

EXECUTIVE SUMMARY

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This Draft Environmental Impact Report (Draft EIR) has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) with respect to the proposed Center Avenue Skate Park project. In accordance with *CEQA Guidelines* §15123, this Section of the EIR provides a brief description of the project; identification of significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; areas of controversy known to the lead agency; and issues to be resolved including the choice among alternatives and whether and how to mitigate the significant effects.

1. PROPOSED PROJECT

The project applicant proposes to lease vacant property from the City to design, develop, maintain and operate a public skate park. The proposed project includes approximately 14,000 square feet of skate park plaza area, 13,000 square feet of skate bowl area, a 3,500-square-foot skate shop/concession/restroom building, 15,000 square feet of turf/walking area, a 480-square-foot skate park restroom structure, a 200-square-foot skate park entrance kiosk, the main parking lot near the primary site access fronting Center Ave, and a secondary parking area off McFadden Ave to be used only for special events. The project would include extensive landscaping and turf areas, sidewalks, walkways, trash/recycling facilities, drinking fountains, and restrooms, all of which would be accessible to the public. Additionally, in order to allow for potential future development of a transit stop, the proposed project includes the dedication of a “Transit Reserve Area.”

a. Skate Park Facilities

The skate park would occupy the majority of the project site and would include a skate plaza area, a skate bowl area, turf areas, walkways/ramps, a restroom structure, and an entry kiosk. The skate plaza area would be a paved area with flat concrete surfaces, a portion of which would be at-grade, and a raised portion that would be four (4) feet above grade. Walkway ramps on the east and west edges of the skate plaza area would slope down from the raised portion of the plaza at a ratio of 1:20 (vertical:horizontal) to allow for safe pedestrian access between the raised and at-grade portion of the plaza area. The skate bowl area would also be constructed of concrete and would be located to the north of the skate plaza area, the primary surface elevation of which would be four (4) feet above grade, with the three (3) skate “bowls” extending down to ground level.

Three turf areas would be located within the site: one above-grade turf area between the skate plaza area and skate bowl area, one at-grade turf area to the south of the skate plaza area, and one sloping turf area north of the skate bowl area that slopes down from the raised skate bowl area surface to ground level at the north secondary parking area. The 480-square-foot skate park restroom structure would be located at the center of the skate park, adjacent to the central turf area. The skate park restroom structure would serve skate park users and visitors, and would include a drinking fountain. Permanent bench seating for visitors would be provided throughout the skate park walkway areas. The entrance kiosk would be a small wood-framed structure with roll-up metal window for skate park check-in and would be staffed full-time during operating hours.

The entire skate park would be lighted for nighttime use by four pole-mounted light structures 60 feet in height, which would be similar to lighting for sports fields. Additionally, in order to control access and maintain safety, the skate park portion of the site would be surrounded by a perimeter fence approximately six feet in height, constructed of wrought iron or chain link fencing, with various access gates around the skate park perimeter. The fence would control skate park access, while allowing visual access for safety and security. The perimeter fence would be located along the east and west boundaries of the skate park area, and along the edges of the turf areas at the north and south ends of the skate park. Additionally, a three- to five-foot-high retaining wall constructed of concrete or cinder blocks would be installed along the eastern edge of the skate park in order to support the above-grade portions of the park. The primary skate park access point would be provided at the main entry kiosk at the south end of the skate park, while other alternate/emergency access gates are located at the southeast, northeast, and northwest corners of the skate park.

b. Retail Building

A 3,500-square-foot retail/concession/restroom building would also be constructed on-site in conjunction with the proposed skate park. The retail/concession/restroom building would include merchandise display areas, sales counters, a snack shop/concession area, two public-accessible restrooms, and one employee restroom. The proposed single-story structure would be constructed using concrete, corrugated aluminum, and red anodized aluminum, with a maximum building height of 25 feet above site grade. The structure would include concrete block and masonry walls, a steel roof, metal trusses, glass doors and windows, skylights, and architectural lighting.

The proposed retail use is intended to be complementary to the skate park and generally cater to its expected user demographic, but would operate independently of the park, and therefore would be open only during normal business hours (e.g., weekdays from 10 A.M. to 8 P.M. and weekends from 10 A.M. to 6 P.M.).

The proposed retail structure would be designed using LEED-like sustainability principals and features. One such feature would be skylights and large windows to maximize interior day lighting provided by the sun and reducing interior area lighting.

c. Transit Reserve Area

Since the project site is located east of the OCTA bus station and west of the Union Pacific Railroad, the site could be an ideal location for a pedestrian transit stop. Thus, the City of Huntington Beach, as part of the proposed project, is requiring the applicant to set aside an area for the potential future installation of a transit platform on the affected portion of the property to implement a pedestrian transit stop at some point in the future. This area, referred to as the "Transit Reserve Area," would consist of a 20-foot-wide by 300-foot-long area. The project applicant would not place permanent building structures in the transit reserve area and would remove any landscape or pavement within the transit reserve area if a transit platform were ultimately installed.

d. Site Access and Circulation

As indicated above, under normal daily operations the project site would be accessed via the primary driveway on Center Avenue for drop-off and parking for skate park users/visitors and retail patrons.

Vehicles entering the site at this location would proceed into the site, circle around the parking lot drive aisle and back out the access road to Center Avenue. Alternatively, during special events intermittently throughout the year, the site's secondary access driveway on McFadden Avenue would be utilized to allow for secondary access for spectators and other visitors during temporary periods of heavy park use. Vehicles entering the site at this location would proceed to the end of the driveway and either utilize the secondary parking lot to park their vehicle or drop off guests and use the turnaround circle and proceed back out the access road to McFadden Avenue. Both proposed driveways would be located in roughly the same location as the existing curb cuts/driveways currently serving the project site.

In addition, the proposed project would provide adequate pedestrian access throughout the site via walkways, stairs, and ramps, and would also meet and comply with all ADA standards.

e. Parking Facilities and Operations

The proposed project would include both a paved main parking lot with a minimum of 24 regular stalls and two handicapped-accessible stalls, as well as a temporary gravel parking lot that can accommodate approximately 40 normal passenger vehicles. Based on the nature of the skate park/retail store and associated users/patrons, it is expected that the majority of park visitors would be youth who would typically utilize non-vehicular transportation or be dropped off by others. As such, the parking supply provided in the main parking lot is anticipated to adequately meet normal day-to-day demands.

During special events, comprising up to approximately 15 event days a year, park visitation and associated traffic and parking would dramatically increase compared to day-to-day operations. A significant number of guests for these events are expected to be local youth with most expected to be dropped off, or to arrive by foot or other non-vehicular forms of transportation, such as bikes and skateboards. Guests arriving by vehicle would be directed to the surface parking lots at the Huntington Beach Sports Complex, located approximately 2.8 miles south of the project site, which has a total of 850 parking stalls. Guests would access this parking area via the Sports Complex's eastern entrance off Gothard Street at Talbert Avenue, and then would be transported to and from the skate park via shuttle buses. Signage and/or parking attendants would be present to direct visitor vehicular traffic to the off-site parking area and direct pedestrians to the skate park area during such major events. Special event attendees would be notified in advance of the shuttle and off-site parking via event websites, marketing materials, etc. Park visitors would enter the park via the Center Avenue entrance and vendors would enter the site through the McFadden Avenue entrance and park their vehicles in the north parking lot.

Prior to scheduling events, the project applicant would coordinate with the City of Huntington Beach Community Services Department to allocate appropriate parking stall reserves at the Huntington Beach Sports Complex. To ensure adequacy of parking, the project applicant would schedule major events on days where no events are planned at the Sports Complex. Guests parking at the Sports Complex would be shuttled to the skate park via shuttle buses, with up to six shuttle buses utilized to accommodate guest demand. Shuttle drivers would follow a specified shuttle route (i.e., Gothard Street between Center Avenue and Talbert Avenue).

f. Skate Park Operations

The skate park would be open to the public and operate seven days a week, from 10 A.M. to 10 P.M., and would be supervised during these hours. Based on empirical data from similar skate park projects in Southern California, it is anticipated that the skate park would have an average of approximately 75 visitors daily, with a peak of approximately 130 visitors. The supervision of the facility and its users by on-site skate park staff would help to maintain a safe and controlled environment. Skate park staff would enforce the use of safety equipment such as helmets and pads by all skaters. The skate park would also be a 100-percent fenced facility ensuring that people do not use the park and create noise after the 10 P.M. closing time.

The project would include a public address system used periodically during normal daily operations. However, during special events, amplified music and announcements from the event host would continue through the duration of the event.

The project applicant would host up to 15 events days throughout the year, which would require the need for overflow parking and temporary seating areas for spectators. Twelve event days would be held on weekends and generally draw 300 to 500 spectators per event day, and event hours of operation would be 10 A.M. to 10 P.M., as under normal skate park operations. The remaining three event days would consist of one major event held annually expected to draw up to 2,500 spectators per event day, starting on a Friday and ending on a Sunday. During these events, visitors would be directed to park their vehicles at the Huntington Beach Sports Complex as described below under Parking Facilities and Operations.

For major events, temporary grandstand seating to accommodate an audience of up to 2,500 people would be located within the turf areas throughout the skate park. For large events, the skate park owner/operator would most likely contract a security agency for security personnel, but would still consider using company personnel for security. Also, a combination of both private and company security could be utilized during larger events. For small to medium events, the skate park owner/operator would most likely use company personnel for security purposes, but would still consider contracting a security agency for security personnel. Also, a combination of both private and company security could be utilized during small to medium events.

Additionally, portable restrooms would be placed adjacent to the north and south parking areas, while vendor areas would be designated on the west and north sides of the park where vendors can set up booths for goods and services.

2. CEQA BACKGROUND

The City of Huntington Beach ("the City") has the primary responsibility for carrying out or approving the proposed project and is therefore, the Lead Agency with principle responsibility for preparing documents required by CEQA. To date, several steps of the public environmental review process have been completed. A Notice of Preparation (NOP) for a Draft EIR regarding the project was circulated by the City from October 27, 2011 to November 30, 2011 based on an Initial Study which determined that implementation of the project could result in potentially significant impacts to the environment. Copies of the NOP and public agency comments received during the 30-day public comment period for the NOP are provided in Appendix A. In addition, in accordance with Public Resources Code Section 21083.9, a public scoping meeting was held for the project on November 9, 2011 to obtain input as to the scope and content of the environmental

information about the project that should be explored in the EIR. Based on the results of the Initial Study and comments received during the public review period, issues regarding Aesthetics, Air Quality, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Noise, and Traffic/Transportation have been identified as having potentially significant impacts. As such, these seven issues are included in this EIR analysis for further environmental review.

3. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Unavoidable significant impacts can occur as a result of project impacts, cumulative impacts, and as a secondary effect from the implementation of a mitigation measure. Based on the analysis contained in Chapter 4, *Environmental Impact Analysis*, the project will result in the following significant and unavoidable environmental impacts:

- **Land Use and Planning**
 - **Project-Specific** – The proposed project would result in conflicts with the SCAG RHNA for 2006-2014 and the applicable goals and policies of the Huntington Beach General Plan.
- **Noise**
 - **Project-Specific** – The proposed project would result in temporary noise increases associated with periodic special events on-site, during which noise levels would exceed established thresholds at nearby sensitive receptors.

4. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The following summarizes the environmental concerns raised in response to the NOP (the numerical reference in parenthesis is the EIR section in which the analysis is provided). The NOP comments are contained in Appendix A:

- Potential for hazardous materials to exist on the project site (refer to Appendix A, *Initial Study/Notice of Preparation/NOP Comment Letters*, for a discussion of impacts regarding hazards and hazardous materials. A less than significant impact would occur in this regard.);
- Water quality impacts from stormwater runoff (refer to Section 4.D, *Hydrology and Water Quality*, of this Draft EIR);
- Noise impacts to nearby residences (refer to Section 4.F, *Noise*, of this Draft EIR);
- Lighting impacts to nearby residences (refer to Section 4.A, *Aesthetics*, of this Draft EIR);
- Appropriate use/types of landscaping (trees, shrubbery, and groundcover) (refer to Section 4.A, *Aesthetics*, and Section 2.0, Project Description, of this Draft EIR);
- Adequacy of parking provided to support daily and special events, and potential effects on adjacent neighboring parcels, streets and residences (refer to Section 4.G, *Traffic/Transportation*, of this Draft EIR);
- Potential for impacts to unknown Native American resources (refer Appendix A, *Initial Study/Notice of Preparation/NOP Comment Letters*, for a discussion of impacts regarding cultural resources. A less than significant impact would occur in this regard.);

- Cumulative impacts associated with development at Bella Terra (refer to Sections 4.A to 4.G in this Draft EIR for a discussion of cumulative impacts associated with aesthetics, air quality, greenhouse gases, hydrology and water quality, land use and planning, noise and traffic. In addition, please refer to Appendix A, *Initial Study/Notice of Preparation/NOP Comment Letters*, for a discussion of cumulative impacts regarding other environmental issues not carried forth from the Initial Study to this EIR); and
- Potential for queuing on local roadways and associated traffic effects during special events (refer to Section 4.G, *Traffic/Transportation*, of this Draft EIR).

5. ALTERNATIVES

The *CEQA Guidelines* require an EIR to “describe the range of reasonable alternatives to the project, or to the location of the project, which will feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The *CEQA Guidelines* direct that selection of alternatives be guided by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

As described in detail in Chapter 5, *Alternatives*, of this EIR, three alternatives to the project were identified, which include a No Project/No Development Alternative, a Reduced Project Alternative, and an Alternate Location Alternative. Based on an analysis of these alternatives, an environmentally superior alternative is identified. The three identified alternatives, as well as the identified environmentally superior alternative, are summarized below.

a. Alternative A – No Project/No Development Alternative

Under the No Project/No Development Alternative, no improvements to the project site would occur, and the site would remain in its vacant, undeveloped state. Additionally, the project site would remain designated as “Residential Required” under the BECSP, with the potential to accommodate up to 175 affordable housing units.

b. Reduced Project Alternative

Under the Reduced Project Alternative, the proposed skate park and retail/concession use would be constructed and operated at the project site, but would be reduced in terms of skate facilities and retail/concession intensity. Specifically, the proposed skate park and retail/concession use would be constructed at the project site, but would exclude the skate bowl area, reduce the skate plaza area to 8,000 square feet, and reduce the retail/concession use to 2,000 square feet. This represents a reduction of 13,000 square feet of skate bowl area, 6,000 square feet of skate plaza area, and 1,500 square feet of retail/concession floor area relative to the proposed project. Despite the reduction in development intensity on-site under this Alternative, it is assumed that special events would still be held at the reduced skate park facility. Additionally, the General Plan Amendment and Specific Plan/Zoning Text Amendment to allow for non-residential uses on the site would also be necessary under this Alternative.

c. Alternate Location Alternative

Under the Alternate Location Alternative the proposed project would be developed with the same skate park and retail/concession facilities and development intensity as the proposed project, but at another location in the City. Specifically, the proposed skate park and retail/concession use would be constructed and operated on County-owned property at the former Gothard Landfill site, which is located at 18131 Gothard Street, on west side of Gothard Street south of Talbert Avenue. The project would be built on a 3.5-acre portion of the approximately 11.5-acre property along the eastern side of the site fronting Gothard Street, and would include all improvements contemplated as part of the proposed project, including on-site parking and additional space for special event parking and turf/vendor areas. Specifically, the northern half of the site would be developed with an above-grade skate bowl area, a 15,000 square-foot above-grade skate plaza area, a 4,000-square-foot retail/concession use and restroom structure, a turf area surrounding the skate plaza (which would also contain temporary spectator seating during special events), and on-site surface parking lot with 40 parking spaces. The southern half of the alternate site would remain undeveloped to provide space for special event parking. Primary vehicle access would be provided by a driveway at the northeastern corner of the site on Gothard Street, while a secondary access would be located at the southeast corner of the property and would only be used during special events. As the site is currently designated for industrial uses in the City's General Plan and zoned for open space/recreation, amendments to the City's General Plan and Zoning Code would be required under this Alternative. Additionally, since the site is a former landfill, various structures housing equipment to capture landfill gases are located throughout the site and would remain on-site under this Alternative to address landfill gas-related hazards. This site may also contain sensitive biological resources, such as coastal sage scrub habitat, though the extent of such resources has not yet been determined.

d. Environmentally Superior Alternative

Section 15126.6(e)(2) of the *CEQA Guidelines* indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The *CEQA Guidelines* also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. With respect to identifying an environmentally superior alternative among those analyzed in this EIR, the range of feasible alternatives to be considered includes Alternative 1, the No Project/No Development Alternative; Alternative 2, the Reduced Project Alternative; and Alternative 3, the Alternate Location Alternative.

A comparative summary of the environmental impacts anticipated under each alternative with the environmental impacts associated with the project is provided in Table 5-1, while a summary of the ability of each alternative to meet the project goals and objectives is provided below in Table 5-2. A more detailed description of the potential impacts associated with each alternative is provided above. Based on the evaluation of impacts presented above, and the findings regarding each Alternatives' ability to meet the project's stated goals and objectives summarized in Table 5-2 below, Alternative 3, the Alternate Location Alternative, is determined to be the environmentally superior alternative. Alternative 3 would result in fewer impacts relative to the proposed project, with the exception of impacts to biological resources, geology and soils, and hazards and hazardous materials, would eliminate significant unavoidable noise and land use impacts, and would fully meet all of the project objectives.

6. SUMMARY OF ENVIRONMENTAL IMPACTS

This section provides a summary of impacts, mitigation measures, and impacts after implementation of the mitigation measures associated with development of the proposed project. The table also indicates applicable mitigation measures from the BECSP and standard City requirements (CR) that would be implemented by the project, as necessary. The summary is provided by environmental issue area below in **Table ES-1**, *Summary of Project Impacts and Mitigation Measures*.

Table ES-1

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
A. Aesthetics			
Visual Character or Quality			
<p>4.A-1 Implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. This impact is considered less than significant.</p>	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Light and Glare			
<p>4.A-2 Implementation of the proposed project would not create substantial light or glare which would adversely affect day or nighttime views in the area. This impact is considered less than significant.</p>	Less Than Significant Impact	<p>Although impact would be less than significant, the project would nonetheless comply with the following measure:</p> <p>BECSP MM4.1-2 Proposed new structures shall be designed to maximize the use of non-reflective façade treatments, such as matte paint or glass coatings. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plan.</p>	Less Than Significant Impact
B. Air Quality			
Consistency with Air Quality Plan			
<p>4.B-1 Project implementation would result in less than significant air quality impacts and would not conflict with or obstruct implementation of the applicable air quality plan.</p>	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Violation of Air Quality Standards 4.B-2 Project implementation would generally result in less than significant air quality impacts, based on the applicable threshold of significance, with the exception of operational impacts during special events. Construction impacts would be less than significant and would not violate applicable air quality standards nor substantially contribute to an existing or projected air quality violation. Operational impacts would be less than significant for all criteria pollutants. As such, operational impacts would be less than significant.</p>	<p>Less Than Significant Impact</p>	<p>Although impact would be less than significant, the project would nonetheless comply with the following measures during construction activities:</p> <p>BECSP MM4.2-1 Project applicants shall require by contract specifications that all diesel-powered equipment used will be retrofitted with after-treatment products (e.g., engine catalysts). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.</p> <p>BECSP MM4.2-2 Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site use low-NOX diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.</p>	<p>Less Than Significant Impact</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>BECSP MM4.2-3 Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.</p> <p>BECSP MM4.2-4 Project applicants shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.</p> <p>BECSP MM4.2-5 As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		ambient air. These measures include the following: <ul style="list-style-type: none"> ▪ Application of soil stabilizers to inactive construction areas ▪ Quick replacement of ground cover in disturbed areas ▪ Watering of exposed surfaces three times daily ▪ Watering of all unpaved haul roads three times daily ▪ Covering all stock piles with tarp ▪ Reduction of vehicle speed on unpaved roads ▪ Post signs on-site limiting traffic to 15 miles per hour or less ▪ Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads ▪ Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas ▪ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>BECSP MM4.2-6 Project applicants shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.2-7 Project applicants shall require by contract specifications that construction parking be configured to minimize traffic interference during the construction period and, therefore, reduce idling of traffic. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.2-8 Project applicants shall require by contract specifications that temporary traffic controls are provided, such as a flag person, during all phases of construction to facilitate smooth traffic flow. Contract specifications shall be included in the</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.2-9 Project applicants shall require by contract specifications that construction activities that affect traffic flow on the arterial system be scheduled to off-peak hours (10:00 A.M. to 4:00 P.M.). Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.2-10 Project applicants shall require by contract specifications that dedicated on-site and off-site left-turn lanes on truck hauling routes be utilized for movement of construction trucks and equipment on site and off site to the extent feasible during construction activities. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.2-11 Upon issuance of building or grading permits, whichever is issued earlier, notification shall be mailed to owners and occupants of all developed land uses within 300 feet of a project site within the Specific Plan providing a schedule for major construction</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>activities that will occur through the duration of the construction period. In addition, the notification will include the identification and contact number for a community liaison and designated construction manager that would be available on site to monitor construction activities. The construction manager shall be responsible for complying with all project requirements related to PM10 generation. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contract information for the community liaison and construction manager will be located at the construction office, City Hall, the police department, and a sign on site.</p> <p>BECSP MM4.2-12 Project applicants shall require by contract specifications that the architectural coating (paint and primer) products used would have a VOC rating of 125 grams per liter or less. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.</p> <p>BECSP MM4.2-13 Project applicants shall require by contract specifications that materials that do not require</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>painting be used during construction to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.</p> <p>BECSP MM4.2-14 Project applicants shall require by contract specifications that pre-painted construction materials be used to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.</p>	
<p><u>Cumulatively Considerable Net Increases of a Criteria Pollutant</u> 4.B-3 Project implementation would result in less than significant cumulative considerable net increases of any criteria pollutant for which the project region is non-attainment air quality impacts, based on the applicable federal or state ambient air quality standards (including ozone precursors).</p>	<p>Less Than Significant Impact</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p><u>Expose Sensitive Receptors to Substantial Pollutant Concentrations</u> 4.B-4 Implementation of the project would not expose sensitive receptors in the vicinity of the project area to substantial pollutant concentrations.</p>	<p>Less Than Significant Impact</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Create Objectionable Odors 4.B-5 Implementation of the project would not create objectionable odors affecting a substantial number of people.</p>	<p>Less Than Significant Impact</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>C. Global Climate Change</p>			
<p>Direct and Indirect GHG Emissions 4.C-1 Based on the applicable threshold of significance, project implementation would not cause significant greenhouse gas (GHG) emissions impacts during construction or operation of proposed uses, including operational impacts associated with special events.</p>	<p>Less Than Significant Impact</p>	<p>Although impact would be less than significant, the project would nonetheless comply with the following measures: BECSP MM4.15-1 The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach. BECSP MM4.15-2 The City shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be</p>	<p>Less Than Significant Impact</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.15-3 The City shall require that developers within the project site use locally available building materials, such as concrete, stucco, and interior finishes, for construction of the project and associated infrastructure.</p> <p>BECSP MM4.15-4 The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50 percent of construction, demolition, and site clearing waste.</p> <p>BECSP MM4.15-5 The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.15-6 The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment,</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p> <p>BECSP MM4.15-7 The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per trip.</p> <p>BECSP MM4.15-8 The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific Applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		when the delivery truck engine is turned off. BECSP MM4.15-9 The City shall require that any new development within the project site provide a bulletin board or kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.	
<p><u>Greenhouse Gas Plan</u> 4.C-2 Project implementation would result in less than significant impacts regarding GHG emissions based on the proposed project's compliance with applicable regulatory requirements and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>Less Than Significant Impact</p>	<p>No mitigation measures are required</p>	<p>Less Than Significant Impact</p>
<p><i>D. Hydrology and Water Quality</i></p>			
<p><u>Stormwater Drainage, Runoff, and Erosion</u> 4.D-1 Post development runoff volume would not exceed that of the predevelopment condition and the time of concentration would not be less than that for the predevelopment condition. Thus, the post-project site would not have any significant hydrology impacts downstream.</p>	<p>Less Than Significant Impact</p>	<p>Although impact would be less than significant, the project would nonetheless comply with the following measures: BECSP MM4.7-2 The City of Huntington Beach shall require that any Applicant prepare a Groundwater Hydrology Study to determine the lateral transmissivity of area soils and a safe pumping yield such that</p>	<p>Less Than Significant Impact</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>dewatering activities do not interfere with nearby water supplies. The Groundwater Hydrology Study shall make recommendations on whether permanent groundwater dewatering is feasible within the constraints of a safe pumping level. The Applicant's engineer of record shall incorporate the Hydrology Study designs and recommendations into project plans. If safe groundwater dewatering is determined to not be feasible, permanent groundwater dewatering shall not be implemented. The City Director of Public Works, OCWD, and other regulatory agencies shall approve or disapprove any permanent groundwater dewatering based on the Groundwater Hydrology Study and qualified Engineers' recommendations.</p> <p>BECSP MM4.7-3 The City of Huntington Beach shall require that the Applicant's Licensed Civil Engineer for each site-specific development prepare a Hydrology and Hydraulic Study to identify the effects of potential stormwater runoff from the specific development on the existing storm drain flows for the 10-, 25-, and 100-year design storm events. The Hydrology and Hydraulic Study shall identify existing runoff and proposed runoff, in addition to existing storm</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>drain system capacity at the development site discharge location to the nearest down-gradient main junction. The Applicant shall design site drainage and document that the proposed development would not increase peak storm event flows over existing conditions for the design storm events. The final site plan shall not exceed an impervious fraction of 0.9, unless sufficient retention is incorporated into the site design to accommodate excess runoff.</p> <p>The Hydrology and Hydraulic Study shall also incorporate all current adopted Municipal NPDES Permit requirements for stormwater flow calculations and retention/detention features in effect at the time of review.</p> <p>BECSP MM4.7-4 The City of Huntington Beach shall require that adequate capacity in the storm drain system is demonstrated from the specific development site discharge location to the nearest main channel to accommodate discharges from the specific development. If capacity is demonstrated as adequate, no upgrades will be required. If capacity is not adequate, the City of Huntington Beach shall identify corrective action(s) required by the specific development Applicant to ensure</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>adequate capacity.</p> <p>Corrective action could include, but is not limited to:</p> <ul style="list-style-type: none"> • Construction of new storm drains, as identified in the MPD or based on the Hydrology and Hydraulic Study, if the Hydrology and Hydraulic Study identifies greater impacts than the MPD • Improvement of existing storm drains, as identified in the MPD or based on the Hydrology and Hydraulic Study, if the Hydrology and Hydraulic Study identifies greater impacts than the MPD • In-lieu fees to implement system-wide storm drain infrastructure improvements • Other mechanisms as determined by the City Department of Public Works. • For nonresidential areas, if redevelopment would result in an impervious fraction of less than 0.9 and does not increase the directly connected impervious area compared to existing conditions, runoff is expected to remain the same or less than as assessed in the MPD and only MPD improvements would be 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>required.</p> <p>Because some storm drain system constraints may be located far downgradient from the actual development site, several properties may serve to contribute to system capacity constraints. Therefore, the City Department of Public Works shall assess each site development and system characteristics to identify the best method for achieving adequate capacity in the storm drain system. Drainage assessment fees/districts to improve/implement storm drains at downstream locations or where contributing areas are large are enforced through Municipal Code (Section 14.20).</p> <p>The City Department of Public Works shall review the Hydrology and Hydraulic Study and determine required corrective action(s) or if a waiver of corrective action is applicable. The site-specific development Applicant shall incorporate required corrective actions into their project design and/or plan. Prior to receiving a Certificate of Occupancy or final inspection, the City Department of Public Works shall ensure that required corrective action has been implemented.</p>	
Water Quality			

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>4.D-2 Construction and operation of the project would comply with all applicable regulatory requirements regarding water quality. Compliance with applicable regulatory requirements and implementation of the project design features, including best Management Practices (BMPs) as part of the project's Water Quality Management Plan (WQMP), would ensure that construction and operational water quality impacts are less than significant.</p>	<p>Less Than Significant Impact</p>	<p>BECSP MM4.7-1 City of Huntington Beach shall require Applicants for new development and significant redevelopment projects within the Specific Plan area to prepare a project Water Quality Management Plan (WQMP) in accordance with the DAMP requirements and measures described below and with all current adopted permits. The WQMP shall be prepared by a Licensed Civil Engineer and submitted for review and acceptance prior to issuance of a Precise Grading or Building permit.</p> <p>BMPs in the WQMP shall be designed in accordance with the Municipal NPDES Permit, Model WQMP, DAMP, and City of Huntington Beach LIP. As noted in the Specific Plan, all development projects shall include site design and source control BMPs in the project WQMP.</p> <p>Additionally, new development or significant redevelopment projects and priority projects shall include LID principles to reduce runoff to a level consistent with the maximum extent practicable and treatment control BMPs in the WQMP.</p> <p>If permanent dewatering is required and allowed by the City, OCWD, and other regulatory agencies, the Applicant shall include a description of</p>	<p>Less Than Significant Impact</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>the dewatering technique, discharge location, discharge quantities, chemical characteristics of discharged water, operations and maintenance plan, and WDID number for proof of coverage under the De Minimus Threat General Permit or copy of the individual WDR in the WQMP. Additionally, the WQMP shall incorporate any additional BMPs as required by the City Public Works Department.</p> <p>The WQMP shall include the following additional requirements:</p> <p><u>Project and Site Characterization Requirements</u></p> <ul style="list-style-type: none"> • Entitlement Application numbers and site address shall be included on the title sheet of the WQMP • In the project description section, explain whether proposed use includes onsite food preparation, eating areas (if not please state), outdoor activities to be expected, vehicle maintenance, service, washing cleaning (if prohibited onsite, please state) • All potential pollutants of concern for the proposed project land use type as per Table 7.II-1 of the Orange County Model Water Quality Management Plan shall be 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>identified</p> <ul style="list-style-type: none"> • A narrative describing how all potential pollutants of concern will be addressed through the implementation of BMPs and describing how site design BMP concepts will be considered and incorporated into the project design shall be included • Existing soil types and estimated percentages of perviousness for existing and proposed conditions shall be identified • In Section I of the WQMP, state verbatim the Development Requirements from the Planning Department's letter to the Applicant • A site plan showing the location of the selected treatment control BMPs and drainage areas shall be included in the WQMP • A Geotechnical Report shall be submitted to address site conditions for determination of infiltration limitations and other pertinent characteristics. <p><u>Project-Based Treatment Control BMPs</u></p> <ul style="list-style-type: none"> • Infiltration-type BMPs shall not be 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>used unless the Geotechnical Report states otherwise. Depth to seasonal high groundwater is determined to provide at least a 10-foot clearance between the bottom of the BMP and top of the water table. It is expected that infiltration BMPs may be feasible between Holland Drive and Utica Drive, however, a Geotechnical Investigation must be conducted to ensure sufficient properties</p> <ul style="list-style-type: none"> • Wet swales and grassed channels shall not be used because of the slow infiltration rates of project site soils, the potentially shallow depth to groundwater, and water conservation needs • If proprietary Structural Treatment Control devices are used, they shall be sited and designed in compliance with the manufacturers design criteria • Surface exposed treatment control BMPs shall be selected such that standing water drains or evaporates within 24 hours or as required by the County’s vector control • Excess stormwater runoff shall bypass the treatment control BMPs unless they are designed to 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>handle the flow rate or volume from a 100-year storm event without reducing effectiveness. Effectiveness of any treatment control BMP for removing the pollutants of concern shall be documented via analytical models or existing studies on effectiveness.</p> <ul style="list-style-type: none"> • The project WQMP shall incorporate water efficient landscaping using drought tolerant, native plants in accordance with Landscape and Irrigation Plans as set forth by the Association (see below) • Pet waste stations (stations that provide waste pick-up bags and a convenient disposal container protected from precipitation) shall be provided and maintained • Building materials shall minimize exposure of bare metals to stormwater. Copper or Zinc roofing materials, including downspouts, shall be prohibited. Bare metal surfaces shall be painted with non-lead-containing paint <p>The following BMPs shall not be used because they have not been shown to be effective in many situations.</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Therefore, unless sufficient objective studies and review are available and supplied with the WQMP to correctly size devices and to document expected pollutant removal rates the WQMP shall not include:</p> <ul style="list-style-type: none"> • Hydrodynamic separator type devices as a BMP for removing any pollutant except trash and gross particulates • Oil and Grit separators <p>Any Applicant proposing development in the Specific Plan Area is encouraged to consider the following BMPs:</p> <ul style="list-style-type: none"> • Sand filters or other filters (including media filters) for rooftop runoff • Dry swales. A dry swale treatment system could be used if sufficient area, slope gradient, and length of swale could be incorporated into the project design. Dry swales could remove substantial amounts of nutrients, suspended solids, metals, and petroleum hydrocarbons • Other proprietary treatment devices (if supporting documentation is provided) <p><u>Non-Structural BMPs</u></p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>The WQMP shall include the following operations and maintenance BMPs under the management of a Homeowners/Business Association (Association), where applicable. The Association shall fund and implement an operational and maintenance program that includes the following:</p> <ul style="list-style-type: none"> • The Association shall dictate minimum landscape maintenance standards and tree trimming requirements for the total project site. Landscape maintenance shall be performed by a qualified landscape maintenance company or individual in accordance with a Chemical Management Plan detailing chemical application methods, chemical handling procedures, and worker training. Pesticide application shall be performed by a certified applicator. No chemicals shall be stored on site unless in a covered and contained area and in accordance with an approved Materials Management Plan. Application rates shall not exceed labeled rates for pesticides, and shall not exceed soil test rates for nutrients. Slow release fertilizers shall be used to prevent excessive nutrients in stormwater or irrigation runoff. 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • The Association shall have the power and duty to establish, oversee, guide, and require proper maintenance and tree trimming procedures per the ANSI A-300 Standards as established by the International Society of Arborist. The Association shall require that all trees be trimmed by or under the direct observation/direction of a licensed/certified Arborist for the entire area. The Association shall establish minimum standards for maintenance for the total community, and establish enforcement thereof for the total community. The Association shall rectify problems arising from incorrect tree trimming, chemical applications, and other maintenance within the total community. • Landscape irrigation shall be performed in accordance with an Irrigation Management Plan to minimize excess irrigation contributing to dry- and wet-weather runoff. Automated sprinklers shall be used and be inspected at least quarterly and adjusted yearly to minimize potential excess irrigation flows. Landscape irrigation maintenance shall be performed in accordance 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>with the approved irrigation plans, the City Water Ordinance and per the City Arboricultural and Landscape Standards and Specifications.</p> <ul style="list-style-type: none"> • Proprietary stormwater treatment systems maintenance shall be in accordance with the manufacturer’s recommendations. If a nonproprietary treatment system is used, maintenance shall be in accordance with standard practices as identified in the current CASQA (2003) handbooks, operations and maintenance procedures outlined in the approved WQMP, City BMP guidelines, or other City-accepted guidance. • Signage, enforcement of pet waste controls, and public education would improve use and compliance, and therefore, effectiveness of the program, and reduce the potential for hazardous materials and other pollution in stormwater runoff. The Association shall prepare and install appropriate signage, disseminate information to residents and retail businesses, and include pet waste controls (e.g., requirements for pet waste clean up, pet activity area 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>restrictions, pet waste disposal restrictions) in the Association agreement/Conditions, Covenants, and Restrictions.</p> <ul style="list-style-type: none"> • Street sweeping shall be performed at an adequate frequency to prevent build up of pollutants (see http://www.fhwa.dot.gov/environment/ultraurb/ for street sweeping effectiveness). • The Association shall develop a maintenance plan for BMPs and facilities identifying responsible parties and maintenance schedules and appropriate BMPs to minimize discharges of contaminants to storm drain systems during maintenance operations. • Reporting requirements: the Association shall prepare an annual report and submit the annual report to the City of Huntington Beach documenting the BMPs operations and maintenance conducted that year. The annual report shall also address the potential system deficiencies and corrective actions taken or planned. <p><u>Site Design BMPs</u></p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Any Applicant proposing development in the Specific Plan Area is required to incorporate LID principles as defined in the Municipal NPDES Permit and is encouraged to consider the following BMPs, if allowed in accordance with the Geotechnical Report and limitations on infiltration BMPs:</p> <ul style="list-style-type: none"> • Use of porous concrete or asphalt (if acceptable to the Geotechnical Engineer and where infiltration will not adversely affect groundwater) or other pervious pavement for driveways, paths, sidewalks, and courtyards/open space areas, to the maximum extent practicable, would reduce pollutants in stormwater runoff as well as provide some detention within the material void²¹ space. If porous paver blocks are used, they shall be adequately maintained to provide continued porosity (effectiveness) • Incorporation of rain gardens or cisterns to reuse runoff for landscape irrigation • Green roofs to reduce runoff and treat roof pollutants • Site design and landscape planning to group water use requirements for efficient 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		irrigation CR4.7-1 Prior to receiving any grading or building permit, the Applicant for a specific development project shall prepare a Precise Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering, as well as for surface drainage. CR4.7-1 Prior to receiving any grading or building permit, the Applicant for a specific development project shall prepare a Precise Grading and Drainage Plan containing the recommendations of the final Soils and Geotechnical Reports analysis for temporary and permanent groundwater dewatering, as well as for surface drainage.	
<p><u>General Plan and BECSP Consistency Analysis</u> 4.D-3 Project implementation would be consistent with the BECSP and the City's General Plan. Thus, no conflicts with either of these planning documents and no impacts would occur in this regard.</p>	<p>No Impact</p>	<p>No mitigation measures are required.</p>	<p>No Impact</p>
<p><i>E. Land Use and Planning</i></p>			
<p><u>Consistency of the Proposed Project with Applicable Plans and Policies</u> 4.E-1 The project would result in less than</p>	<p>Potentially Significant Impact</p>	<p>No feasible mitigation is available.</p>	<p>Significant and Unavoidable</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>significant land use impacts with regard to consistency with the SCAG Regional Transportation Plan (RTP), SCAG Regional Comprehensive Plan (RCP), the Beach and Edinger Corridors Specific Plan (BECSP) and the Huntington Beach Zoning and Subdivision Ordinance. However, land use impacts with respect to conflicts with the SCAG Regional Housing Needs Assessment (RHNA) and City of Huntington Beach General Plan would be significant and unavoidable.</p>			Impact
<i>F. Noise</i>			
<p>Construction Activities 4.F-1 Construction activities associated with project implementation would be conducted within the daytime hours specified in the City's Noise Ordinance. Given the temporary nature of construction noise associated with the proposed project, impacts would be less than significant.</p>	Less Than Significant Impact	<p>Although impact would be less than significant, the project would nonetheless comply with the following measures during construction activities:</p> <p>BECSP MM4.9-1 Project applicants shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> ▪ Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 300 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout 	Less Than Significant Impact

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>the duration of the construction period</p> <ul style="list-style-type: none"> ▪ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition ▪ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible ▪ Schedule high noise-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption on sensitive uses, Monday through Saturday. Schedule pile-driving activities between the hours of 8:00 A.M. and 4:00 P.M. on Mondays through Fridays only. ▪ Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible ▪ Construction-related equipment, including heavy-duty equipment, 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>motor vehicles, and portable equipment, shall be turned off when not in use for more than 10 minutes</p> <ul style="list-style-type: none"> ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. <p>Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</p> <p>BECSP MM4.9-2 Project applicants shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the project area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		be reviewed by the City prior to issuance of a grading permit. BECSP MM4.9-3 Project applicants shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	
<p>Construction-Related Vibration 4.F-2 Construction activities would have a minimal effect on the existing vibration environment within and adjacent to the project area. Thus, construction vibration impacts would be less than significant.</p>	<p>Less Than Significant Impact</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Operational Noise 4.F-3 Project implementation would have a minimal effect on the existing noise environment within and adjacent to the Project Area during normal skate park and retail operations. Thus, long-term noise impacts under normal operation would be less than significant. However, periodic special events would temporarily exceed the allowable noise thresholds at adjacent noise-sensitive residential uses. Thus, operational noise impacts are considered significant and unavoidable.</p>	<p>Potentially Significant Impact</p>	<p>Mitigation Measure 4.F-1 Generators shall be equipped with a radiator silencer to minimize noise.</p>	<p>Significant and Unavoidable Impact</p>
<p>Operational Vibration 4.F-4 Project implementation would not</p>	<p>Less Than Significant Impact</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
generate excessive vibration levels to nearby sensitive receptors. Thus, long-term vibration impacts would be less than significant.			
G. Traffic/Transportation			
<p>Traffic Impacts</p> <p>4.G-1 Implementation of the project would contribute traffic to the roadway network. The number of trips would be less than that associated with the current General Plan designation. The increase in traffic generated by the project would not result in traffic conditions at intersections (including Congestion Management Plan intersections) or freeway ramps which exceed adopted local traffic standards.</p>	Less Than Significant Impact	<p>Although impact would be less than significant, the project would nonetheless comply with the following measures:</p> <p>BECSP MM4.13-1 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate westbound right turn lane to the intersection of Beach Boulevard at Warner Avenue. Implementation of this improvement would require Caltrans approval.</p> <p>BECSP MM4.13-2 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of dual northbound and southbound left turn lanes to the intersection of Beach Boulevard at Garfield Avenue. Implementation of this improvement would require Caltrans approval.</p> <p>BECSP MM4.13-3 For future projects that occur within the Specific Plan area, the project applicant(s) shall</p>	Less Than Significant Impact

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Brookhurst Street at Adams Avenue.</p> <p>BECSP MM4.13-4 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right turn lane to the intersection of Brookhurst Street at Adams Avenue.</p> <p>BECSP MM4.13-5 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth southbound through lane to the intersection of Brookhurst Street at Adams Avenue.</p> <p>BECSP MM4.13-6 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth eastbound through lane to the intersection of Brookhurst Street at Adams Avenue.</p> <p>BECSP MM4.13-7 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth westbound through lane to the intersection of Brookhurst Street at Adams Avenue.</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>BECSP MM4.13-8 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right turn overlap for a westbound right turn at the intersection of Brookhurst Street at Adams Avenue.</p> <p>BECSP MM4.13-9 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right turn overlap for a northbound right turn at the intersection of Brookhurst Street at Adams Avenue.</p> <p>BECSP MM4.13-10 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.</p> <p>BECSP MM4.13-11 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Beach Boulevard at Edinger Avenue.</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Implementation of this improvement would require Caltrans approval.</p> <p>BECSP MM4.13-12 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right turn lane to the intersection of Beach Boulevard at Bolsa Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.</p> <p>BECSP MM4.13-13 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a second westbound left turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.</p> <p>BECSP MM4.13-14 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a de facto westbound right turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.</p> <p>BECSP MM4.13-15 For future</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the conversion of a separate westbound right turn lane to a de facto right turn lane at the intersection of Newland Street at Warner Avenue.</p> <p>BECSP MM4.13-16 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Newland Street at Warner Avenue.</p> <p>BECSP MM4.13-17 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.</p> <p>BECSP MM4.13-18 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of</p>	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		this improvement would require Caltrans and City of Westminster approvals.	
<p><u>Hazards-Access</u> 4.G-2 The project has the potential to increase hazards associated with access on Center Avenue. However, compliance with standard City sight distance design requirements would ensure that impacts are less than significant.</p>	Less Than Significant Impact	<p>Although impact would be less than significant, the project would nonetheless comply with the following measures:</p> <p>CR4.13-1 On-site and off-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site. Restriping and signage on Center Avenue would be required to control movements and provide safe access from the proposed driveways.</p> <p>CR4.13-2 Sight distance at each project access shall be reviewed to ensure compliance with appropriate sight distance standards at the time of preparation of final grading, landscape and street improvement plans.</p>	Less Than Significant Impact
<p><u>Parking</u> 4.G-3 The project would provide on-site parking to accommodate the day-to-day needs of guests and employees to the site. Special events could result in off-site parking impacts to neighboring uses. However, implementation of mitigation measure 4.G-1 would ensure that potentially significant parking impacts to neighboring uses during special events are reduced to a less than significant level.</p>	Potentially Significant Impact	<p>MM 4.G-1 Prior to special events, the skate park operator, in consultation with the City of Huntington Beach, shall implement measures to the extent feasible to minimize the potential for off-site parking impacts to neighboring uses. These measures can include, but are not limited to, the</p>	Less Than Significant Impact

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		following: <ul style="list-style-type: none"> ▪ Provide access management for the staging area, including personnel to guide/direct visitors to appropriate parking areas; ▪ Provide management techniques for use of the overflow parking, including the use of valet parking in a portion of the remote lot (Huntington Beach Sports Complex); ▪ Provide permit parking for residential neighborhoods adjacent to the project site; and ▪ Provide signage to direct visitors to the remote lot and discourage visitors from parking in adjacent residential neighborhoods and the Bella Terra commercial area. 	

Table ES-1 (Continued)

Summary of Project Impacts and Mitigation Measures

Description of Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p><u>Alternative Transportation</u> 4.G-4 The surrounding locale of the project area includes various alternative transportation facilities, none of which would be adversely impacted by the project. Many patrons to the project site would access the project site via alternative transportation facilities, which is supportive of the City's goals to increase use of alternative transportation facilities. As such, the project would not conflict with adopted policies, plans, or programs regarding alternative transportation and a less than significant impact would occur.</p>	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
<p><u>Consistency with Applicable Plans</u> 4.G-5 Project implementation would be consistent with the applicable transportation-related goals and policies in the City's General Plan Circulation Element. Thus, no conflicts would occur in this regard.</p>	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact