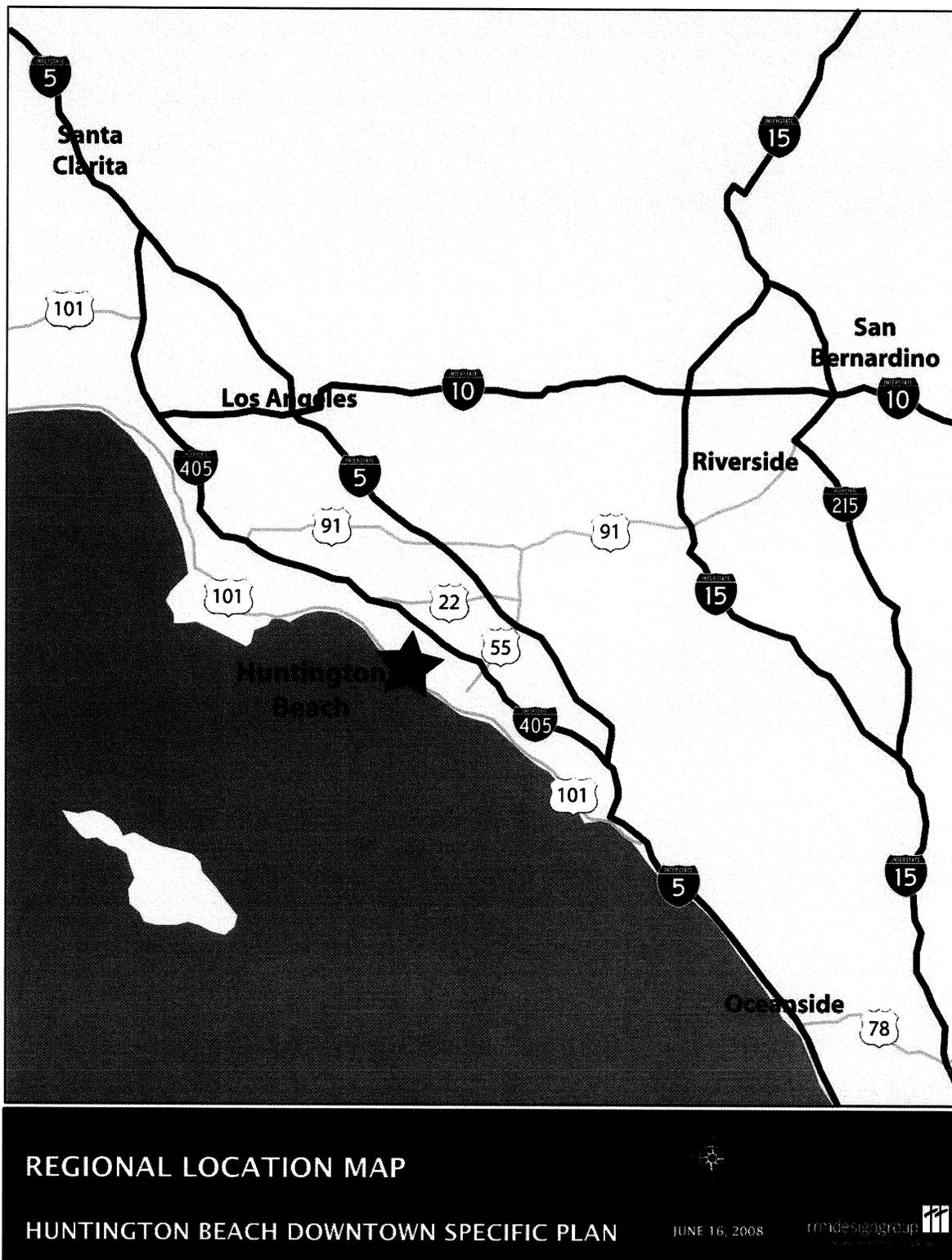
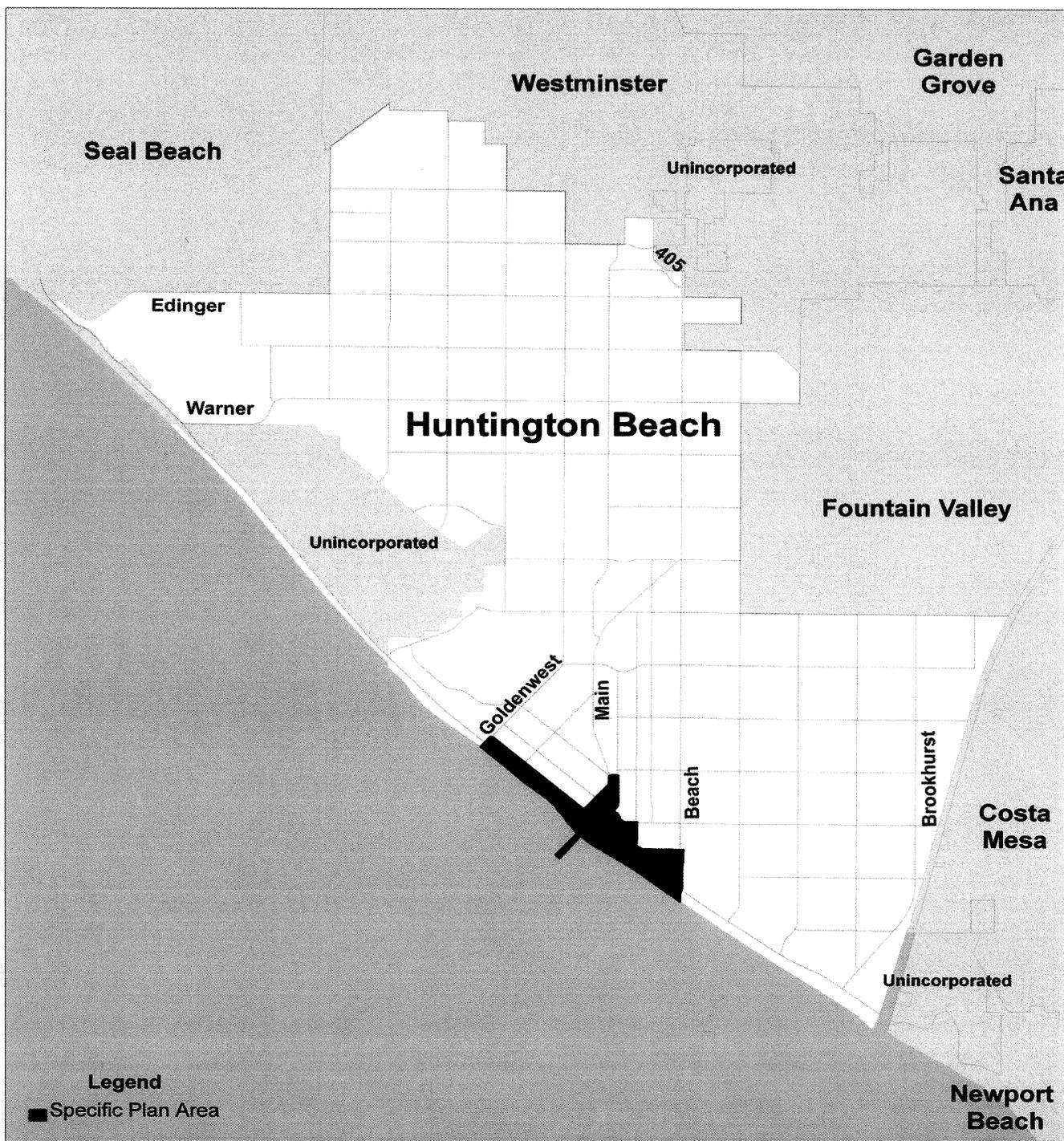


Exhibit 1 - Regional Location



CITY LOCATION MAP

HUNTINGTON BEACH DOWNTOWN SPECIFIC PLAN



APRIL 2, 2008



Exhibit 2 - Project Vicinity

8. PROJECT DESCRIPTION: The proposed Huntington Beach Downtown Specific Plan (hereafter, “DTSP”) project includes revising the existing 11 Specific Plan districts into 7 districts, modified development and design standards, street improvements and public amenities requirements (or plans), modified circulation and mobility improvement requirements, infrastructure and public facilities improvements as well as amended design guidelines. The Specific Plan boundaries, which are not proposed to change, are shown in Exhibit 3.

The DTSP was designed to create a unique and identifiable Downtown for Huntington Beach that is an economically vibrant, pedestrian-oriented destination. The proposed Specific Plan amendments update the Downtown Specific Plan originally adopted on November 16, 1983 (Ordinance No’s. 2646-A, B & C, Resolution No. 5308-A, B & C) and subject to amendments through October 10, 2007. This proposed update builds upon the information contained in the original Specific Plan (and amendments) and adapts the standards and guidelines in response to the many changes in Downtown over the past 25 years. The intent is to generate a regulating document in order to promote more amenities, enhanced architecture and aesthetics, more compatible and complementary uses, a strategic approach to parking in the Downtown, and an overall improved identity for downtown Huntington Beach. The proposed Specific Plan Update includes the following components:

1. Land Uses and Development Standards. Addresses allowable land uses and site development standards, such as height, setbacks, and parking, for each Specific Plan district. Standards that apply overall to multiple districts, such as outdoor dining and display are also discussed.
2. Design Guidelines. Provides direction for private property within the Specific Plan area for such areas as site planning and design, parking lot design and screening, building design, massing and articulation, lighting, utilitarian aspects of buildings, and landscape and hardscape.
3. Streetscape Improvements. Streetscape improvements are prescribed for all streets within the Specific Plan area to create a unique and inviting atmosphere. Main Street is highlighted through the addition of intensive streetscape amenities to create a plaza-like atmosphere.
4. Circulation and Parking. The Specific Plan establishes street configuration improvements including the realignment of portions of 6th Street and Walnut Avenue, as well as public transportation, bicycling, and pedestrian connections within the Specific Plan Area. Parking issues and strategies are also a focus of this section of the Specific Plan in order to ensure an adequate and efficient parking supply for the Downtown.
5. Infrastructure and Public Facilities. The Specific Plan addresses issues concerning water, wastewater, solid waste, stormwater, water quality, electrical, natural gas, police and fire protection, schools, parks, and other public services within the Specific Plan area.

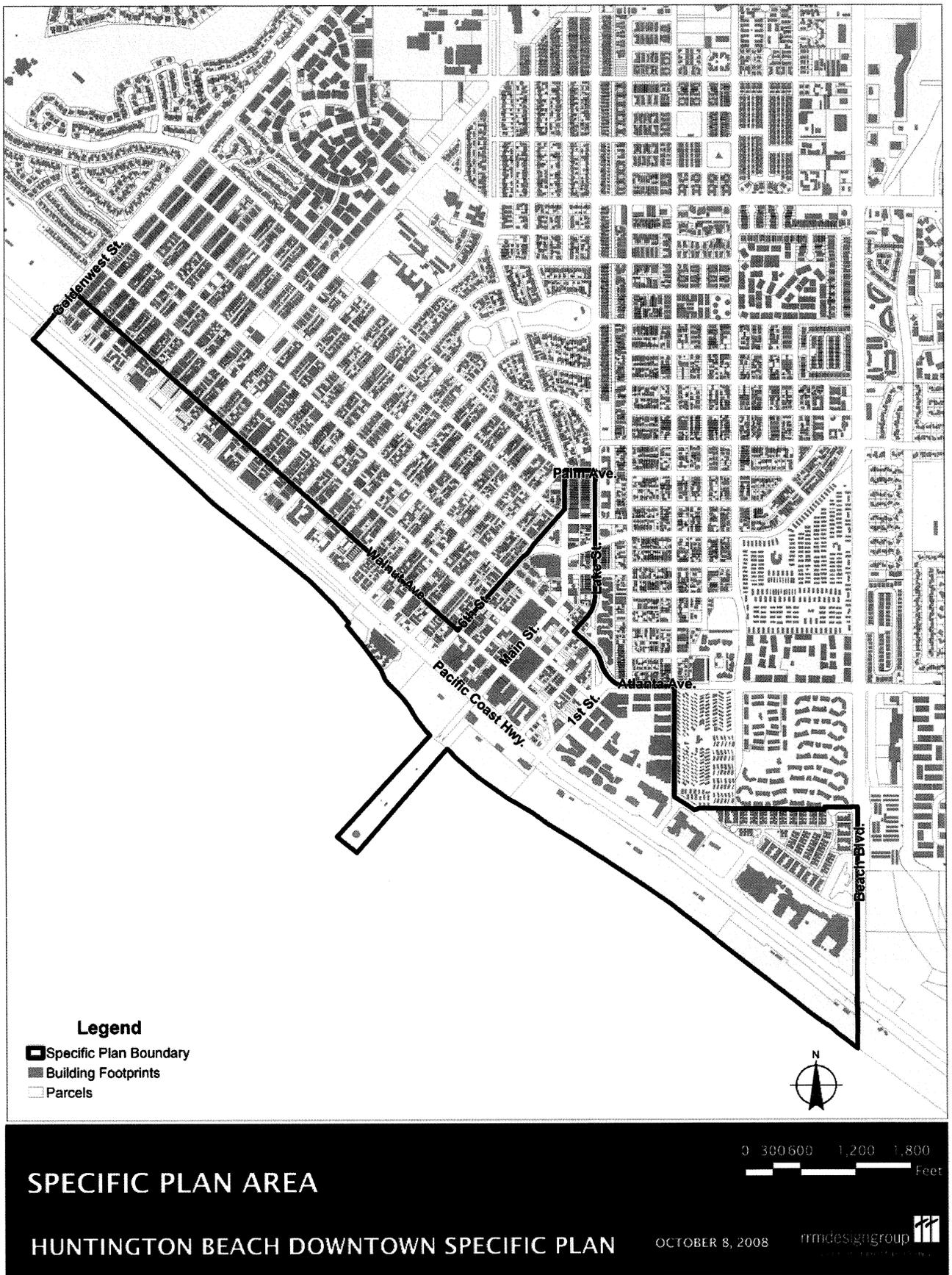


Exhibit 3 - Specific Plan Area

6. Implementation. Provides the implementation program for the Specific Plan. Issues include identification of key opportunity sites, recommended timing of public improvements, designation of lead agencies for implementation of Specific Plan actions, recommended marketing approaches and incentives to attract desired development, and analysis of potential funding sources and financing mechanisms.
7. Administration. The authority of the Specific Plan is established as well as the administrative procedures required for implementation and amendment to the Specific Plan.

The Specific Plan would revise the existing 11 Specific Plan districts by dividing the downtown area into 7 new districts. Within each district there is a particular vision for future development and character. Permitted land uses and development standards give direction for each of these districts to achieve the future state envisioned by the community. The general vision for each of the seven districts is discussed below. Refer to Exhibit 4 for the location and boundaries of the 11 existing districts and Exhibit 5 for locations and boundaries of the 7 proposed districts.

District 1 – Downtown Core Mixed-Use. The purpose of this district is to re-establish the area as the downtown for the City by creating a more urban atmosphere, encouraging relatively higher intensity development with viable commercial office and residential uses. View corridors along with height and orientation restrictions in the development requirements of this district are intended to focus development on the Main Street corridor. The Main Street-pier axis is intended to be an active, vital, and interesting pedestrian way, creating a plaza-like atmosphere along the street. The district promotes mixed uses of visitor-serving and neighborhood-serving commercial uses as well as office and residential developments. District 1 proposes to combine Districts 1, 3, 5 and portions of District 4 and 6 from the existing DTSP. The maximum density for District 1 is proposed to increase from 25 – 30 dwelling units per acre in most areas to 60 dwelling units per acre. Additional revisions that are proposed for District 1 include increased building heights up to 55 feet and five stories depending on lot frontages, elimination of FAR requirements and provisions for a Cultural Arts Overlay in the northern portion of the district.

District 2 – Visitor-Serving Mixed-Use. The area adjacent to Pacific Coast Highway south of First Street and north of Huntington Street is made up of large-scale visitor-serving commercial uses and a hotel that faces Pacific Coast Highway. The principal purpose of this district is to provide commercial facilities to serve seasonal visitors to the beaches as well as to serve local residents on a year-round basis. This district also provides a continuous commercial link between the Downtown and the visitor-commercial/recreation district near Beach Boulevard. District 2 requires that the entire street level for all development projects be devoted to visitor-serving commercial uses. The maximum building height is eight stories. The maximum FAR for District 2 will be 3.0 calculated on net acreage.

District 3 – Visitor-Serving Recreation. District 3 covers the area along Pacific Coast Highway between Huntington Street and Beach Boulevard. This district is composed of existing and planned hotel uses. The main purpose of the district is to serve visitors to Huntington Beach. This District encourages large, coordinated development that is beach-oriented and open to the public for both commercial and recreational purposes. This District does not have any maximum building height. The maximum FAR for District 3

will be 3.0 calculated on net acreage. Designated as District 9 in the existing DTSP, development standards are not proposed to change with implementation of the DTSP Update.

District 4 – Established Residential. District 4 is composed entirely of established existing single and multi-family residential uses. This district includes three separate areas: the area between Pacific Coast Highway and Walnut Avenue from Seventh Street to Goldenwest Street, except for the area included in District 1; the area along Sixth Street between Walnut Avenue and Orange Avenue; and all of the area between Acacia Avenue and Palm Avenue, except for the area included in District 1. While allowing higher densities, the district employs graduated height limits and proportional setback requirements to keep the scale of new developments compatible with the existing residential neighborhood. This District allows residential development exclusively and encompasses all of District 2 and portions of District 4 and 6 that are already developed with residential uses from the existing DTSP. Development standards for this District remain relatively unchanged except for minor changes to setbacks and FAR requirements have been eliminated. The maximum building height is 35 feet and no more than 3 stories. The maximum density for District 4 will be 30 dwelling units per acre.

District 5 – Established Multi-Family Residential. District 5 is composed of relatively new master planned multi-family residential developments south of the Downtown core. This district is composed of two consolidated parcels. One parcel is bounded on the north by Atlanta Avenue, on the east by Huntington Street, on the south by the Pacific View Avenue and on the west by First Street. The second parcel includes the area north of Pacific View Avenue between Huntington Street and Beach Boulevard. A portion of District 5 has been designed with a conservation overlay (this overlay is consistent with the existing DTSP). District 5 contains 0.8 acres of existing wetland and 1.4 acres of restorable wetland. This 2.2 acre area is immediately adjacent to Beach Boulevard north of Pacific View. New residential development will provide a population base to help support the commercial and office uses in the downtown area. District 5 permitted uses include attached residential (e.g., multi-family housing, condominiums, stock-cooperative or apartments) and a public transportation center. This district is designated as District 8 (A & B) in the existing DTSP. The maximum building height is 50 feet. The maximum density for District 5 will be 30 dwelling units per acre. No changes to the existing development standards are proposed.

District 6 – Pier. This district is intended to provide for commercial uses on and alongside the pier that will enhance and expand the public's use and enjoyment of this area. Uses that capitalize on the views available from the pier and the unique recreational and educational opportunities the pier affords are encouraged. At the same time, care must be exercised to ensure that the major portion of the pier will remain accessible to the public at no charge, for strolling, fishing, or observation. The main thoroughfare of the pier will remain clear for public safety. The maximum building height is 25 feet and no more than 2 stories above the pier level. The maximum building height on the pier, excluding the end of the pier café, and northwest of the pier shall be one story. There is no maximum density or FAR requirement in District 6. No changes to the existing development standards for the pier are proposed.

District 7 – Beach. This district is intended to preserve and protect the sandy beach area within the Downtown Specific Plan boundaries while allowing parking and auxiliary beach-related commercial and convenience uses. Approximately half of the beach frontage in the District is City beach; the remainder is owned by the State of California. There is no maximum density or FAR requirement in District 7. No changes to the existing development standards for the beach district are proposed.

The DTSP Update also 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 proposed DTSP Update would eliminate the Oil District Overlay since no new facilities are proposed or planned in the Specific Plan area. Existing oil production facilities will continue to be subject to all applicable City and state regulations.

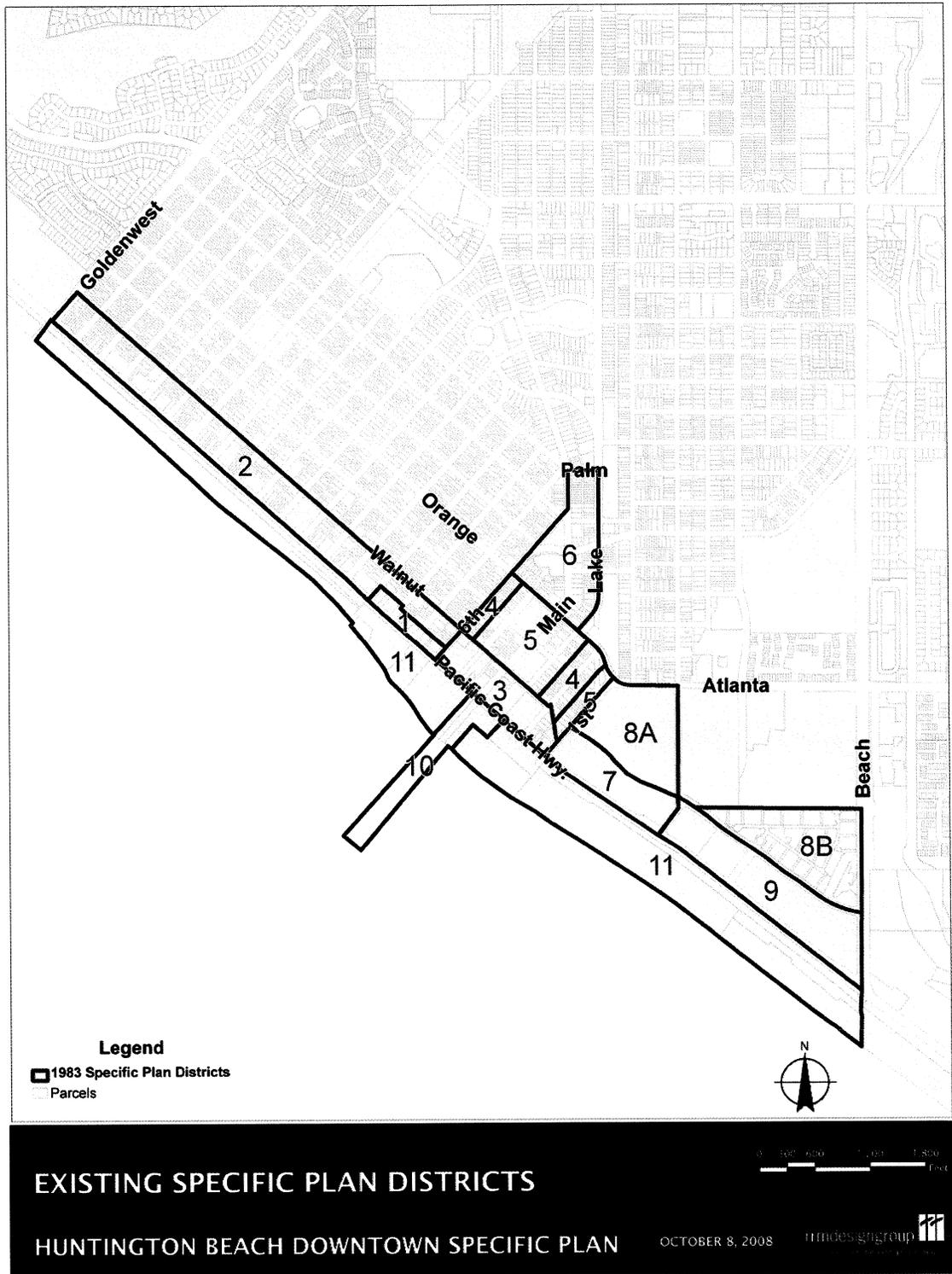
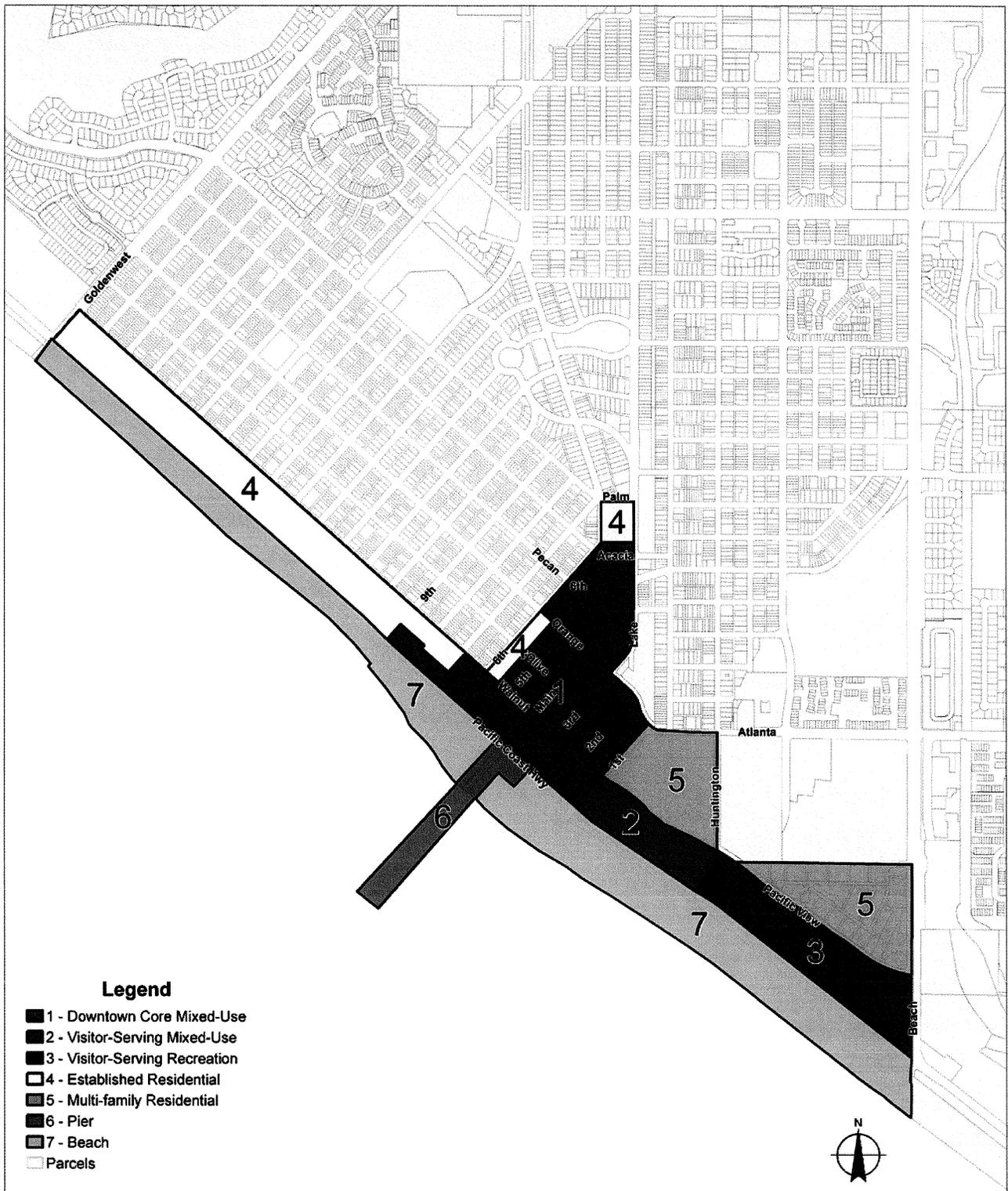


Exhibit 4 - Existing Eleven Districts



SPECIFIC PLAN UPDATE DISTRICTS

HUNTINGTON BEACH DOWNTOWN SPECIFIC PLAN

OCTOBER 3, 2008

mmdesigngroup

Exhibit 5 – Proposed Specific Plan Districts

The build-out summary presented in Table 1 (Summary of Project Specific Plan Development Potential) illustrates the maximum allowable new development potential within the Specific Plan that could potentially occur over a 20-year period of time. This maximum buildout does not take into account unique constraints on individual parcels. Also, buildout will occur over time in response to market demand, and thus it is unknown when complete buildout will occur. Table 1 identifies the total projected development potential associated with the proposed DTSP Update.

Table 1 - New Development Maximum Potential	
Land Use	Maximum Development
Retail	213,467 square feet
Restaurant	92,332 sq.ft.
Office	92,784 sq.ft.
Cultural Facilities	20,000 sq.ft
Residential	648 units
Hotel	235 rooms

Development within the Specific Plan Area currently is subject to several separate City documents: the Downtown Specific Plan, The Huntington Beach Zoning and Subdivision Ordinance (hereafter, “ZSO”) and the Huntington Beach Design Guidelines. The DTSP and ZSO are part of the City’s Local Coastal Program. The DTSP Update proposes to amend the Downtown Parking Master Plan and incorporate the revised standards and policies as a new chapter of the DTSP. Portions of the Huntington Beach Design Guidelines relevant only to the Specific Plan Area will be removed from that document, updated, and incorporated into the proposed DTSP. Relevant portions of the ZSO will be incorporated into the DTSP or referenced for review.

The DTSP Update will require adoption by the City of Huntington Beach City Council and the approval of the California Coastal Commission. The DTSP Update requires a Zoning Text Amendment (the revisions to the document) in addition to amendments to the City’s General Plan and Local Coastal Program (LCP). The amendments to the General Plan will modify the following chapters: Community Development, Infrastructure and Community Services, and Natural Resources. Community Development will be revised to reflect changes in land uses and densities and districts. The Infrastructure and Community Services Chapter will be revised to reflect revisions relative to transportation/circulation such as new bicycle routes. The Natural Resources Chapter would be revised to update figures, text changes and updates per current conditions and DTSP recommendations, changes in land use districts and incorporation of the Downtown Parking Master Plan into the DTSP. The amendments to the LCP will be reflective of the changes to the DTSP and General Plan.

9. SURROUNDING LAND USES AND SETTING: The 336-acre Specific Plan project area is located primarily in the City of Huntington Beach’s downtown area. The project area is developed with a range of uses including large-scale visitor-serving commercial uses, hotels, office, mixed-use and neighborhood serving commercial uses, residential, as well as streets, beach, and pier.

10. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION: Huntington Beach General Plan EIR. The complete reference list including these documents is presented in Section XVIII (page 40) of this document.

11. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e. permits, financing approval, or participating agreement): In addition to the City of Huntington Beach (the Lead Agency), the California Coastal Commission has discretionary authority over the proposed DTSP Update. In addition, there are State and responsible agencies that have discretionary or appellate authority over individual projects that could potentially be initiated in the future located in the Specific Plan Area and subject to the DTSP. These agencies may also rely on this EIR when acting on such projects. The agencies that would rely upon the information contained in the EIR when considering approval include, but are not necessarily limited to, the following;

- California Coastal Commission for the Local Coastal Plan Amendment
- California Regional Water Quality Control Board (NPDES permit compliance)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)
- Orange County Sanitation District – Waste service
- California Department of Transportation (Caltrans, District 12) – Pacific Coast Highway and Beach Boulevard
- Utility and Service providers

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature *Jennifer Villasenor*

Date 11/5/08

Printed Name Jennifer Villasenor

Title Associate Planner

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XVIII. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach’s requirements.

SAMPLE QUESTION:

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Would the proposal result in or expose people to potential impacts involving:</i>				
<i>Landslides? (Sources: 1, 6)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).</i>				

I. LAND USE AND PLANNING. Would the project:

- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources:1, 2, 11, 12)

Discussion:

The existing zoning designation of the Specific Plan area is “Specific Plan 5 – Downtown Specific Plan.” Land use designations for the Specific Plan area were established by the City’s Coastal Land Use Plan, which was adopted as part of the City’s Coastal Element. The City of Huntington Beach Land Use designations that occur within the Specific Plan 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 Vertical (MV-F6/25-sp-pd, MV-F8-d-sp, , MV-F12-sp-pd), Mixed Use Horizontal (MH-F4/30-sp-pd), and Mixed Use (M-F11/25-sp-pd).

The proposed Specific Plan Update would revise the existing 11 Specific Plan districts by dividing the downtown area into 7 new districts. Within each district there is a particular vision for future development and character. Permitted land uses and development standards give direction for each of these districts to achieve the future state envisioned by the community. There are a variety of existing issues with the Downtown that necessitated the proposed update to the Specific Plan, including parking, the mix of land uses downtown, and pedestrian orientation/circulation. The proposed Specific Plan Update will provide development standards to guide new development as well as the re-use of existing developed properties (or buildings). The proposed Specific Plan Update includes a maximum (net) new development that could potentially occur within the Specific Plan Area. The potential new development (retail, restaurant, office, cultural facilities, residential and hotel) was described in the Project Description section of this document.

The entire Specific Plan area is located within the coastal zone and is part of the City’s certified Local Coastal Program (LCP). The Huntington Beach Coastal Zone includes a wide variety of land uses including; open shoreline, parks and recreational facilities, habitat areas, residential, commercial and industrial areas, as well as energy and oil extraction facilities. The Local Coastal Program (LCP) consists of a Land Use Plan (Coastal Element), which includes policies and a land use plan, and an Implementation Program including zoning ordinances, zoning district maps other implementing actions. The Huntington Beach Coastal Element was initially certified by the California Coastal Commission in 1985. A comprehensive update to the Coastal Element was certified by the Coastal Commission on June 14, 2001. The DTSP Update requires a Zoning Text Amendment in addition to amendments to the City’s General Plan and Local Coastal Program. The amendments to the General Plan will modify the following chapters; Community Development, Infrastructure and Community Services, and Natural Resources. Community Development will be revised to reflect changes in land uses and densities and districts. The Infrastructure and Community Services Chapter will be revised to reflect revisions relative to transportation/circulation such as new bicycle routes. The Natural Resources Chapter would be revised to update figures, text changes and updates per current conditions and DTSP recommendations, changes in land use districts and amendments to the Downtown Parking Master Plan. The amendments to the LCP will be reflective of the changes to the DTSP and General Plan.

Currently, development within the Specific Plan Area is subject to several separate City documents: the Downtown Specific Plan, the Huntington Beach Design Guidelines, and the Huntington Beach Zoning and Subdivision Ordinance (ZSO). The Specific Plan and ZSO are part of the City’s Local Coastal Program. The DTSP Update proposes to amend the Downtown Parking Master Plan and incorporate the revised standards and policies into Chapter v - Circulation and Parking of the DTSP Update. Also, portions of the Huntington Beach Design Guidelines relevant only to the Specific Plan Area have been removed from that document,

updated, and incorporated into the DTSP in Chapter iv - Design Guidelines. Relevant portions of the ZSO have either been incorporated into the DTSP Update document or are referenced for easy review.

The DTSP Update will also eliminate the Resource Production Overlay. The regulations of this Overlay facilitate continued oil recovery, but are primarily applicable to new facilities. The proposed DTSP Update would eliminate the Oil District Overlay since no new facilities are proposed or planned in the Specific Plan area. The existing oil production facilities will continue to be subject to all applicable City and state regulations.

The DTSP Update will add a Cultural Arts Overlay in District 1. The purpose of this Overlay is to promote continued enhancement of the cultural arts within Huntington Beach by building on existing cultural facilities within the downtown. The Overlay would allow for potential opportunities for a performing arts venue, retaining green space within the downtown area (e.g., small park, outdoor plaza), and the potential for implementing underground parking.

The EIR will include an analysis of the proposed amendments to the DTSP relative to the existing land uses within and surrounding the project area. The EIR will also analyze the DTSP Update with respect to the consistency with the General Plan and the LCP.

- b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources:1, 2, 11, 12)

Discussion:

The Specific Plan area is not located within or subject to any applicable habitat conservation plan or natural community conservation plan (e.g. NCCP). Therefore, no impacts due to the proposed project are anticipated and this topic will not be further evaluated in the Draft EIR.

- c) Physically divide an established community? (Sources:1, 2, 11 & 12)

Discussion:

The project location (Specific Plan boundaries) covers an area of approximately 336 acres located within the City of Huntington Beach’s Downtown. No change to the existing Specific Plan boundary is proposed (refer to Exhibit 3). The proposed Specific Plan project includes reconfigured Specific Plan districts (modifies the existing 11 districts by creating 7 new districts); modified development and design standards; street improvements and public amenities requirements (or plans); modified circulation and mobility improvement requirements; and amended design guidelines. The DTSP Update proposes modifications to circulation such as vacating and realignment of portions of 6th Street and Walnut Avenue to provide improved traffic flow and coordination by connecting existing streets. The EIR will include an evaluation of the recommended street realignments/vacations; this topic will be further analyzed in the EIR.

II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources:1, 12)

Discussion:

The DTSP Update could induce population growth in the area. The project proposes additional development opportunities in the Specific Plan area including retail, restaurant, office, cultural facilities, hotel and

residential. The potential new residential units could include 648 units. For estimation purposes, the average household size of units projected within the Specific Plan Area is assumed to be 2.41 persons. The General Plan Housing Element, adopted in June 2008, indicates that between 55 percent and 76 percent of housing units in the Specific Plan Area are rental properties and the 2006 American Community Survey sponsored by the U.S. Census Bureau indicates that the average rental household size for Huntington Beach is 2.41 persons per household. The DTSP Update does not preclude the development of housing units for ownership, and the average household size for the census tracts in the DTSP area, based on 2000 Census data, ranges from 1.89 – 2.16 persons per household regardless of housing tenure. However, given that rental properties make up a large percentage of the housing stock in the DTSP area, the more conservative estimate of 2.41 persons per household is appropriate for analysis of potential population changes associated with the DTSP Update. Based on the estimate of 2.41 persons per household, the proposed Specific Plan could result in approximately 1,562 residents (648 dwelling units X 2.41 persons per household). The potential population changes associated with the DTSP Update have not been included in local or regional population growth projections, therefore, the EIR will include further evaluation of this topic.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources:1, 12)
- Discussion:
 See discussion under item c.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources:1, 12)
- Discussion b & c:
 It is not anticipated that the project will result in the displacement of substantial numbers of people and/or housing. The DTSP Update would provide for potential opportunities for future redevelopment. In addition, the DTSP Update will allow for increased residential densities. Any housing demolished as part of an individual project that could potentially occur would likely be replaced with the same number or more units. The project will not displace people, necessitating the construction of replacement housing. Therefore, less than significant impacts would occur and no further analysis is required.

III. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault ? (Sources:1, 3, 10)

Discussion:
 The City of Huntington Beach as well as the Specific Plan area lies on a coastal plain. The Newport-Inglewood fault zone is an active right-lateral fault system. The fault zone is visible on the surface as a series of northwest-trending elongated hills, including Signal Hill and the Dominguez Hills, extending from Newport Beach to Beverly Hills. The total fault length is approximately 44 miles. The California Division of Mines and Geology has delineated Alquist-Priolo study zones within the City along the Newport-Inglewood fault zone. Figure EH-5

of the Environmental Hazards Element of the General Plan identifies portions of the South Branch Fault as being located within the Specific Plan Area (inland from Pacific Coast Highway, near Goldenwest Street, Palm Avenue, and Beach Boulevard). The Specific Plan Area consists of land that has been previously mass graded and landscaped in conjunction with the existing (& previous) developments in the area. The earthquake epicenter data suggest that a 6.5 to 7.0 magnitude event represents a realistic magnitude of earthquake upon which to base structural design. The California Building Code (CBC) provides standards for a seismic design of structures which have been used to provide the acceptable level of protection to most structures and occupants. The EIR will include an evaluation of geology and soils addressing the proposed project.

ii) Strong seismic ground shaking? (Sources:1, 3, 10)

Discussion:

The Specific Plan area is susceptible to levels of seismic ground shaking typical for much of Southern California. All structural features constructed pursuant to the approved DTSP would be designed and constructed to withstand the type and intensity of ground shaking associated with faults. The EIR will include an evaluation of geology and soils.

iii) Seismic-related ground failure, including
 liquefaction? (Sources:1, 3, 10)

Discussion:

Ground failure, liquefaction, seiching and dam failure are secondary seismic hazards that may result from an earthquake. Ground failure in the form of landslides, rock falls, subsidence, and other surface and near surface ground failures can occur as a result of a seismic event. In turn, this may result in complete loss of strength of water-saturated subsurface foundation soil (liquefaction). Due to the high water table condition and subsoils of Huntington Beach, liquefaction and induced settlement may be experienced in many areas of the City during strong earthquakes. The City’s General Plan, Environmental Hazard Element identifies portions of the Specific Plan area (that near the Pacific Ocean) as having “Very High Potential” (VHP) to “High Medium Potential” (H-M) potential for liquefaction. Areas of the Specific Plan boundary that are located further inland away from Pacific Coast Highway are designated as having “Low Potential” (L) for liquefaction. The EIR will include an evaluation of geology and soils.

iv) Landslides? (Sources:1, 3, 10)

Discussion:

There are no identified areas with potential for landslides within the Specific Plan area due to the relatively flat area of the land. Potential landslide areas within the City are limited to those areas near the mesa bluffs, although no historical problems associated with landslides have occurred in the area. However, the EIR will include an evaluation of geology and soils.

b) Result in substantial soil erosion, loss of topsoil, or
 changes in topography or unstable soil conditions from
 excavation, grading, or fill? (Sources:1, 3, 10)

Discussion:

Soil erosion in Huntington Beach ranges from minimal to a high hazard. Proper ground cover and drainage can minimize erosion. Potential erosion hazards are evaluated by standard soils and foundation engineering and testing required by the City of Huntington Beach grading and building codes. The EIR will include an evaluation of geology and soils.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

(Sources:1, 3, 10)

Discussion:

The City’s General Plan, Environmental Hazard Element identifies portions of the Specific Plan area (that near the Pacific Ocean) as having “Very High Potential” (VHP) to “High - Medium Potential” (H-M) potential for liquefaction. Areas of the Specific Plan boundary that are located further inland away from Pacific Coast Highway are designated as having “Low Potential” (L) for liquefaction. Individual development projects that may potentially be proposed in the Specific Plan area would be required to comply with the City of Huntington Beach Building Code regulations to minimize risk of geologic hazards. These engineering requirements, and seismic design recommendations from a soils engineer would appropriately address geologic stability and reduce any impact to less than significant. Therefore, no further analysis is required in the EIR.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources:1, 3, 10)

Discussion:

Expansive soils are generally defined as those soils that exhibit a change in volume when moisture content of the soil is varied. Expansive and collapsible soils can affect building foundations, resulting in damage to the structure. Movements may vary under different parts of a building with the result that the foundations crack, with vertical displacement causing various structural portions of the building to be damaged and/or destroyed. The Environmental Hazards Element of the General Plan (Figure EH-12) identifies that the Specific Plan area is in an area identified as having a low to moderate potential for expansive soils. Risks associated with expansive soil are addressed through compliance with the City of Huntington Beach Building Code and the Grading and Excavation Code, the California Building Code (CBC) and engineering and construction practices to reduce potential impacts to less than significant. Therefore, no further analysis will be provided in the EIR.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources:1, 3, 10)

Discussion:

The Specific Plan area is required to be served by a sewer system that is designed and planned for Huntington Beach. It is not anticipated that the DTSP Update will result in any significant impacts associated with septic tanks or alternative waste water disposal systems. Therefore this topic will not be further addressed and/or evaluated in the EIR.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? (Sources: 1, 4, 13)

Discussion:

The project area is under the jurisdiction of the California Regional Water Quality Control Board (RWQCB) Santa Ana Region for issues related to water quality. Each of the nine Regional Boards within California is required to adopt a Water Quality Control Plan, or Basin Plan. Each Basin Plan is designed to preserve and

enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state’s antidegradation policy; (3) describes implementation programs to meet the objectives and protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

There is a Drainage Area Management Plan (DAMP) which is implemented by the cities (including Huntington Beach), County of Orange, and Orange County Flood Control District. The DAMP was prepared in compliance with specific requirements of the National Pollutant Discharge Elimination System (NPDES) storm water program. The DAMP includes a wide range of Best Management Practices (BMPs) and control techniques to further reduce the amount of pollutants entering the storm drain system including those from construction activities. Construction sites that are over one acre in size are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and file a Notice of Intent with the State Water Resources Control Board (SWRCB). All new development would be subject to compliance with regional and local regulations pertaining to water quality. Development projects could modify the character of the properties from their existing conditions to new paved surfaces, structures and site landscaping. Potential impacts to drainage and water quality could occur as result of implementation of new development per the proposed Specific Plan. Therefore, the EIR will address hydrology and water quality.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources:1, 4, 13)

Discussion:

Water service will be provided by the City of Huntington Beach. The Specific Plan area is developed with existing impervious surfaces (paved surfaces, streets, buildings, etc.); therefore due to the existing developed condition of the project area groundwater recharge activities are not anticipated to occur as a result of the project. The City’s Department of Public Works indicates that groundwater wells supply approximately 64 percent of the City’s water and approximately 36 percent of water is imported. The City’s two recharge facilities, the Talbert and Alamitos barriers would not be impacted by the proposed Specific Plan project. Potential future development within the Specific Plan area would not substantially increase the amount of impermeable surfaces in the area due to the existing development conditions that currently exist. Therefore, the substantial depletion of groundwater supplies or interference with groundwater recharge would not be significant and would not affect City groundwater wells. Therefore, no further analysis of this topic is anticipated to be included in the EIR.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources: 1, 3 13)

Discussion:

Projects which may be potentially initiated in relation to the proposed Specific Plan Update will add buildings and landscaping and could alter the existing drainage pattern of the individual project property from that which currently exists. However, the Specific Plan Area does not include property that contains a stream or

river. The EIR will include an analysis of hydrology/drainage and water quality.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources:1, 3, 13)

Discussion:

See response to Section IV (a) and (c) above. The proposed Specific Plan Update is not anticipated to substantially alter the existing drainage in a manner that would result in flooding on and or off site. However, the EIR will include an analysis of the drainage system that is proposed as part of the project design.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources:1, 13)

Discussion:

See response to Section IV (a). Implementation of projects initiated in relation to the proposed Specific Plan Update could contribute runoff water to the existing stormwater drainage system. The project will contribute additional sources of polluted runoff (i.e. landscaping, parking etc.). Individual projects will be required to comply with applicable water quality measures to reduce potential impacts. The EIR will address drainage and water quality.

- f) Otherwise substantially degrade water quality? (Sources:1, 13)

Discussion:

See response to Section IV (a) above. The EIR will include an evaluation of water quality.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources: 1, 4)

Discussion:

A majority of the Specific Plan area has been delineated on the Federal Emergency Management Agency (FEMA) flood map as being within Flood Zone "X", outside of the 100-year flood hazard area, and not subject to Federal Flood Development requirements. An area near Pacific Coast Highway and Beach Boulevard does fall within the potential flood depths of one to three feet. Therefore, this topic as it relates to the Specific Plan area will be addressed further in the hydrology and drainage analysis of the EIR.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 1, 4)

Discussion:

See response to Section IV (g) above. This topic as it relates to the Specific Plan area will be addressed further in the hydrology and drainage analysis of the EIR

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources:1, 4)

Discussion:

See response to Section IV (g) above. This topic as it relates to the Specific Plan area will be addressed further in the hydrology and drainage analysis of the EIR.

- j) Inundation by seiche, tsunami, or mudflow? (Sources:1, 4)

Discussion:

The potential for seiches (i.e., the oscillation or sloshing of water in an enclosed body of water caused by seismic activity or land sliding) to occur in the vicinity of the subject property, is a potential due to the location of the site near the Pacific Ocean. Tsunamis are long period, seismically generated sea waves caused by seafloor displacements (Faulting or landslides). The City's General Plan identifies that previous evaluations put the tsunami hazards potential for the City at very low. The elevation of the run-up beyond the initial tidal elevation can be generally estimated from "maximum" past occurrence in California (estimated at 4-19 feet) from distant (South Pacific-South America-Alaska) or local (Santa Barbara Channel) earthquakes. The General Plan notes that studies done for the Bolsa Chica Project indicate 100-year and 500-year run-up elevations of 5-6 feet and 7-9.5 feet, respectively. A majority of the Specific Plan area is not within tsunami run-up area except the area near Pacific Coast Highway and Beach Boulevard (Figure EH-8 of the General Plan). In areas of potential risk, the City of Huntington Beach requires that individual projects do a tsunami warning plan (e.g., Pacific City).

Any project proposed in a location within the Specific Plan area that have potentially significant impacts related to tsunami would be required to implement the following mitigation measure to reduce potential impacts to less than significant levels:

Prior to issuance of grading permits, the developer shall submit to the City for approval a plan outlining specific planning measures to be taken to minimize or reduce risks to property 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.*

It is not anticipated that the DTSP Update itself (e.g. the planning document) would result in any significant impacts relative to seiche, tsunami, or mudflow. Additionally, it is not anticipated that any future potential development projects could be exposed to a tsunami since the majority of the Specific Plan area is not within the run-up areas. Therefore, no significant impacts are anticipated to result relative to this topic.

- k) Potentially impact stormwater runoff from construction activities? (Sources:1, 13)

Discussion:

See discussion under item l.

- l) Potentially impact stormwater runoff from post-

construction activities? (Sources: 1, 13)

Discussion k & l:

New development projects could result in potential impacts to water quality. Development projects would be subject to compliance with applicable regional and local regulations pertaining to water quality (e.g. BMPs during construction and project operations etc.). The Specific Plan would provide opportunities for new development which could have an impact on water quality. Therefore, the EIR will evaluate water quality.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 1, 13) | | | | |

Discussion:

See response to IV (a) above. The EIR will include an evaluation of potential impacts to water quality.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 1, 13) | | | | |

Discussion:

See response to IV (a) above. The EIR will include an evaluation of potential impacts to water quality.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 1, 13) | | | | |

Discussion:

See response to IV (a) above. The EIR will include an evaluation of potential impacts to water quality.

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 1, 13) | | | | |

Discussion:

Soil erosion in Huntington Beach ranges from minimal to a high hazard. Proper ground cover and drainage can minimize erosion. Potential erosion hazards are evaluated by standard soils and foundation engineering and testing required by the City of Huntington Beach grading and building codes. Because the Specific Plan area is developed with existing uses and impervious surfaces (e.g. paved surfaces, structures etc.), it is not anticipated that the proposed Specific Plan project would result in significant impacts relative to erosion. However, there is potential for erosion from future construction projects; therefore, the EIR will include further evaluation of this topic.

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

Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 1, 5) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The project site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management (SCAQMD) sets and enforces regulations for stationary sources in the basin. The California Air Resources Board (CARB) is responsible for controlling motor vehicle emissions. The SCAQMD in coordination with the Southern California Association of Governments (SCAG) has developed the Air Quality Management Plan (AQMP) for the air basin. The AQMP goals include the implementation of technological and innovative changes that provide for achieving clean air goals while maintaining a healthy economy. The AQMP also addresses state and federal planning requirements and programs.

The proposed Specific Plan includes opportunities for new development. Therefore, implementation of potential future development projects could have a significant impact on short-term air quality emissions associated with construction activities and long-term air quality impacts (i.e. vehicular emissions). The EIR will include an evaluation of air quality impacts including potential project exceedance of the SCAQMD thresholds of significance and violation of any local or regional air quality standards during construction and operations of the potential new development within the Specific Plan area.

- b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 1, 5)

Discussion:

The project is located in an area that would expose sensitive receptors (residences, children, seniors, tourists/visitors etc.) to substantial pollutant concentrations. Potential air quality impacts from project construction activities that could potentially impact sensitive receptors will be minimized through mitigation measures, including short-term impacts to air quality from air pollutants being emitted by construction equipment and dust generated during site preparation. The EIR will include an analysis of air quality impacts and recommend mitigation.

- c) Create objectionable odors affecting a substantial number of people? (Sources:1, 5)

Discussion:

See response to Section V (a) above. Individual projects that may occur in the Specific Plan area could potentially create objectionable odors affecting people. The project will also result in short-term construction related air quality emissions and potential long-term impacts to air quality. The EIR will address odor impacts.

- d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources:1, 5)

Discussion:

The Specific Plan area is located in the South Coast Air Basin that is designated as a non-attainment area for Ozone, PM_{2.5} and PM₁₀ pollutants per the South Coast Air Quality Management District's Air Quality Management Plan (AQMP). The DTSP Update would provide for opportunities for future development that is an increase from that of the existing Specific Plan. Therefore, potential short-term and long-term air quality impacts may be significant in regards to regional basin-wide air quality. The EIR will address air quality impacts and mitigation.

- e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources:1, 5)

Discussion:

See discussion presented in V(d) above. The EIR will include an analysis of air quality impacts including potential cumulative impacts.

VI. TRANSPORTATION/TRAFFIC. Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (Sources:1, 7)
-

Discussion:

The proposed Specific Plan could result in new development projects being constructed. The Specific Plan is a long term development plan for the area (20 year period). Therefore, development (construction) of projects could occur at various times over this 20 year period. Construction-related traffic impacts could occur as result of the new development. These potential impacts are typically associated with construction traffic, roadway detours and traffic delays. The development of the new projects will result in an increase in traffic following construction activities. Increased vehicular trips associated with the projects (e.g. retail, residential, office etc.) would also occur. The potential development includes approximately 400,000 square feet of additional visitor-serving uses, as well as new residential development. The new development is projected to occur over a 20-year period of time. The increased traffic could have potential significant impacts (e.g., congestion at intersections, volume to capacity on roads) on the existing roadway system. A comprehensive traffic analysis will be conducted evaluating the proposed Specific Plan and build-out (new development) assumptions. The traffic analysis will evaluate existing conditions, cumulative conditions (Year 2020) with and without the Project, and General Plan Build-out (Year 2030) with and without the project and identification of project related impacts. The EIR will include an evaluation of transportation that will address this topic.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Sources:1, 7)
-

Discussion:

See response to Section VI (a) above. The EIR will include an analysis of transportation that will address this topic.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources:1, 7)
-

Discussion:

See response to Section VI (a) above. The proposed Specific Plan Update does not propose any use that would result in a change in air traffic patterns, air traffic levels, or change in location that would result in a substantial safety risk. Therefore, this topic will not be further evaluated in the EIR.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources:1, 7)
-

Discussion:

See response to Section VI (a) above. The EIR will include an analysis of transportation, circulation and parking. All new development that could potentially occur within the Specific Plan area would be required to comply with applicable design standards and City regulations, therefore, it's not anticipated that the project would result in any significant impacts related to design feature hazards.

- e) Result in inadequate emergency access? (Sources: 1, 7)

Discussion:

The project will be required to comply with the City's Building and Fire codes. All fire protection must be designed as an integral part of the construction process with all improvements and/or modernization of equipment systems or devices identified and agreed upon by the City of Huntington Beach Fire Department.

-

- f) Result in inadequate parking capacity? (Sources: 1, 7)

Discussion:

The proposed Specific Plan Update will provide for increased development opportunities within the Downtown area. Individual projects that could occur with implementation of the DTSP Update include retail, restaurant, office, cultural facilities, residential and hotel uses that may result in potential significant impacts to parking capacity. The proposed DTSP Update includes revisions to the Downtown Parking Master Plan. The EIR will include an evaluation of parking and address this topic in further detail.

- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1, 7)

Discussion:

The Orange County Transportation Authority (OCTA) provides public transportation services. The project is not expected to negatively impact any current facility, service or service expansion plans for the project area and/or site. However, the EIR will address adopted policies, plans, and programs relative to alternative transportation (e.g., bicycle racks etc.) as it relates to the proposed Specific Plan Update. The EIR will address this topic in further detail.

VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S, Fish and Wildlife Service? (Sources:1, 12)

Discussion:

The project Specific Plan area is developed with a range of uses including large-scale visitor-serving commercial uses, hotels, office, mixed-use and neighborhood serving commercial uses as well as residential. The Specific Plan property is located in an area that is predominately developed with urbanized uses. The Specific Plan area is not subject to any applicable habitat conservation plan or natural community conservation plan. Additionally, no habitat areas are designated as being located in the Specific Plan area.

There are habitat areas (coastal salt marsh, freshwater marsh and associates habitat etc.) located north outside of the Specific Plan area in Bolsa Chica and south of the Specific Plan area between Beach Boulevard and Magnolia Avenue (near Pacific Coast Highway). Migratory species may use this area for nesting during

breeding season (including nesting in trees in the area), which are protected under the *Migratory Bird Treaty Act* (MBTA). Individual projects that may be implemented in the future per the DTSP would involve construction-related activities including, but not limited to, grading, materials laydown, building construction. Vegetation removal and construction vehicle traffic may result in the disturbance of nesting species protected by the MBTA. The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. The loss of nesting efforts of sensitive species protected by the MBTA, as a result potential future construction activity, would be considered a potentially significant impact.

Any project proposed in a location within the Specific Plan area that could potentially impact sensitive species would be required by the City of Huntington Beach to comply with mitigation to reduce said impacts. The following identifies the mitigation measure that would be required to lessen the impact on migratory wildlife species.

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.*

The above mitigation measure which is an existing requirement of development projects that may potentially impact sensitive species will be incorporated into the Mitigation Monitoring and Reporting Program (MMRP) for the DTSP EIR and be required to comply with this requirement as applicable. The DTSP Update itself is not anticipated to result in any significant impacts to biological resources. However, individual future development projects that may occur in the Specific Plan area would need to be assessed for environmental impacts. Mitigation measures that are specific to a project could include required surveys and impact-avoidance measures to ensure that impacts to any protected species would not occur. Individual project specific mitigation would ensure protection of sensitive species/habitat, by requiring focused surveys, resource agency consultation, and on and off-site habitat conservation and/or enhancement/restoration.

Compliance with the City's existing requirement to mitigate any potential impacts to sensitive species (per the mitigation identified) will ensure that the substantial loss of these species will not occur and would reduce potential impacts to less than significant. Therefore, it is not intended that Biological Resources be further evaluated in the Draft EIR.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and

Wildlife Service? (Sources:1, 12)

Discussion:

The existing DTSP includes a Conservation Overlay intended to regulate areas that have been preliminarily identified as wetlands. The California Department of Fish and Game (CDFG) identified an area within District 8B (per the existing Specific Plan) as containing .8 acres of existing wetland and 1.4 acres of restorable wetland. This area was restored as wetlands in 2004 in conjunction with the Waterfront Residential development. The 2.2 acre area is immediately adjacent to Beach Boulevard (inland side of Pacific Coast Highway). The Specific Plan contains regulations pertaining to the overlay area. The proposed Specific Plan Update would not modify any of the regulations pertaining to this existing conservation overlay. Less than significant impacts would occur and no further analysis is required.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 1, 12)

Discussion:

See response to Section VII (b) above. It is not intended that Biological Resources be further evaluated in the Draft EIR.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources:1, 12)

Discussion:

See response to Section VII (a) above. The Specific Plan area is not part of a major or local wildlife corridor/travel route, as it does not serve to connect two significant habitats. It is located within a developed urban landscape, surrounded by existing commercial, residential, and roadways uses. It is not intended that Biological Resources be further evaluated in the Draft EIR.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources:1, 12)

Discussion:

See response to Section VII (a) above. The site does not contain any trees protected by a preservation policy or ordinance. It is not intended that Biological Resources be further evaluated in the Draft EIR.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1, 12)

Discussion:

There is no Habitat Conservation Plan or Natural Community Conservation Plan adopted for the City of Huntington Beach. The existing DTSP includes a Conservation Overlay intended to regulate areas that have been preliminarily identified as wetlands. The California Department of Fish and Game (CDFG) identified an area within District 8B (per the existing Specific Plan) as containing .8 acres of existing wetland and 1.4 acres

of restorable wetland. This area was restored as wetlands in 2004 in conjunction with the development of the Waterfront Residential Development. The 2.2 acre area is immediately adjacent to Beach Boulevard (inland side of Pacific Coast Highway). The Specific Plan contains regulations pertaining to the overlay area. The proposed Specific Plan Update would not modify any of the regulations pertaining to this existing conservation overlay. Therefore, no impacts due to the proposed project are anticipated and it's not intended that this topic will be further evaluated in the Draft EIR.

VIII. MINERAL RESOURCES. Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1)

Discussion:

The extraction of oil and gas, sand and gravel, and peat products over many years has occurred in Huntington Beach. Much of the extraction activities have taken place near the coastal areas and mesas of the City. The existing DTSP includes a Resource Production Overlay. The regulations of this Overlay facilitate continued oil recovery, but are primarily applicable to new facilities. Regulations include such measures as screening, soundproofing and landscaping. The proposed DTSP Update would eliminate the Oil District Overlay since no new facilities are proposed or planned in the Specific Plan area. The existing oil production facilities will continue to be subject to all applicable City and state regulations.

It is not anticipated that the proposed Specific Plan Update itself would result in any significant impacts related to the use of natural resources. Mineral resources will be addressed in the EIR as it relates to topics such as Land Use and Hazards and Hazardous Materials. Therefore, no significant loss of the availability of mineral resources is anticipated due to the project. This topic will not be further analyzed in the EIR.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1)

Discussion:

See response to Section X (a) above. The site is not designated as a mineral recovery site. This topic will not be further analyzed in the EIR

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources:1)

Discussion:

The project consists of an update to the DTSP. The Specific Plan Area is developed with a variety of uses (e.g., retail, commercial/office, hotel, residential etc.). The project itself (proposed Specific Plan Update) would not create a significant hazard to the public or the environment relative to hazardous materials. However, potential hazards would be considered on a individual project site-specific basis as projects within the Specific Plan area are initiated. The EIR will address Hazards and Hazardous Materials.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources:1)

Discussion:

See response to VII (a) above. The long term use of the Specific Plan area (land uses proposed such as retail, residential etc.) are not anticipated to create a reasonably foreseeable event where hazardous materials would be released into the community. However, this topic will be addressed further in the EIR.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources:1)

Discussion:

See response to VII (a) above. There are no schools located within the Specific Plan area boundaries. The proposed Specific Plan is not anticipated to create a reasonably foreseeable event where hazardous materials would be released into the community. Therefore, this topic (relative to schools) will not be discussed further in the EIR.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources:1)

Discussion:

See response to VII (a) above. The Specific Plan area does include various sites (e.g., service stations, oil drilling sites etc.) that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this topic will be addressed further in the EIR.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources:1, 8)

Discussion:

The project site is not located within an airport land use plan. The City's General Plan (Noise Element) notes that although there are no operating airports located within Huntington Beach, and no airplane flight patterns for either the Long Beach Municipal Airport or the John Wayne Airport over the City, it is not uncommon for airplanes to fly over the City during their approach to either of the two airports. This can be attributed to variations in airplane approach patterns due to weather and delays created by the large number of commercial and private flights accommodated by these airports. Five heliports are located within the City at the following locations; McDonnell Douglas Corporation (Bolsa Chica Street at Bolsa Avenue), Guardian Center (Beach Boulevard at Warner Avenue), Police Station at Goldenwest Street and Talbert Avenue, Cal Resources at Pacific Coast Highway (Between Seapoint Street and Warner Avenue), and the Civic Center (Main Street at Yorktown Avenue). These heliports experience relatively low frequency and short duration air operations. The proposed Specific Plan Update is not anticipated to have any safety impacts associated with the operations of an airport. Therefore, this topic will not be further evaluated in the EIR.

- f) For a project within the vicinity of a private airstrip,

would the project result in a safety hazard for people residing or working in the project area? (Sources:1, 8)

Discussion:

See response to VII(e) above. No impacts to this topic area are anticipated as a result of development of the project. Therefore, this topic will not be further addressed in the EIR.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources:1)

Discussion:

Individual development projects that may occur within the Specific Plan area could potentially result in impacts to an adopted emergency response plan or emergency evacuation plan in relation to potential increases in traffic and congestion. The EIR will include an analysis of potential traffic impacts including circulation and recommend mitigation if necessary.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources:1)

Discussion:

The site is located in an area that is surrounded by urban development. The proposed project is not located in an area of the City that is subject to wildland fire risks. The Specific Plan area is mostly built out with little vacant undeveloped land available. Most development that may occur will be infill or redevelopment. Therefore, it is anticipated that this topic will not be further addressed in the EIR.

X. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources:1, 2, 11)

Discussion:

The proposed Specific Plan Update would allow for potential future development that may have short-term and long-term noise impacts. Temporary noise during construction activities would occur as a result of implementing project development. Construction activities associated with development (including grading) will be required to comply with CBC regulations and the City's Noise Ordinance, at a minimum. Long-term noise impacts could occur as a result of increased traffic (vehicular noise). The EIR will address short-term (construction related) and long-term noise impacts.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources:1, 2, 11)

Discussion:

See response to X (a) above. The proposed Specific Plan Update may result in potential significant impacts relative to groundborne vibration noise (e.g., pile driving etc.) depending on the type of construction proposed for an individual project. The EIR will include an evaluation of impacts relative to groundborne vibration and noise.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:1, 2, 11)

Discussion:

See response to X (a) above. The project will result in an increase in permanent ambient noise levels in the project vicinity above existing levels. A noise study will be conducted to determine the potential noise impacts and recommend mitigation if necessary.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources:1, 2, 11)

Discussion:

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 noise levels. The short-term construction related noise may potentially impact sensitive receptors (i.e. humans). The EIR will include an evaluation of noise and recommend mitigation if necessary.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources:1, 2, 11)

Discussion:

The site is not located within an Airport Land Use Plan (ALUP). No impacts relative to this topic are anticipated. Therefore, the EIR will not further evaluate this topic.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources:1, 2, 11)

Discussion:

The project site is not located within the vicinity of a private airstrip. Therefore, there are no project impacts associated with a private airstrip. This topic will not be further analyzed in the EIR.

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

- a) Fire protection? (Sources:1, 12)

Discussion:

Government facilities and services (fire, police, schools, parks etc.) including utilities already serve the Specific Plan area. These services may need to be expanded to serve the potential new development that could occur as a result of the proposed Specific Plan. Therefore, the EIR will include an analysis of Public Services.

- b) Police Protection? (Sources:1, 12)
- Discussion:
 See response to XI (a) above. The EIR will include an evaluation of public services.
- c) Schools? (Sources: 1, 12)
- Discussion:
 See response to XI (a) above. The potential new development includes residential units (maximum 648 units), which could result in approximately 1,562 residents. The potential population changes associated with Specific Plan has not been included in local or regional population growth projections and therefore, could have a potentially significant impact on schools. Therefore, the EIR will include further evaluation of this topic.
- d) Parks? (Sources:1, 12)
- Discussion:
 See response to XI (a) above. The EIR will include an evaluation of public services.
- e) Other public facilities or governmental services? (Sources: 1, 12)
- Discussion:
 Government facilities and services already serve the project area. These services may need to be expanded to serve the potential new development that could occur as a result of the proposed Specific Plan. Therefore, the EIR will include an analysis of Public Services.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources:1, 12)
- Discussion:
 Development of projects that could occur as a result of the proposed Specific Plan Update may result in potential significant impacts to utilities and service systems including wastewater. Therefore, the EIR will include an evaluation of utilities and service systems.
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources:1, 12, 13)
- Discussion:
 The EIR will include an evaluation of utilities and service systems and recommend mitigation measures if necessary.
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant

environmental effects? (Sources:1, 12, 13)

Discussion:

The proposed increase in development within the Specific Plan area will potentially modify and/or require the construction of storm water drainage facilities. The EIR will include an evaluation of utilities and service systems and recommend mitigation measures if necessary.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 1, 12, 13)

Discussion:

See response to Section XVI (a) (b) above. The City's Department of Public Works indicates that groundwater wells supply approximately 64 percent of the City's water and approximately 36 percent of water is imported from the Metropolitan Water District of the Southern California (MWD). The City has an adopted Urban Water Management Plan (2005). The proposed increase in development within the Specific Plan area will increase water demand. Therefore, the EIR will include an evaluation of potential impacts and recommend mitigation measures if necessary.

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 1, 12, 13)

Discussion:

See response to Section XVI (a) (b) above. The Orange County Sanitation District (OCSD) provides wastewater collection and treatment services for the City of Huntington Beach. The City maintains many of the collection lines that flow to the OCSD maintained trunk lines. OCSD operates both Plant 1 in Fountain Valley and Plant 2 in Huntington Beach, 27 lift stations throughout the City, and the large regional trunk lines running to the treatment facilities. The DTSP update will allow for future development that may have an impact on wastewater services and/or facilities. The EIR will include an evaluation of utilities and service systems and determine whether the project will have a significant impact and recommend mitigation measures if necessary.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources:1, 12, 13)

Discussion:

Rainbow Disposal provides residential and commercial trash service to the City of Huntington Beach. Rainbow Disposal operates a waste transfer station in the City where all waste is sorted both mechanically and manually. Materials that cannot be salvaged for reuse are sent to the Frank R. Bowerman Landfill in Irvine. The landfill facility (725-acres) opened in 1990 and is planned for closure in 2053. The increase in density and potential development in the Specific Plan area may result in significant impacts to solid waste. Therefore, the EIR will include an evaluation of potential impacts to solid waste and recommend mitigation measures if necessary.

- g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources:1, 12, 13)

Discussion:

The project will be required to comply with applicable statutes and regulations pertaining to solid waste. The EIR will include an evaluation of potential impacts to solid waste and recommend mitigation measures if necessary.

- h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 1, 12, 13)

Discussion:

Potential implementation of projects initiated in relation to the proposed Specific Plan Update could contribute runoff water to the existing stormwater drainage system. The project will contribute additional sources of polluted runoff (i.e. landscaping, parking etc.). Individual projects will be required to comply with applicable water quality measures to reduce potential impacts. The EIR will address potential impacts to water quality and recommended mitigation measures.

XIII. AESTHETICS. Would the project:

- a) Have a substantial adverse effect on a scenic vista? (Sources: 1, 12)

Discussion:

The Specific Plan area is located near a scenic vista (Pacific Ocean). The Specific Plan Area extends from the intersection of Goldenwest Street with Pacific Coast Highway and curves along the coastline, including the Huntington Beach Pier, down to Beach Boulevard. The eastern boundary of the Specific Plan Area follows Pacific View Avenue from Beach Boulevard to 1st Street where the boundary curves around the traditional downtown up to Palm Avenue and down along 6th Street. From 6th Street to Goldenwest Street, parcels within the first block adjacent to Pacific Coast Highway are included in the Specific Plan Area. All boundary lines follow the centerline of the affected street. The proposed Specific Plan will include Design Guidelines to provide direction for private property within the Specific Plan area. The guidelines will address height, setback, parking lot design and screening, building design, massing and articulation, lighting, utilitarian aspects of buildings, landscape and hardscape. The EIR will address the proposed DTSP Update development regulations and design guidelines in relation to the aesthetics of the Specific Plan area.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources:1, 12)

Discussion:

See response provided for XIII (a) above. The Specific Plan area boundary includes scenic resources and historic buildings. Therefore, this topic will be further evaluated in the Draft EIR.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1, 12)

Discussion:

See response to XIII (a) above. The project may result in potential impacts to aesthetics. The EIR will include an analysis of aesthetics.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources:1, 12)

Discussion:

The project will result in more potential light sources than currently exists in the project area. It is not anticipated that the project will adversely affect day or nighttime views in the area since the project will be required to comply with City design standards to minimize light and glare. However, the EIR will address lighting and recommend mitigation as needed.

XIV. CULTURAL RESOURCES. Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 1)

Discussion:

The Historic and Cultural Resources Element of the General Plan includes a list of local landmarks considered to be of significant importance to the local community. Within the Specific Plan area only one local historic resource is on the list of local landmarks and it is the Huntington Beach Pier. The City currently has five historic structures that are on the National Register of Federal Historic Places. Those located in the Specific Plan area include the Helm House Furnishing Company (513-519 Walnut Avenue) and the Garner House (114 Pacific Coast Highway). The Specific Plan area has been previously graded in conjunction with the existing and nearby development that has occurred over time. It is not anticipated that the implementation of the DTSP Update will have any significant impacts on existing historic structures/sites in the area. Additionally, the City of Huntington Beach has existing procedures for any project that proposes to alter or demolish a designated (identified per the General Plan) historic structure. Mitigation for cultural resources was previously adopted and implemented per the City's General Plan EIR, existing DTSP, and individual projects that have been implemented. It is not anticipated that the DTSP Update itself will result in any significant impacts to cultural resources. Additionally, individual projects that may be implemented as part of the DTSP Update would be subject to applicable City requirements for historic resources. The EIR will include further evaluation of cultural resources.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1)

Discussion:

See response to Section XIV (a) above. The proposed Specific Plan Update is not anticipated to have any significant impacts on cultural resources that would necessitate any new project conditions or measures different than that already required by existing City regulations. However, the EIR will include an evaluation of cultural resources.

- c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources:1, 12)

Discussion:

See response to Section XIV (a) above. The proposed Specific Plan Update is not anticipated to have any significant impacts on cultural resources that would necessitate any new project conditions or measures different than that already required by existing City regulations. However, the EIR will include an evaluation of cultural resources.

- d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: _1)

Discussion:

See response to Section V (a) above. The proposed Specific Plan Update is not anticipated to have any significant impacts on cultural resources which would necessitate any new project conditions or measures different than that already required by existing City regulations. However, the EIR will include an evaluation of cultural resources.

XV. RECREATION. Would the project:

- a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources: 1, 12)

Discussion:

The proposed DTSP Update will result in increased development potential in the downtown area. New residential units, as well as new and redeveloped commercial uses would attract more users to the parks and beaches in the area. In addition, a Cultural Arts Overlay District is proposed for the area bounded by Sixth Street, Acacia Avenue and Main Street in the proposed District 1 of the DTSP. The overlay envisions the vacation of portions of Sixth Street to provide more green space or a park in this area. Although all projects would be required to pay a park fee and/or provide dedication of land for park purposes, impacts to recreational facilities will be analyzed in the EIR.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources:1, 12)

Discussion:

See response to XV (a) above. The EIR will address recreation.

- c) Affect existing recreational opportunities? (Sources: 1,12)

Discussion:

See response to XV (a) above. The EIR will address recreation.

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

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1, 12)

Discussion:

The Specific Plan area does not include any sites currently designated for or developed with agricultural uses. The project does not propose conversion of farmland to non-agricultural use. The proposed project will not have any impacts on agriculture resources. Therefore, this topic will not be further evaluated in the Draft EIR.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources:1, 12)

Discussion:

See response to Section XVI (a) above. The Specific Plan area is not zoned for agricultural use. The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. Therefore, no impacts would occur and this topic will not be further addressed in the EIR.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources:1, 12)

Discussion:

See response to Section XVI (a) above. The DTSP Update will not have any impact on farmland or agricultural uses. Therefore, the Specific Plan will not have any impact that could result in the conversion of property to non-agricultural use and will not be further evaluated in the EIR.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1, 12)

Discussion:

The project Specific Plan area is developed with a range of uses including large-scale visitor-serving commercial uses, hotels, office, mixed-use and neighborhood serving commercial uses as well as residential.

The City's General Plan (Environmental Resources/Conservation Element) addresses the City's environmental

resources. The project area is not subject to any applicable habitat conservation plan or natural community conservation plan. Additionally, no habitat areas are designated as being located in the Specific Plan area according to the Environmental Resources/Conservation Element. There are habitat areas (coastal salt marsh, freshwater marsh and associates habitat etc.) located north outside of the Specific Plan area in Bolsa Chica and south of the Specific Plan area between Beach Boulevard and Magnolia Avenue (near Pacific Coast Highway). The Specific Plan area has been developed with existing active urban uses including retail, commercial, office, resort/hotel, and residential. Section VII (a) (Biological Resources) includes a discussion regarding the proposed DTSP and existing applicable mitigation required by the City of Huntington Beach to ensure that no significant impacts relative to sensitive species will occur as result of development projects. Therefore, this topic will not be further addressed and/or evaluated in the EIR.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources:1, 12)
-

Discussion:

The proposed DTSP Update will allow for potential development opportunities in the Specific Plan area. Future development projects that may be implemented have potential to contribute to cumulative adverse environmental impacts (e.g., air quality, transportation etc.). Therefore, the EIR will discuss potential for cumulative impacts as a result of the DTSP Update.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources 1, 12)
-

Discussion:

See response to item (B) above. The EIR will include an evaluation of potential cumulative impacts (i.e. traffic, air quality etc). At this time, there are no known substantial adverse effects on human beings that would be caused by the proposed project. However, the EIR will include an environmental evaluation of direct and indirect impacts that may occur as a result of the project.

XVIII. EARLIER ANALYSIS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents Prepared and Utilized in this Analysis:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan & Program EIR 95-1	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach
2	City of Huntington Beach Zoning and Subdivision Ordinance	“
3	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3 rd Floor 2000 Main St. Huntington Beach
4	FEMA Flood Insurance Rate Map (February 18, 2004)	“
5	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	“
6	City of Huntington Beach CEQA Procedure Handbook	“
7	Trip Generation Handbook, 7 th Edition, Institute of Traffic Engineers	“
8	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	“
9	Hazardous Waste and Substances Sites List	“
10	State Seismic Hazard Zones Map	“
11	City of Huntington Beach Municipal Code	“
12	Downtown Specific Plan (Originally Adopted on November 16, 1983 Ordinance No's. 2646-A, B & C and Resolution No. 5308-A, B & C and subject to amendments through October 10, 2007)	“
13	City of Huntington Beach 2005 Urban Water Management Plan	“



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Huntington Beach
NOV 17 2008

November 14, 2008

Ms. Jennifer Villasenor
Planning Department
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Dear Ms. Villasenor:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Huntington Beach Downtown Specific Plan Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address:
http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

Ms. Jennifer Villasenor

-2-

November 14, 2008

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

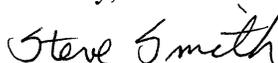
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:DG:AK
ORC081105-02AK
Control Number

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

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City of Huntington Beach

November 21, 2008

NOV 24 2008

Ms. Jennifer Villasenor, Planning Department
CITY OF HUNTINGTON BEACH
2000 Main Street
Huntington Beach, CA 92648

Re: SCH#2008111024: CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR), for the Downtown Specific Plan Update; City of Huntington Beach; Orange County, California

Dear Ms. Villasenor

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

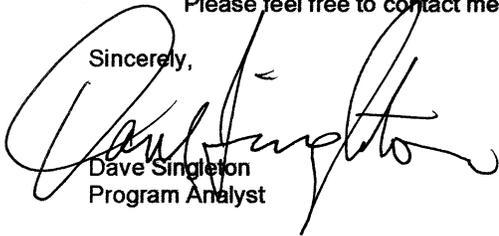
√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ The Native American Heritage Commission (NAHC) performed:
 - * A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified. However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list.
 - The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- √ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts
Orange County
November 21, 2008

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street Juaneno
San Juan Capistrano , CA 92675-2674
arivera@juaneno.com
949-488-3484
949-488-3294 Fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Juaneno Band of Mission Indians
Alfred Cruz, Culural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
alfredgcruz@sbcglobal.net
714-998-0721
slfredgcruz@sbcglobal.net

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribes.net
(213) 489-5001 - Office
(909) 262-9351 - cell
(213) 489-5002 Fax

Juaneno Band of Mission Indians
Adolph 'Bud' Sepulveda, Vice Chairperson
P.O. Box 25828 Juaneno
Santa Ana , CA 92799
bssepul@yahoo.net
714-838-3270
714-914-1812 - CELL
bsepul@yahoo.net

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008111024; CEQA Notice of Preparation (NOP) and draft Environmental Impact Report (DEIR) for the Huntington Beach Downtown Specific Plan Update; City of Huntington Beach; Orange County, California.

Native American Contacts
Orange County
November 21, 2008

Sonia Johnston, Tribal Chairperson
Juaneño Band of Mission Indians
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
sonia.johnston@sbcglobal.net
(714) 323-8312

Juaneno Band of Mission Indians
Anita Espinoza
1740 Concerto Drive Juaneno
Anaheim , CA 92807
(714) 779-8832

Juaneno Band of Mission Indians
Joe Ocampo, Chairperson
1108 E. 4th Street Juaneno
Santa Ana , CA 92701
joeaocampo@netzero.com
(714) 547-9676
(714) 623-0709-cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008111024; CEQA Notice of Preparation (NOP) and draft Environmental Impact Report (DEIR) for the Huntington Beach Downtown Specific Plan Update; City of Huntington Beach; Orange County, California.



1919 S. State College Blvd.
Anaheim, CA 92806-6114

City of Huntington Beach



DEC 03 2008

December 1, 2008

City of Huntington Beach
2000 Main St.
Huntington Beach, CA 92648

Attention: Jennifer Villasenor

Subject: EIR for Huntington Beach Downtown Specific Plan Update.

Thank you for providing the opportunity to respond to this E.I.R. Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Simonoff".

Paul Simonoff
Technical Services Supervisor
Pacific Coast Region - Anaheim

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER

DEPARTMENT OF TRANSPORTATION

District 12
 3337 Michelson Drive, Suite 380
 Irvine, CA 92612-8894
 Tel: (949) 724-2267
 Fax: (949) 724-2592



*Tex your power!
 energy efficient!*

Post-It® Fax Note 7871		Date 12/4/08	# of pages 3
To Jennifer Villaseñor		From John Xu	
Co./Dept. Huntington Beach		Co. Caltrans D-12	
Phone #		Phone # 949-724-2338	
Fax # 714-374-1540		Fax #	

December 4, 2008

Jennifer Villaseñor
 City of Huntington Beach
 2000 Main Street
 Huntington Beach, California 92648

File: IGR/CEQA
 SCH #: 2008111024
 Log #: 1938D
 SR-1, SR-39

Subject: Huntington Beach Downtown Specific Plan Update

Dear Ms. Villaseñor:

Thank you for the opportunity to review and comment on the **Notice of Preparation (NOP) for the Huntington Beach Downtown Specific Plan Update Project**. The proposed project includes amendments to the City's General Plan, Local Coastal Program and Zoning Text to revise the existing 11 Specific Plan districts into 7 districts, to modify development and design standards, street improvements and public amenities requirements (or plans), and to modify circulation and mobility improvement requirements, infrastructure and public facilities improvements as well as design guidelines. The maximum development potential includes 213,467 square feet (sf) of retail, 92,332 sf of restaurant, 92,784 sf of office, 20,000 sf of cultural facilities, 648 residential dwelling units and 235 hotel rooms. The approximately 336 acre of project site extends from the intersection of Goldenwest Street with Pacific Coast Highway and curves along the coastline, including the Huntington Beach Pier, down to Beach Boulevard. The eastern boundary of the Specific Plan Area follows Pacific View Avenue from Beach Boulevard to 1st Street where the boundary curves around the traditional downtown up to Palm Avenue and down along 6th Street. The boundary line then travels along the Walnut Avenue from 6th Street to Goldenwest Street. The project site is located entirely within the City of Huntington Beach in, California.

The California Department of Transportation (Department), District 12 is a responsible agency on this project, and we have the following comments:

1. The Department supports Specific Plans that foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduces impacts on valuable habitat, productive farmland, and air quality, (d) increases resources use efficiency, and (e) results in safe and vibrant neighborhood. The Department recognizes that non-motorized travel is a vital element of the transportation system and therefore, encourages communities to make pedestrian and bicycle activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users, including pedestrians, bicyclists, transit riders and automobiles.

2. The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
3. The Department's Traffic Operations Branch requests all applicants to use the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities. The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. The Draft Environmental Impact Report (DEIR) should include appropriate mitigation measures to offset any potential impacts.
4. For any future individual projects within the Specific Plan Area, additional environmental documentation may be required to address impacts not discussed in the forthcoming DEIR.
5. If any project work (e.g. storage of materials, street widening, emergency access improvements, sewer connections, sound walls, storm drain construction, street connections, etc.) will occur in the vicinity of the Department's Right-of-Way, an encroachment permit is required prior to commencement of work. Please allow 2 to 4 weeks for a complete submittal to be reviewed and for a permit to be issued. When applying for an Encroachment Permit, please incorporate Environmental Documentation, SWPPP/ WPCP, Hydraulic Calculations, Traffic Control Plans, Geotechnical Analysis, Right-of-Way certification and all relevant design details including design exception approvals. For specific details on the Department's Encroachment Permits procedure, please refer to the Department's Encroachment Permits Manual. The latest edition of the manual is available on the web site: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>
6. Any runoff draining into the Caltrans Right-of-Way from construction operations or from the resulting project must fully conform to the Caltrans Statewide NPDES Permit (Order No 99-06-DWQ, NPDES No. CAS000003) and or the current discharge requirements of the Regional Water Quality Control Board to avoid impacting water quality. During construction, controls must be implemented to contain all vehicle loads and avoid any tracking of materials that may fall or blow onto Caltrans roadways or facilities.
7. The anticipated DEIR must include relevant Cultural Resource studies to evaluate impacts to any cultural resources located within the project area. Appropriate cultural technical studies should be included during the encroachment permit submittal.
8. If the proposed Specific Plan Update or future individual projects require any work within the Department's right-of-way, please submit copies of any technical reports and permits from regulatory agencies (California Coastal Commission, California Department of Fish and Game, US Army Corps of Engineers, and Regional Water Quality Control Board) along with the encroachment permit application.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Zhongping (John) Xu at (949) 724-2338.

Sincerely,



MARYAM MOLAVI
Acting Branch Chief, Local Development/Intergovernmental Review

cc: Terry Roberts, Office of Planning and Research

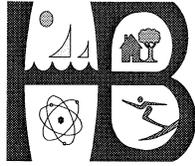
From: Carolyn Mamaradlo [mailto:cmamaradlo@octa.net]
Sent: Monday, December 15, 2008 12:13 PM
To: Villasenor, Jennifer
Cc: Joseph Alcock
Subject: Huntington Beach Downtown Specific Plan Update NOP

Hello Jennifer,

The OCTA has reviewed the above document and would like to receive a copy of the DEIR once it becomes available. Please send a copy to the attention of Joseph Alcock, Transportation Analyst.

Thank you!

Carolyn Mamaradlo
Corridor Studies Intern
Orange County Transportation Authority
600 South Main Street
Orange, CA 92868, Rm. 218A
(714) 560-5748



CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

December 29, 2008

City of Huntington Beach
Planning Department
2000 Main Street
Huntington Beach, California 92648

Attention: Ms. Jennifer Villasenor

Subject: Environmental Assessment #08-015 for the Downtown Specific Plan Update.

Dear Jennifer:

In our December 4, 2008 meeting, the Environmental Board discussed the aforementioned project. The following are our comments and concerns for your review.

In District 4, the EA discussed new higher densities and building height increases. While the Board understands the current trend toward mixed-use designs for urban areas, the Board is concerned that the Downtown area may not be particularly well suited to high residential densities. We are concerned with traffic and general infrastructure issues. Traffic issues in the Downtown area already are often very difficult. Adding in density levels as are being discussed in this document, coupled with the possibility of Main Street becoming a pedestrian-traffic only area in the future, this appears to be a potential recipe for permanent gridlock. In addition, any assumption that a significant proportion of the future population of the area will work in the area is also unrealistic since there are not enough commercial enterprises in the area to provide employment to a significant percentage of the population.

Increases in building heights will also change the quaint feeling of the Downtown area which has a significant appeal to many. Other infrastructure concerns are related to water and sewer capacity limitations in one of the oldest areas of the city, not to mention fire and police response impacts.

The elimination of FAR requirements also seems like a rather aggressive step. The Board suggests modifying existing FAR requirements in lieu of eliminating them to aid in limiting growth to sustainable levels.

The elimination of the Oil District/Resource Production Overlay is of concern to the Board. While the Update states the Overlay's regulations are primarily applicable to new facilities, it would seem prudent to keep the Overlay in the unlikely event arises where a guideline is needed. Without the Overlay, the Board feels a lack of clear direction and guidance may create unnecessary problems for the future.

The Board would like to see more specifics and a greater attention to open space and parks in the Plan. With the long range vision such as this Plan, the city can delineate the course of future open space more easily than waiting for projects and properties to become available in the future. With that in mind, we believe a separate section of the Plan should be created for parks and open space.

Lastly, as existing properties and structures get recycled in the future, the opportunity for a more sustainable future in new development and construction comes forth. Since the city is as developed as it is, this truly becomes the only opportunity to permanently include sustainability as a goal and requirement. We believe a strong discussion of expectations for new developments be included now to guide the future of the area and the city towards that direction.

We appreciate the opportunity of reviewing this project. Please feel free to contact us with any questions.

Very truly yours,
HB Environmental Board

David Guido
Chair

Cc: Huntington Beach City Council

From: dawn melton [mailto:lakerfandawn@yahoo.com]
Sent: Wednesday, November 19, 2008 8:24 PM
To: Villasenor, Jennifer
Subject: downtown specific plan

as a parent, i'm concerned.
we bought this home to raise our family.
i had a dream of being close to the ocean,
and within walking distance to main street.
2nd street has the charm of a residential neighborhood at the beach.
we wanted to be a part of a residential beach community,
not a massive bella terra mall at the beach.
not manhattan or hermosa beach.
it concerns me that the quality of life would change.
i don't want more atmosphere, like the brainchild Blackbull Chophouse (thanks, Mike Adams & Cesar Pena), next to residential homes.
i don't want the cigarette smoke, the drunks, the loud noise.
having mixed use will change the family quality of life.
i feel that safety would reduced with mixed use.
who knows what kind of businesses would go in on this street?
more money would need to be spent on increased police services, and that may not happen.
i thought that this was supposed to be a residential beach community, not a mall.

Dawn Melton
206 2nd Street
Huntington Beach CA 92648

From: Leslie Alsenz [mailto:lalsenz@socal.rr.com]
Sent: Thursday, November 20, 2008 8:30 AM
To: Villasenor, Jennifer
Subject: Changes to zoning are not supported by 2nd street residents.

Hello Jennifer,

I want to state my opposition to removing the residential zoning on second street. I hope that your planning group will remember that 2nd street is a neighborhood of familys with homes who want to put down roots and flourish here in Huntington Beach. We need to feel that our neighborhood will be here so we can keep investing in its future. Fears of eminent domain and big development on our street cast a dark shadow on our future. Please let 2nd street remain as it is currently zone...residential.

Thanks you so much for your time...I feel our future is in your hands, please handle with care.

Sincerely,
Leslie Alsenz
234 2nd Street

From: James Melton [mailto:jamesm@socal.rr.com]
Sent: Thursday, November 20, 2008 12:16 PM
To: Villasenor, Jennifer
Cc: Leslie Alsenz; Dave Winn; judy pinchuk; kislks11@socal.rr.com; pam@pamlusk.com; Jeffrey Hansler; kcalv73292@aol.com; zluanne@hotmail.com; d.aperlo@hotmail.com; cindyberry@socal.rr.com; llrhoton_@msn.com; dparrypb@verizon.net
Subject: downtown specific plan

Jennifer Villasenor, Associate Planner
City of HB Department of Planning
2000 Main Street, PO Box 190
Huntington Beach CA 92648
ph(714)374-1661, fax(714)374-1540
jvillasenor@surfcity-hb.org

Dear Jennifer,

Thanks for your time yesterday evening after the downtown specific plan update meeting at the HB Art Center. As we discussed, I live on 2nd Street, and I am absolutely opposed to rezoning it from residential to mixed use. Our street is a wonderful island of homes, between our busy Main Street and the future Pacific City. With the exception of the small architect business that faces Orange Avenue at the very north end of 2nd Street (corner of Orange), there aren't businesses on 2nd Street. Like all of downtown Huntington Beach, we have a few oil wells; ours are left over from the second Huntington Beach oil boom in the 1950's. I know nearly every resident on 2nd Street, and I don't know of **any** resident here that wants it rezoned from residential to mixed use. Many homeowners have their life savings tied up in these homes. They didn't buy next to a liquor store, or other retail or professional business with lofts or condos above. We have a wonderful mix of old and new homes on our street, with much recent homeowner investment in the last few years. 2nd Street boasts quaint beach cottages built as early as 1918, to lavishly appointed recently built 3-story homes. We have wonderful diversity and a beautiful mix of architectural styles. It is my opinion as a real estate professional, that rezoning will devalue these homes, and reduce the quality of life for the homeowners and residents.

Rezoning of our residential street to the same zoning as Main Street, surely must be an oversight. Perhaps whoever proposed this, has never walked down our street, or they would realize that this isn't a place for businesses. If I wanted to live in downtown San Diego, where (to me) it looks like downtown L.A. at the beach, I would've bought there. Downtown Long Beach isn't my idea of what Huntington Beach should strive for, either. If I wanted shortsighted redevelopment, I might've bought in Manhattan or Hermosa Beach. But instead, I chose to buy in downtown Huntington Beach, an area I've known since I was a child. I bought my home, one block to ocean, and two blocks to Main Street, because it's a seemingly ideal location, where my family can walk to the beach, professional services, and lunch or dinner, but still return home to our neighborhood, not some mixed use loft/condo-above-a-business arrangement. This issue really hits home for me, as I'm sure it will with my fellow neighbors, as they learn about these incredible plans. As Seal Beach takes efforts control development in their downtown, Huntington Beach is striving to increase density and is gunning for mixed use developments. In downtown, we need more parking, not more density. This over-development isn't just happening in the vacant areas around the Bella Terra mall. We're talking about damaging (not revitalizing!) our crown jewel--the downtown area near Main Street, the beach and the pier. It's short sighted and sad. People enjoy our downtown for the friendly, unique mix of the old and the new. Our Main Street has been referred to as "Main Street USA." I don't think that the majority of downtown residents want an "urban vibe," or they would've moved to downtown San Diego, or downtown Long Beach. I'm not against progress, but I feel that this would be a serious step in the wrong direction for Huntington Beach.

I am vehemently opposed to rezoning 2nd Street from residential to mixed use. Being lumped into the same zoning category as Main Street is an outrageous idea. I feel that it would be supremely short sighted and irresponsible. When the homeowners and residents who live here realize what's proposed,

they will surely be incensed. Please take whatever action necessary to correct this. I'm sure that nearly all 2nd Street homeowners will agree with me, that this is not for the good of us "stakeholders." 2nd Street is not Main Street, nor is it Pacific Coast Highway. Please do the right thing and protect the homeowners who have already invested in 2nd Street.

Sincerely,

James Melton
206 2nd Street
Huntington Beach CA 92648
c(714)318-4664, f(714)844-9094, jamesm@socal.rr.com

From: Richard Theil [mailto:dtheil@verizon.net]
Sent: Thursday, November 20, 2008 8:41 AM
To: Villasenor, Jennifer
Subject: Last night meeting

I would like to reiterate my personal and professional concerns:

As the President of Pier Colony HOA, we would like you to address the logic behind grouping Pier Colony as part of the "entertainment area." In the beginning of the development we were grouped with the Pavilion and by doing such we lost our ability to seek certain benefits like the SFR owners have on 2nd street. Namely Parking. Up until 2 years ago, we were able to get passes for our homeowners who had oversized vehicles. Then, someone changed in the city and these passes were taken away because we were grouped in the above mentioned area. This has causes considerable problems with our homeowners who now have to walk several blocks in the dark of night to get home.

As an individual I am concerned about how the area north of Acacia, West of Lake, East of Main (including both sides) and South of Palm is handled. You indicated at the meeting that both sides of main will be R-1, but now I am told that the west side of main will remain as is. This, in my opinion degrades the Residential aspects that you are trying to protect from Acacia north.

Dick Theil
New Beginnings

From: D Winn [mailto:ru4tun81@yahoo.com]
Sent: Friday, November 21, 2008 5:01 PM
To: Villasenor, Jennifer
Subject: Rezoning 2nd Street - I Own Property and Live There!

Jennifer Villasenor, Associate Planner
City of HB Department of Planning
2000 Main Street, PO Box 190
Huntington Beach CA 92648
ph(714)374-1661, fax(714)374-1540
jvillasenor@surfcity-hb.org

Dear Jennifer,

I only have sketchy details about this subject and I also know nothing at all about you, but I do see your name attached to a title in the HB City Planning Department.

I live on 2nd Street and my wife and I and family live in the house she was born in, that her mother bought in 1950, as well as the 10 unit apartment building next door. I have lived the whole time in the downtown area, in Huntington Beach since 1975, when I came out here in my early 20's from Michigan.

I recently heard that there was some hearing or suggestion that 2nd Street be rezoned from residential to multi-use. This is simply ridiculous, and here is why.

Use logic...

First, the home-owners on 2nd Street paid "a premium price" in order to own here; and rezoning it when official, immediately plummets the value of EVERY home on 2nd Street by probably 40 to 50%. No one would be able to get a "fair market value" for their home if they wanted to sell. Is that a proud legacy you want to be responsible for? Do you care? This is an obvious setup for "developers ONLY need apply."

Second, the whole world, the USA, and Huntington Beach already have collapsing housing prices when even "fair market value" has already dropped around 40% according to the LA Times this week. So doing ANYTHING to make that situation worse than it already is, is purely psychotic! We are on the brink of total economic collapse resulting in probably another Great Depression, and you want to give 2nd Street a "first class ticket" to getting there before anyone else! The stock markets have declined so much they have been re-testing a decades worth of gains! And no one says we are out of the woods yet!

Third, this doesn't even need to be established as mixed use until it is READY to be used that way! And when will that be? Take a look at 3rd Street, it has been designated mixed use for years right? It looks like "slum land!" Where are all the NEW commercial buildings? There are NONE! It has not changed or moved in years! Lots sit empty, houses in disrepair, owners values have been destroyed! That's what "mixed-use" zoning does to properties! Hello? It doesn't "produce" anything positive by rezoning.

Fourth, and MOST IMPORTANTLY, don't even worry about 2nd Street being zoned mixed-use UNTIL these things occur:

The Strand is completed, fully occupied and deemed "a success." (2009??)

Pacific City is fully developed, occupied and deemed a success. (2010-12??)

Walnut and Olive Streets are fully developed and "commercially successful" from 1st Street to 6th St. (2012-13???)

5th St is developed and operational. (2012-13???)

PCH is developed and fully occupied from Beach Blvd to 9th St. (2012-2015???)

Beach Blvd from PCH to Atlanta is developed commercially and filled and successful. (2013-2018???)

3rd Street is developed and operational. (2020-2025 if ever ???)

When those SEVEN things are under your "Planning Belt" and they are OBVIOUS SUCCESSES, and are running like "a fine oiled machine," and the City is just "bulging at the seams" needing more space, and THEN the Planning Department says, "***Gee, where could we expand to next???***" THEN and ONLY THEN, do you look at "the gem" of residential streets, 2nd Street, and determine maybe NOW is the time to rezone that street and give those homeowners the opportunity to CASH IN on their prime real estate purchase. THEN and ONLY THEN, will it make sense! THEN and ONLY THEN, will the timing be RIGHT to REZONE. But NOT 2008-09, when we're on the brink of a recession at least, but more likely a DEPRESSION! Even if someone builds a brand new house the year before rezoning, they would still benefit a rezoning if the area surrounding 2nd St. WAS ALREADY BOOMING COMMERCIALY! But it is NOT booming NOW and won't be BOOMING for many years to come.

You wanting to do this NOW is at least 5 years, and more likely 15 years premature. That's how long it will take those other properties to get developed, get filled, be successful, and to CREATE the demand for or even a NEED to use 2nd Street for commercial uses. But you, being "a planner" should already know those things, right? If so, then drop this idiotic notion of changing the zoning on 2nd Street anytime in the next decade. Another main value component of Real Estate is not only "location, location, location" but also "TIMING, TIMING, TIMING!" The timing on this rezone is ALL WRONG! Hello?

Please, "make a name for yourself" on some of the more pressing issues in the downtown area, besides destroying our property values on 2nd Street at such a critical economic time.

Thank you and please reply.

David Winn
222 2nd Street
HB, CA 92648
ru4tun81@yaoo.com
714-536-2901

From: judy pinchuk [mailto:jcalgal@sbcglobal.net]
Sent: Sunday, November 23, 2008 9:58 AM
To: Villasenor, Jennifer
Subject: Parking zone

My husband and I purchased our condo at Pier Colony over 15 years ago. We were never told that we were purchasing in an entertainment zone where our parking rights would be limited. We have learned that the city has decided that we are not entitled to the same rights as other citizens. We are not eligible for parking passes for the meters that are in front of our home. It is my opinion that the city is putting residents of Pier Colony at risk by making it impossible to park near their home. Pier Colony residents must walk several blocks in the dark carrying groceries and packages as our area is surrounded by metered parking. We would be willing to pay to park in the garage on Walnut street but have been told we can not park overnight. A helpful change would be to make overnight parking passes available for Pier Colony residents to park in the adjacent garage and to again issue the parking passes for the surrounding meters. I am now hearing that the city is thinking of changing 2nd street to mixed use. This would exacerbate our situation. Zoning made the corner of 2nd and PCH residential. Perhaps the city has decided that it was a mistake but limiting the rights of residential citizens after they have purchased their property is a not a solution. I am interested in what parking plan is being considered for the Pacific City area. Where will these people be parking ? I hope that there is more thought going into this development. We would appreciate any help the city could give our residents.

Judy Pinchuk 200 Pacific Coast Hwy. unit 445

From: Preston Dyer [mailto:pdyerhb@hotmail.com]
Sent: Monday, November 24, 2008 9:40 AM
To: Villasenor, Jennifer
Subject: FW: Downtown Community Workshop

Sorry for the mis-spelling

From: pdyerhb@hotmail.com
To: kfritzal@surfcity-hb.org; jviiasenor@surfcity-hb.org
Subject: Downtown Community Workshop
Date: Mon, 24 Nov 2008 09:37:26 -0800

I recently received the information regarding the 12-4 meeting whereby you will discuss downtown parking issues.

I appreciate receiving this info as I live on 21st and deal with beach traffic all over 21st and Walnut. Please consider asking the police to enforce parking laws that pertain to adjacency to intersections and proper distance to/from Stop signs. It is very difficult to see around vehicles parked close to the intersections when stopping at the differing stop signs throughout the numbered streets downtown.

Additionally, a suggestion may be for the group to consider closing Main St from PCH to Starbucks, (Orange?) to vehicular traffic. The openness to pedestrians and bicyclists' would be welcome.

Thanks for the voice.

December 1, 2008

City of Huntington Beach
Planning Department
2000 Main Street
Huntington Beach, CA 92648
ATTN: Jennifer Villasenor

RE: Exclusion of 2nd Street from current zoning proposal.

Dear Ms. Villasenor,

My Name is Dewey Davide and I reside at 209 2nd Street. I'd like to take a minute of your time to give you a little history of what has happened on 2nd Street for the past 30 plus years. I bought the property my home sits on in 1976. The current zoning in 1976 was commercial. I immediately applied for a zone change, to residential. I was met with a great deal of apposition from the planning staff, stating the area was slated for Commercial and I was pre-mature, everything would be completed, a plan was to be implemented within 6 months, so just hold on. My zone change was denied. I appealed the decision to the City Council, hoping they would overturn the recommendation of planning, and lost by one vote.

I waited about 18 months and went to every resident asking everyone if they wanted commercial property right next to their house or would they like to see more homes and neighbors. I collected the signatures of most the people that lived on what is now 1st Street (at that time Lake Street), 2nd Street, 3rd Street, 5th Street and 6th Street. In 1978 I filed another zone change petition on behalf of all the residents. To our amazement we were once again denied. I appealed to the City Council and with several impassioned residents stating the reasons why this area should remain residential the City Council agreed with all the residents and with a 6 to 1 vote approved the residential zoning for the area. This was 30 years ago, and for all that time 2nd Street has remained primarily residential. Of the 30 or so existing homes on 2nd Street I have personally constructed 9 of them.

Yes, the city has changed the zoning several times since then, but what you see on 2nd Street is no Commercial development. One building at the corner of 2nd Street and Orange has had a little office for as long as I can remember.

Over the years the City has wanted this integration of Commercial and Residential Property trying to create what I believe an Old World Theme similar to the one by the 405 freeway. This type of development is not easy to achieve. As a matter of fact it is very hard to do.

Would you enjoy living next to a nightclub, drinking, dancing and entertainment 24/7?
These projects the City classifies as mix use developments are losers. Single family developments want family type atmosphere not the hustle bustle of the bars and restaurants that seem to be attracted to our downtown area.

Ask the residence of Pier Colony how happy they are with Chop House Bar and Grill. We as residents of Huntington Beach will probably be footing the bill for the litigation in protecting the City from the owner of Chop House for approving its use. Not to mention the legal fees when the residents of Pier Colony sue the city for allowing it to happen.

Another good City to take a look at as to how successful their mixed use projects have been is Anaheim. Total financial disaster. Not only can they not sell the residential, they are having a tougher time renting them, let alone selling them. Not to mention the commercial is doing, just as bad.

I think this concept probably works for an area such as Manhattan or New York City where density is 10 times what we have here in Huntington Beach. But to try and create these type of developments here is a concept that I'm afraid is years before it's time.

One more disturbing fact, if the city goes ahead with changing the zoning to accommodate the Main Street designation our properties will then be classified single family residences with a non conforming use. I believe two serious impacts will follow: first, a decline in property values and secondly financing may become more difficult to obtain. Not to mention the endless possibilities that could occur with a non conforming use, as in the case of a natural disaster or a fire, would you be allowed to rebuild or build a new home

Take a look at what the City of Huntington Beach has created so far. Pacific City is a wall of 6 story buildings, Pier Colony, Jacks, Plaza Almeria and now the Strand, all pretty much the same. The only thing they have done successfully is to over burden the long time residents by impacting their quality of life. By increasing density and decreasing the amount of parking, it's very rare for residents to be able to park in front of their home, let alone to have company or family visit.

In the past few years several new homes have been constructed, and for the few that are fortunate to live there, they have discovered what I did over 30 years ago. It's a great place to live being close to downtown, the pier, the beach etc.

Please do not negatively impact my property, by including 2nd Street in the Main Street Specific Plan.

Respectfully,

Dewey D. Davide

From: kcalv73292@aol.com [mailto:kcalv73292@aol.com]
Sent: Wednesday, December 03, 2008 9:11 PM
To: Villasenor, Jennifer
Subject: EIR for the downtown specific plan

Hello Jennifer,

I am Kathy Calvillo and I reside on 2nd Street downtown. I would like to make a comment regarding the meeting that occurred on Nov 19th. I am opposed to linking 2nd street with District 1. Our entire block is residential and we prefer it to stay that way. It looks to me that a mixed use zoning for our neighborhood is most definitely not in our best interest. I've already had to deal with mixed use zoning with property I used to own on 3rd street and I definitely would not want that same zoning for 2nd street. Our situation is unique, please take that into consideration.

Thank-you,

Kathy Calvillo
215 2nd Street
Huntington Beach, Ca.

To JENNIFER VILLAGENOR
PLANNING DEPARTMENT

Comments of Paul Cross Concerning a NOP for a Draft EIR for a DTSP Update

Proposed District 1: Sixty units per acre with a five story-55 foot height may be excessive. Already, Main Street is stuffed to overflowing with beer patrons, and most existing office space is vacant, as there are far too many bars. Cut down the number of bars and perhaps this could work.

Proposed District 5: Only small portions of the 336 acres contained in DTSP Update are in District 5, yet of the 648 newly proposed residential units for all of the DTSP, 516 are scheduled to be built on a 17 acre parcel within a District 5 at Pacific City. Indeed, 200 of those new Pacific City units are to be built on a four acre quadrant bounded by Huntington Street and Atlanta Avenue. This incredible neighborhood overload should be remedied by spreading out many of the new units over other portions of the DTSP. As well, park-in-lieu fees should be used for visitor and neighborhood serving facilities located proximate to the new ocean-side residential units as required by the California Coastal Commission. Further, park-in-lieu fees should not be offset by separate open-space requirements. The two acre village green proposed for Pacific City is mandated by open-space ordinances. Stated differently, the two acre village green should not be counted toward park requirements, which have a different statutory basis and a different underlying purpose.

Paul Cross
109 HUNTINGTON ST

City of Huntington Beach

DEC 04 2008

From: publongboa@aol.com [mailto:publongboa@aol.com]

Sent: Thursday, December 04, 2008 1:34 PM

To: Villasenor, Jennifer

Subject: Comments on EIR STSP, Please responded that you recieved attachement.

Jennifer Villasenor,

I have attach my concerns and comments to The Environmental Impact Report for The Huntington Beach Downtown Specific Plan Updates.

Please email me that you recieved the document.

Thank You Ron McLin

City of Huntington Beach

J. RICHARDSON GRAY
415 Townsquare Lane #208
Huntington Beach, CA 92648
714-348-1928
richardson.gray@yahoo.com

DEC 05 2008

HAND DELIVERED

December 5, 2008

Jennifer Villasenor, Associate Planner
City of Huntington Beach, Planning Department
2000 Main Street
Huntington Beach, CA 92648

**Re: Notice of Preparation of a Draft Environmental Impact Report
for the City of Huntington Beach Downtown Specific Plan Update**

Dear Ms. Villasenor:

Attached is a copy of my April 24, 2008 letter to representatives of the City and your consultants. You can see that this letter addressed the Downtown Specific Plan Update, as it relates to the possible redevelopment of the Main Street Library site, expanded by the permanent closure of Sixth Street, along its border with the currently existing library grounds (the "Expanded Library Parcel"). My neighbors and I are prepared to suspend temporarily our work on the petition discussed in the enclosed letter, so long as the City's plans for the Expanded Library Parcel continue to follow the guidelines set out below:

- A. There will be no net reduction in the total square footage area of green space presently existing on the Expanded Library Parcel.
- B. There will be no net increase in the number of surface parking spaces that currently exist on the Expanded Library Parcel.
- C. The redevelopment plans for the Expanded Library Parcel will not include any aboveground structured parking.

From your Environmental Assessment No. 2008-015 and RRM Design Group's fourth and final workshop last night, we understand that the City intends to follow all of the above guidelines for the Expanded Library Parcel. We base our understanding in part on the portions of your Environmental Assessment No. 2008-015 quoted below:

- "The [Cultural Arts] Overlay would allow for . . . **retaining green space** within the downtown area (e.g., small park, outdoor plaza), and the potential for implementing **underground parking**." (Page 16, second full paragraph, emphasis added).
- "[A] Cultural Arts Overlay District is proposed for the area bounded by Sixth Street, Acacia Avenue and Main Street in the proposed District 1 of the DTSP. The overlay envisions the vacation of portions of Sixth Street to provide **more green space or a park** in this area." (Page 37, **XV. RECREATION**, paragraph a), emphasis added).

J. RICHARDSON GRAY
415 Townsquare Lane #208
Huntington Beach, CA 92648
714-348-1928
richardson.gray@yahoo.com

Jennifer Villasenor
December 5, 2008
Page 2

Moreover, we base our understanding partially on the attached Cultural Arts Overlay page from RRM Design Group's presentation last night, including the following quotes:

- "This portion of 6th Street is closed to provide an enhanced park area is [sic] incorporated with increased landscaping and pedestrian pathways."
- "No net loss of green space. All parking underground."

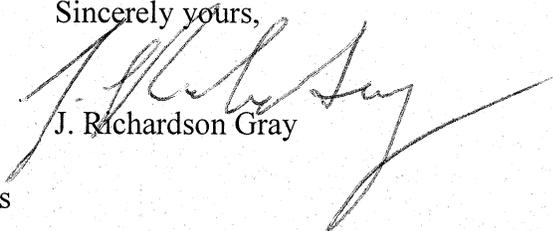
We appreciate your inclusion of these guidelines your Environmental Assessment No. 2008-015 and in RRM's presentation.

In support of these guidelines in your Environmental Assessment No. 2008-015 and RRM's presentation, we believe that the Main Street Library grounds, as they presently exist, provide the only significant amount of green and open space in all of downtown, other than the beachfront. Not counting the beachfront, we believe that downtown has relatively little open and green space compared to other areas in Huntington Beach and Orange County that have comparable population density.

Furthermore, we think that any aboveground structured parking, any additional surface parking, or any reduction in green and open space at the Expanded Library Parcel would substantially reduce the market and tax values of the more than one hundred ten high-end homes which surround the Expanded Library Parcel. These homes are comprised of eighty-nine condominiums and townhomes at Townsquare and over twenty single-family homes along Sixth Street and Pecan Street. We estimate that the total current market value of this group of surrounding homes exceeds seventy-five million dollars.

Thank you for your consideration and support of our views. With great interest, we will follow your progress on the Environmental Impact Report and other approvals and plans for downtown, and specifically for the Expanded Library Parcel. Good luck with these projects.

Sincerely yours,


J. Richardson Gray

cc: All Townsquare Condominium Residents

J. RICHARDSON GRAY
415 Townsquare Lane #208
Huntington Beach, CA 92648
714-348-1928
richardson.gray@yahoo.com

April 24, 2008

Erik Justesen
Chief Executive Officer
RRM Design Group
3765 South Higuera Street
Suite 102
San Luis Obispo, CA 93401

Serine Ciendella
Bill Dvorak
Kimley-Horn and Associates, Inc.
765 The City Drive
Orange, CA 92868-6914

Nova Punongbayan
Assistant Project Manager
Ron Santos
Associate Planner
Kellee Fritzal
City of Huntington Beach
2000 Main Street
Huntington Bch, CA 92648

Re: Redevelopment of Main Street Library--Downtown Specific Plan Update

Dear Erik Justesen, Serine Ciendella, Bill Dvorak, Nova Punongbayan, Ron Santos, and Kellee Fritzal:

Some of my neighbors and I plan to work on a grass roots campaign concerning the Main Street Library site on your Downtown Specific Plan Update. We are confident we can present a petition to the City Council, prior to the Public Hearing on your Downtown Specific Plan Update, signed by well over one thousand Huntington Beach registered voters. A draft of this petition is quoted below.

“Regarding the City of Huntington Beach’s consideration of permanently closing 6th Street, along its border with the grounds of the Main Street Library, and the possible redevelopment of this expanded library parcel, we oppose any plan which does not include **all** of the following limitations:

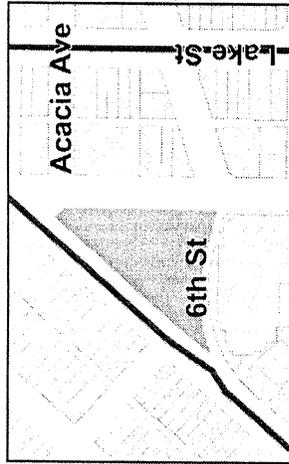
1. A branch library will be preserved on the site, with no less square footage area than the amount of space currently devoted to library uses.
2. There will be no net reduction in the total square footage area of green space currently existing on the expanded parcel.
3. There will be no net increase in the number of surface parking spaces that presently exist on the expanded site.
4. The redevelopment plans will not include any above ground structured parking.”

We hope that you will explicitly include the above limitations in the portion of your Downtown Specific Plan Update that relates to the possible redevelopment of the Main Street Library site. Thank you for your consideration.

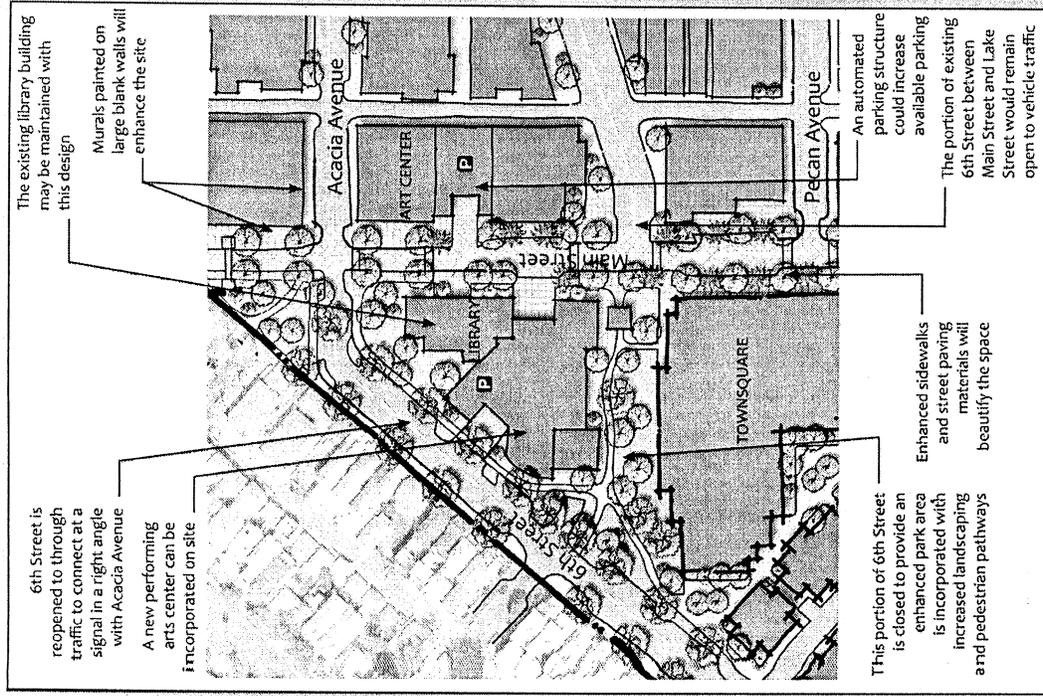
Sincerely yours,

J. Richardson Gray

Cultural Arts Overlay



- To promote continued enhancement of the cultural arts
- Provide a focus point at the north end of Main Street
- Building on existing cultural facilities within the downtown
- Vacate portion of 6th Street to create larger space for arts facility
- No net loss of green space
- All parking underground



Jennifer Villasenor, Associate planner,
City of Huntington Beach , Redevelopment
Response and concerns Environmental Impact report
Huntington Beach Downtown Specific Plan

Comments and concerns on The Huntington Beach Downtown Specific Plan DTSP.

- I. **Modification of 11 districts into 7 districts.** Currently district 4, 6th and 5th specifically 5th street between Orange and Olive and 1st, 2nd and 3rd streets between Walnut and Orange are now residential. They are better suited for residential and will impact current residents better if zoned residential. The new DTSP will have major impact to residents' quality of living, traffic, congestion, aesthetics and parking, if mixed use projects are developed to new standards. These areas have not been developed in the past due to mixed use restrictions and ability to park the buildings. Changing to residential would allow areas to be developed to improve the area.
- II. **District I Down town Core- mixed use.** The Downtown area has already been built to a design height that the Huntington Beach residents want and works for the area. The new heights of 5 stories may help developers but is not the density for a quality Downtown experience for residents and visitors. The increased density of businesses and dwellings to 60 per acre will be a major negative impact to the future of the downtown. These changes will negatively impact parking, traffic, noise level, ambiance, infra structure, public services, and safety in the downtown area. We cannot adequately address problems; effectively keep up with cleaning and services now. When the new density doubles the size of downtown, how can we manage the area effectively? The residents of Huntington Beach live here for our comfortable, upscale quality of life. We promote our way of living as a way to attract tourism and keep property values high.
- III. **Downtown – New development maximum potential.** The additions of 92,332 sq ft of restaurants (20-25) and retail space of 213,467sq ft (100 retail spaces) will have major negative impact on the area. No new or larger streets, parking areas, green space are planned. The area already has problems with traffic/ transportation, parking, congestion, infra structure, and public safety. The residents already have major complaints with access to parking, homes, traffic congestion and safety and police protection. The residents are already overly impact by Downtown development. The doubling it would be a major negative impact.
- IV. **The Downtown Parking plan** is separate now as protections of the residents, business owners, and visitor. The new plan should not be combined to make it easier to over build without allowing for adequate parking. It should not be rolled over into the DTSP to ease access for more building through the use of shared parking concept and in lieu fees instead of parking spaces. The lack of parking is the number one complaint of businesses,

customers, and residents. It is the number one detriment to bring viable business to the area.

Comments on the Environmental Impact checklist

I. Land use and Planning

c. Additional changes in height limits, new districts and density will negatively impact the current residential and community flow to the area and physically divide it from the current established community.

II **Major impacts of housing and population** Increasing density of dwelling units to 60 per acre and doubling current retail and restaurant spaces is not needed and will negatively impact the quality of the Downtown

V1 **Transportation/ traffic.** During peak season March through September weekends. The parking, Traffic, and transportation is overly taxed now. We have been unable to come up with Shuttle systems in the DTSP. The area is majorly impacted and detrimental to the experience of residents and visitors. Increasing the area by 400,000sq of additional visitor serving and doubling the current impact. The new plan does little increase in capacity for parking, traffic safety, roads and control. We currently have problems on weekends and no solution for now or future plan.

f. We have inadequate parking now in the downtown due to in lieu parking and using residential parking to park the downtown. New revisions to parking plan lowering or using shared parking and in lieu parking will majorly impact the quality of life for area residents and visitors.

XI. **Public Services** – Fire and police protection protection, parks, green space, and other public service are already stretched thin in the area. The city officials, services and City council continue to complain that the downtown takes resources from the rest of Huntington Beach in these areas. We have been unable grow services with demand. The major additions of Pacific City and the Strand are going to tax services faster than they can grow. What is the plan?

The area is already impacted. The new plan will majorly negatively the area. The current residents and businesses moved here because of the old plan. The village plan is why we love the Downtown area. Why change it now to a big urban city design.

Ron McLin
Downtown business person.

