

ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 04-07

- 1. PROJECT TITLE:** Newland Street Residential Project
- 2. LEAD AGENCY:** City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Jane James, Senior Planner
Phone: (714) 536-5596
Email: jjames@surfcity-hb.org
- 3. PROJECT LOCATION:** The Newland Street Residential Project is located at 21471 Newland Street in the City of Huntington Beach, Orange County California (Refer to *Figure 1*). The project area is approximately 23.1 gross acres and is located south of Lomond Drive, west of Newland Street, and north of the terminus of Hamilton Avenue.
- 4. PROJECT PROPONENT:** WL Direct Huntington Beach, LLC
Debra Pember
3121 Michelson Drive, Suite 200
Irvine, California 92612
- 5. GENERAL PLAN DESIGNATION:** The City of Huntington Beach General Plan currently designates the project site as I-F2-d (Industrial – 0.5 Floor Area Ratio – Design Overlay). The proposed project includes a General Plan Amendment request to change the land use from Industrial to RM (Medium Density Residential).
- 6. ZONING:** The project site is currently zoned as IL-O-FP2 (Limited Industrial – Oil District Overlay – Flood Plain). The proposed project includes a Zoning Map Amendment request to change the zoning to RM-FP2 (Medium Density Residential – Floodplain 2).
- 7. PROJECT DESCRIPTION:** The proposed Newland Street Residential Project involves the conversion of a former industrial site to a residential development with 204 multi-family residential units. The project is located in the City of Huntington Beach on a 23.097 acre site formerly used as an oil pipeline and storage tank terminal, for which decommissioning and remediation has been completed. A portion of the site is currently operating as a recreational vehicle and boat storage facility, which would be removed and replaced with the proposed new uses.

The proposed project would provide a master planned, gated residential community of attached homes (medium-density residential units). Key features of the proposed development include the following:

- 204 multi-family residential units (81 duplex townhomes, 123 triplex units).
- The duplex townhomes would be a mix of two and three story units with two and three car garages, ranging between approximately 3,000 to over 4,000 square feet in size.
- The triplex units will feature end townhome units of approximately 1,800 square feet living area with a center carriage unit over the townhome garages of approximately 1,375 square feet.
- Adequate guest parking is proposed throughout the site.
- Infrastructure improvements (i.e., utilities, sewer, storm drains, onsite roadways, etc.) necessary to serve the proposed development would be constructed on site. The onsite utilities would connect to existing facilities and some improvements to existing infrastructure may also be required.
- Private open space for the exclusive use of the owners would be provided with each residential unit.
- Several community open space amenity areas (for use by residents) would be constructed throughout the residential development and would be maintained by a private homeowners association.
- A two-acre public park would be constructed on the site and dedicated/accessible for public use.
- Increase of the site elevation by approximately 3 to 5 feet above existing grade, via import of fill soil, to comply with FEMA regulations.

Project Site Current and Past Uses:

The majority of the project site is currently vacant, graded soil, surrounded by chain link and masonry fencing. From the 1950's until 2002, the majority of the site was used as an oil storage facility and pipeline terminal. All facilities and materials related to former oil storage/pipeline uses have been removed. The project area has been previously graded as part of a completed soil remediation program due to the property's historic industrial use. As a result of the previous industrial uses and extensive soil disturbance, the graded soil portion of the site supports minimal vegetation. The northeast corner of the site (approximately 4.5 acres located at 21401 Newland Street) is currently used as a recreational vehicle and boat storage facility, consisting of a large paved surface parking area and a temporary trailer serving as an administration office.

All hazardous materials and contaminated soils formerly present at the oil storage site have been removed in accordance with a Remedial Action Plan. A No Further Action Letter and Certificate of Completion regarding the remedial action were issued by the California Regional Water Quality Control Board – Santa Ana Region on June 24, 2004.

Concurrent Entitlements (Discretionary Approvals) Required:

- **General Plan Amendment No. 04-04** request:
To amend the General Plan Land Use designation a 23.097 acre parcel from I-F2-d (Industrial – 0.5 Floor Area Ratio – Design Overlay) to RM (Medium Density Residential).
- **Zoning Map Amendment No. 04-01** request:
To amend the zoning map from IL-O-FP2 (Limited Industrial – Oil District Overlay – Flood Plain) to RM-FP2 (Medium Density Residential – Flood Plain 2).
- **Tentative Tract Map No. 16733** request:
To subdivide a 23.097 acre parcel into 21 numbered lots for multi-family residential development and nine lettered lots for private streets, sidewalks, open space, and parkway landscaping.

- **Conditional Use Permit No. 04-32** request:
 - To construct a 204-unit condominium project consisting of attached duplex and triplex units;
 - To construct a multiple family residential development that abuts an arterial highway;
 - To construct a multiple family residential development that includes a dwelling unit more than 150 feet from a public street;
 - To construct a multiple family residential development that includes buildings exceeding 25 feet in height;
 - To construct retaining walls up to four feet, six inches in height in lieu of a maximum height of two feet on pads raised approximately three to five feet above existing grade to comply with FEMA floodplain requirements.

- **Final Tract Map** approval.

8. SURROUNDING LAND USES AND SETTING: Refer to *Figure 2* for a display of the site and location of the surrounding uses. Existing land uses surrounding the project site include the following:

- *East (across Newland Street):* Single-family residential housing
- *North (adjacent and across Lomond Drive):* Single-family residential housing
- *West:* Open space
- *South:* Open space

The open space areas to the west and south of the project site support United States Army Corps of Engineers (ACOE) and California Coastal Commission (CCC) jurisdictional wetlands. The proposed project is designed to avoid direct impacts to the offsite wetlands.

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION: No known California Environmental Quality Act (CEQA) environmental documentation has been prepared previously for the proposed project. Various documents pertaining to the completed soil remediation program at the project site were prepared previously.

10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e., permits, financing approval, or participating agreement):

Other agencies whose approval may be required include, but are not limited to:

- California Department of Transportation;
- California Regional Water Quality Control Board [permit for dewatering during construction and operation of the subterranean parking structure; and National Pollutant Discharge Elimination System (NPDES) permit];
- State Water Resources Control Board (General Construction Activity Stormwater Permit);
- South Coast Air Quality Management District (Authority to Construct, Operating Permit); and
- Sanitation District 11 (waste service).

The project site does not contain jurisdictional waters of the United States or the State of California, and is not located within the Coastal Zone. Therefore, approval of the project will not require approval from the U.S. Army Corps of Engineers, the California Department of Fish and Game, or the California Coastal Commission.

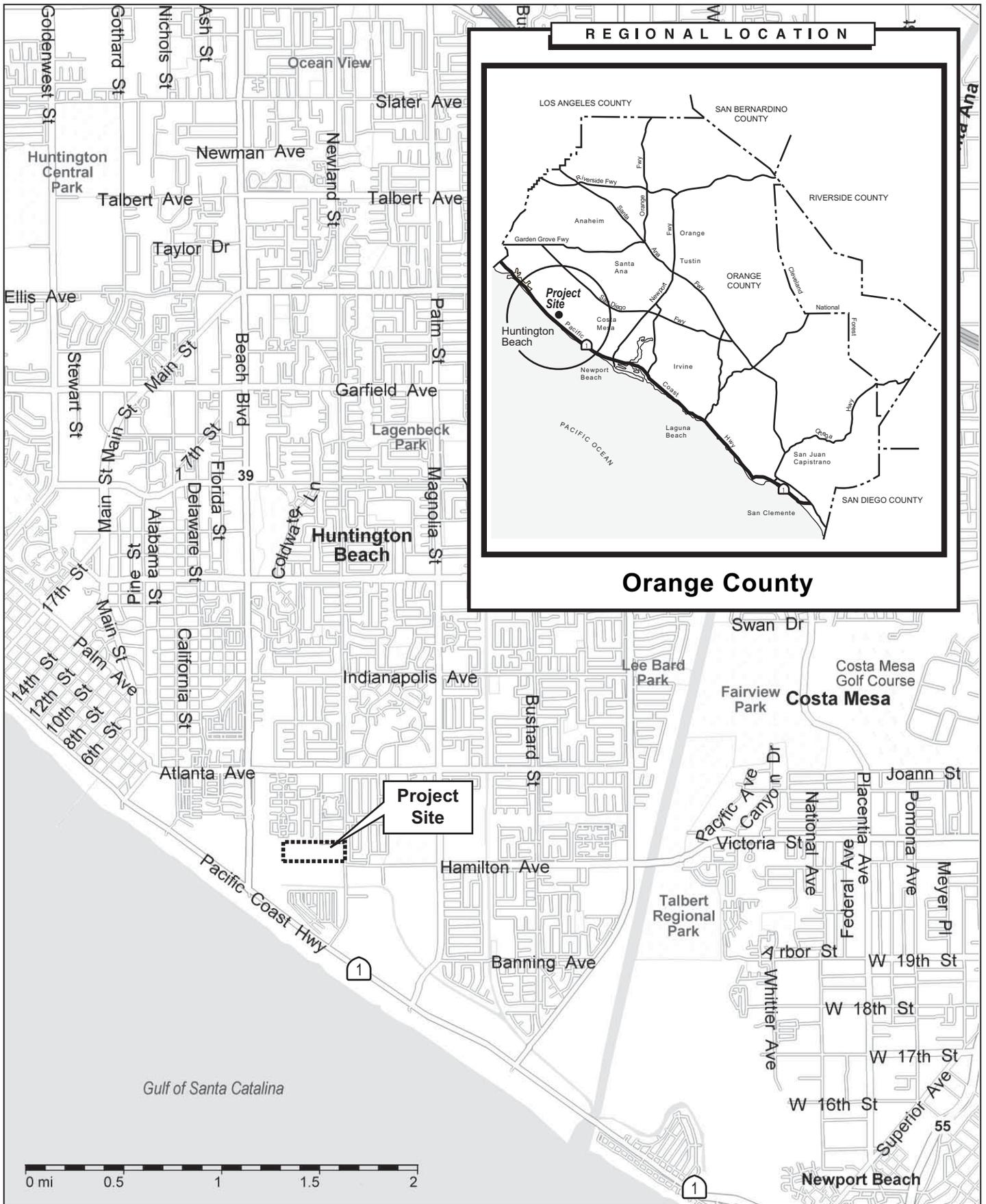


FIGURE 1
Project Vicinity & Regional Location Map

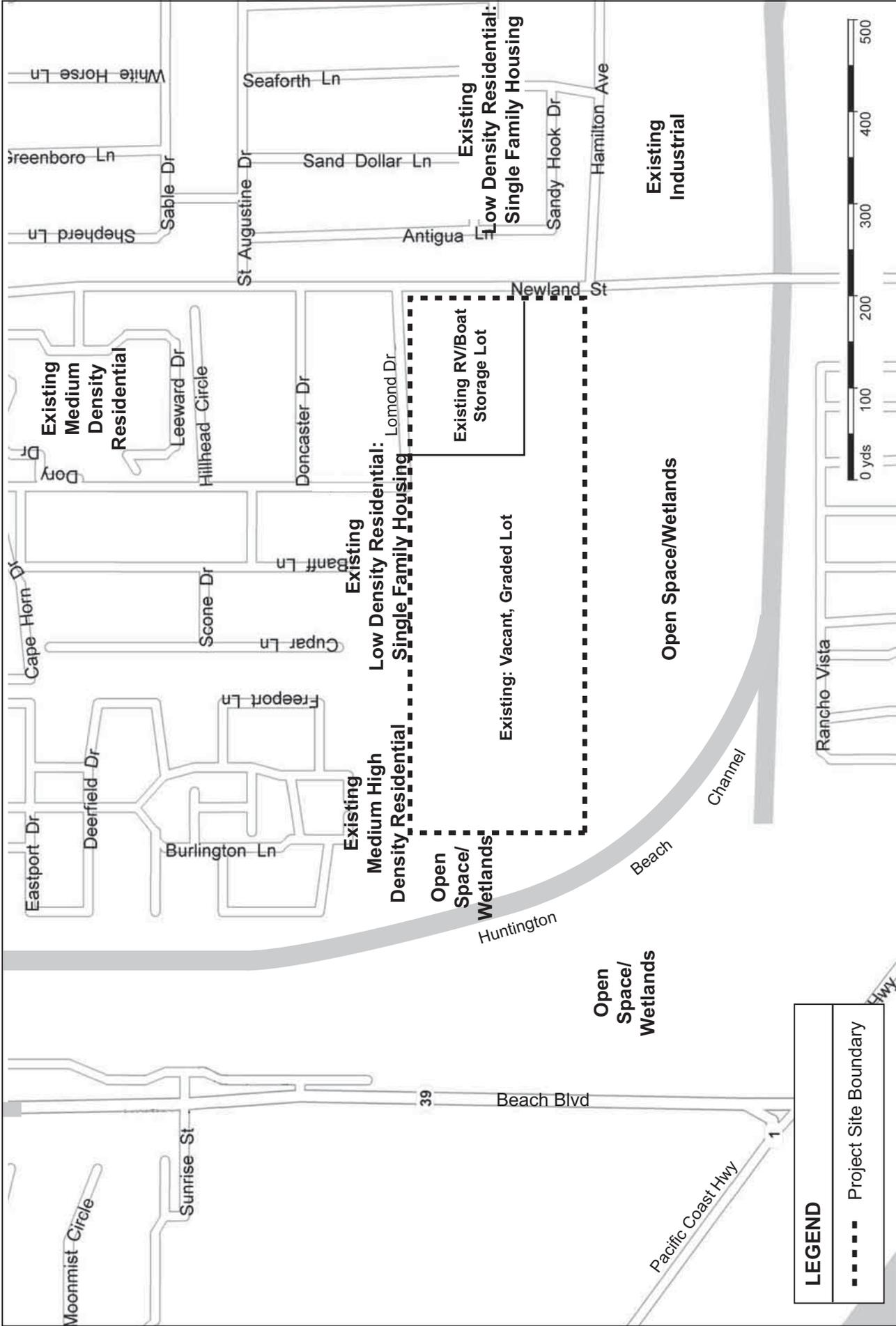
Source: Microsoft Trips and Streets, 2004

City of Huntington Beach



11034-00





LEGEND

- Project Site Boundary



FIGURE 2

Site and Surrounding Land Uses

11034-00

Source: Microsoft Trips & Streets, 2004

City of Huntington Beach

Not to Scale



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.

- Land Use / Planning Transportation / Traffic Public Services
- Population / Housing Biological Resources Utilities / Service Systems
- Geology / Soils Mineral Resources Aesthetics
- Hydrology / Water Quality Hazards and Hazardous Materials Cultural Resources
- Air Quality Noise Recreation
- Agriculture Resources 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

Date

Printed Name

Title

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.

(Note: Standard Conditions of Approval - The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures.)

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>
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Would the proposal result in or expose people to potential impacts involving:

Landslides? (Sources: 1, 6)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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).

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?
(Sources: 13, 14, 19, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Although the project site is located near the Pacific Coast Highway and is adjacent to a coastal wetland, views of and from the project site include existing residential housing and industrial facilities. The adjacent wetlands are low-lying and do not constitute a significant visual resource or scenic vista that would be blocked by the proposed project. The existing uses surrounding the project site block views of the Pacific Ocean and do not allow scenic vistas to any significant visual resource. The proposed project would result in construction of new residential structures up to three stories in height; however, the construction of the residences would not affect public view points and view corridors of any scenic vista or significant visual resource. No impact would occur and no further analysis is required in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 19, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

This project site is not within a state scenic highway and does not contain scenic resources including trees, rock outcroppings, or historic buildings. No impact would occur, and no further analysis of this issue is required in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 13, 14, 19, 24) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed development would transform the project site from a current vacant parcel of land and RV/boat storage lot into a residential development. Although the proposed project would likely constitute an overall aesthetic improvement over the existing uses, the visual character of the project area, including shade and shadows generated by the proposed development, would be substantially modified due to the increased development density of the area. The EIR will address the potential for these changes to adversely impact the area.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
(Sources: 13, 14, 19, 24) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Light impacts could result from the proposed new residential building activities. Lighting from the proposed project residential buildings, street lights, and park lighting system would be visible from the street and/or light-sensitive receptors immediately surrounding the project site, including the existing adjacent residences. The potential impacts of new light sources will be analyzed in the EIR and mitigation measures will be suggested to reduce impacts. Glare can result from daytime reflection of sunlight off building surfaces. The proposed project would include reflective surfaces (e.g., windows, brightly colored or bare concrete building façade treatments) on large building faces. The visual impact of glare created by the project site will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. 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:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

There is no Prime Farmland, Farmland of Statewide Importance, or Unique Farmland located on the proposed project site, as the site is currently undeveloped, industrial zoned land and an RV/boat storage lot. No impact would occur, and no further analysis of this issue is required in the EIR.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is not under a Williamson Act contract, as the site is currently undeveloped, industrial zoned land and an RV/boat storage lot. No impact would occur, and no further analysis of this issue is required in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

This site is currently undeveloped, industrial zoned land and an RV/boat storage lot. No environmental changes associated with the proposed project would result in the conversion of farmland to non-agricultural uses. No impact would occur, and no further analysis of this issue is required in the EIR.

III. 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:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 3, 22) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project as proposed would entail substantial earth movement and construction activities. In addition, project operation would result in increased vehicular trips in the area. Due to the fact that the project site is currently classified and zoned for industrial use and would require a General Plan Amendment and rezoning for the proposed residential use, the forecast emissions from the project area, including the project site, are not evaluated in the most current Southern California Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). Therefore, the EIR will address potential project exceedance of the SCAQMD thresholds of significance, which may result in a conflict with the AQMP, and violation of any local and regional air quality standards during construction and operation of the proposed project.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 3, 22) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Refer to the discussion for item III.a., above. In addition, construction of the proposed project would require soil grading, the use of mechanical construction equipment, the application of solvents and architectural coatings, and other construction activities that could result in significant temporary, short-term impacts to air quality emissions in the form of fugitive dust, volatile organic compounds (VOCs), and construction equipment emissions. Currently the non-attainment pollutants in the South Coast Air Basin, which includes Orange County, are ozone, carbon monoxide (CO), and fine particulate matter (PM₁₀). Construction-related activities and traffic generated by long-term operation of the proposed project could contribute to these existing violations. The impacts to air quality from project construction and operation will be evaluated in the EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 3, 19) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

Project-generated traffic could contribute to decreased levels of service at nearby intersections, resulting in additional vehicle emissions and longer vehicle idling times at and near intersections. These circumstances could lead to CO hot spots that may affect adjacent sensitive receptors (e.g., residences, schools). The potential for the project to result in these substantial pollution concentrations will be addressed in the EIR.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create objectionable odors affecting a substantial number of people? (Sources: 3, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project does not propose, and would not facilitate, uses that are significant sources of objectionable odors. Potential sources of odor associated with the proposed project may result from construction equipment exhaust and application of asphalt and architectural coatings during construction activities, and the temporary storage of household solid waste (refuse) associated with the residential (long-term operational) uses. Standard construction requirements would be imposed upon the applicant to minimize odors from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature, and impacts associated with construction-generated odors are expected to be less than significant. It is expected that any project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, odors associated with the proposed project construction and operation would be less than significant, no mitigation is required, and no further analysis is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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: 3, 22)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Refer to the discussion for items III.a. and III.b. above.

IV. 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: 5, 6, 8, 10, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The proposed project site is currently vacant land and an RV/boat storage lot with little to no native habitat on site. As such, no special status plant or wildlife species have been recorded or observed on site. However, there is a wetland preserve adjacent to the proposed project site and thus there is potential for special status species that are commonly associated with wetland habitat to transiently exist in portions of the site and/or the surrounding area. In addition, the proposed project has potential to indirectly affect the offsite, adjacent wetland habitat and associated sensitive species if proper precautions are not taken to avoid surface runoff from entering the wetlands. Therefore, the EIR will provide an analysis of the potential impacts to special status species and offsite, adjacent wetlands.

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: 5, 6, 10, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

No riparian habitat or other sensitive natural community exists on the proposed project site. The project site has been disturbed various times in the past in connection with prior industrial uses and soil remediation activities. As such, the project would not have any direct effect upon any riparian habitat or other sensitive natural communities. See item IV.a. above regarding potential indirect impacts upon offsite, adjacent wetlands. The EIR will provide an analysis of the potential impacts to any offsite habitat, including adjacent wetlands.

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: 10, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The proposed project site is adjacent to a wetland. There are alkaline wetlands located to the west of the project site (adjacent to the Huntington Beach Channel) and also to the south of the project site (refer to **Figure 2**). See item IV.a. above regarding potential indirect impacts upon offsite, adjacent wetlands. The EIR will provide an analysis of the potential impacts to offsite, adjacent wetlands.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 2, 16, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Although the site is currently undeveloped land and an RV/boat storage lot, various developments have occurred at the site over the past 100+ years. The site currently consists of bare ground with small areas of disturbed/ruderal vegetation types. It is unlikely that any substantial wildlife movement would occur through the proposed project site, as the site: (1) has been subject to earth moving and soil remediation activities in recent years and has been constantly disturbed during this process, (2) is bordered by residential developments and streets on two sides, preventing wildlife movement, and (3) does not connect two similar habitat types that would necessitate wildlife to cross the project site to move between them. As such, the proposed project site does not function as a wildlife movement corridor and the project would not substantially impact wildlife movement. Impacts would be less than significant as they would be limited to localized movement of wildlife common to urbanized and disturbed areas. No further analysis of this issue is required in the EIR.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 2, 3, 5, 6, 8, 16, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

There are currently limited biological resources within the project site, which is currently undeveloped land (recently extensively disturbed due to removal of previous industrial uses and soil remediation) and an RV/boat storage lot located in a semi-urbanized area outside the State's defined Coastal Zone. Impacts are anticipated to be less than significant; however, the proposed project's consistency with natural resources policies within the City's General Plan will be discussed within the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: 5, 6, 8, 10, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

No habitat conservation plan or natural community conservation plan affects the proposed project site. The proposed project would include mitigation measures (to be defined in the EIR) to avoid indirect impacts to offsite, adjacent wetlands. Therefore, no conflict with conservation plans would occur and no further analysis of this issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 3, 15, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

There are no permanent above-ground structures located on the proposed project site. The existing RV/boat storage lot contains a temporary trailer structure serving as an administration office that was installed within the past ten years. Therefore, no impact to historical building resources would occur, and no further analysis of this issue is required in the EIR.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 2, 3, 4, 6, 16, 19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The proposed project site has been recently completely disturbed due to removal of previous industrial uses, extensive site grading, and soil remediation activities. Therefore, the potential for the site to contain primary, intact archaeological resource deposits is considered low. However, archaeological resources are known to occur in the project vicinity. The minimum standards for Archaeological Resource Management Reports (ARMR) developed by the State Historic Preservation Officer (SHPO) will be followed in the EIR analysis to consider archaeological, paleontological, historical, and Native American concerns affecting the project site. Native American tribes with potential interest in the project area will be notified about the proposed project during the EIR scoping process and be given the opportunity to communicate concerns or issues regarding the project site that should be considered. The EIR will contain a cultural resources analysis to include archival background research at the South Central Coastal Information Center to review and map any previously recorded sites and surveys, scan designated landmarks, review excavation reports and historical maps, and review other sources of local data. The EIR will describe the methods and results of the literature search and fieldwork. If sites are encountered, or are presumed to exist, records will be submitted and opinions developed regarding their potential importance. These issues, as well as steps to protect unanticipated/previously unknown resources that may be encountered during project construction, will be evaluated in the EIR.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 2, 3, 4, 6, 16, 19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The proposed project site has been recently completely disturbed due to removal of previous industrial uses, extensive site grading, and soil remediation activities. Therefore, the potential for the site to contain primary, intact paleontological resource deposits is considered low. However, paleontological resources are known to occur in the project vicinity. The EIR will contain a paleontological resources analysis to include archival background research at the South Central Coastal Information Center to review and map any previously recorded sites and surveys, review excavation reports and historical maps, and review other sources of local data. The EIR will describe the methods and results of the literature search and fieldwork. If sites are encountered, or are presumed to exist, records will be submitted and opinions developed regarding their potential importance. These issues, as well as steps to protect unanticipated/previously unknown resources that may be encountered during project construction, will be evaluated in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 3, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

As stated above under item V.b., the project site will be evaluated for the presence of known archaeological sites. The potential for discovery of unknown/unanticipated human remains could occur due to earth moving activities during construction at the project site. The potential impacts to human remains will be analyzed in the EIR.

VI. 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: 6, 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The project site is not located within an identified Earthquake Fault Zone and there are no known faults (active, potentially active, or inactive) onsite. The possibility of ground rupture from faulting is considered very low. No impacts from fault rupture would result and no further analysis is required in the EIR.

ii) Strong seismic ground shaking? (Sources: 6, 11)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The site is located in proximity (less than 2,000 linear feet) to segments of the active Newport-Inglewood Fault zone. Consequently, the proposed project may expose new residents and on-site structures to significant seismic hazards (e.g. shaking) if an earthquake occurs along this fault. Impacts associated with seismic hazards would generally be addressed through adherence to applicable regulations (i.e., Uniform Building Code) and design, grading and structural recommendations identified in the Geotechnical Investigation required for the proposed project. The EIR will include an analysis of impacts associated with seismic hazards.

iii) Seismic-related ground failure, including liquefaction? (Sources: 5, 6, 11, 18, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

According to the liquefaction potential map in the City of Huntington Beach General Plan and the findings of the Preliminary Soils Report prepared for the project site, the site is located within a mapped seismic hazard zone for liquefaction. Seismically induced settlements on the order of up to 2-inches may occur at the project site during a design basis earthquake event. However, much of the site is generally underlain by terrace and engineered fill (which are, in turn, underlain by terrace deposits) and is considered to have a low potential for liquefaction. These risks could generally be addressed through adherence to applicable regulations (i.e., Uniform Building Code) and design, grading and structural recommendations (e.g., recommended post-tensioned foundation system) identified in the Geotechnical Investigation that will be prepared. The EIR will analyze the potential for liquefaction hazards to affect the project site.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides? (Sources: 5, 6, 11, 18, 19, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The proposed project site and surrounding area are generally flat and present very little to no potential for landslides. The project site is not located within a State of California-designated Seismic Hazard Zone Map for Slope Stability; therefore, the potential for seismically induced slope instability is considered low to remote. Therefore, no impact would occur, and no further analysis is required in the EIR.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 3, 11, 19, 22, 25)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The majority of the project site is currently undeveloped land with level topography, consisting primarily of exposed soil and limited disturbed vegetation. The existing RV/boat storage lot on the project site consists of asphalt-paved surface that would be removed during project construction. Construction of the proposed project would require the import of a significant volume of soil and extensive grading to elevate the site by 3 to 5 feet above the existing grade. As such, grading for above-ground project components and excavation at the site would expose soil to erosional processes during construction. These impacts could be addressed through the implementation of Best Management Practices during construction activities and adherence to design, grading and structural recommendations identified in the Geotechnical Investigation that will be prepared. Once construction is completed, the site would be fully developed and would include minimal areas of exposed soil. The EIR will analyze the potential for erosional impacts from construction activities.

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: 3, 5, 6, 11, 18, 19, 22)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Due to the potential compressibility of underlying soils and newly applied engineered fill, a soil surcharge program is proposed to compact soil at the project site. The surcharge program is anticipated to induce up to approximately 3-inches of settlement over a 10 to 20 month period, to reach 90 percent soil consolidation. The Preliminary Soils Investigation concluded that the potential for ground lurching, cracking, collapse or seismically induced spreading at the project site is considered low, with the anticipation that engineering controls and corrective grading would be implemented as part of the proposed project. As discussed in item VI.a.iii. above, the site is at risk for liquefaction. The EIR will address the ability for engineering controls to appropriately address geologic stability.

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? (Source: 11)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The preliminary soils report states that based on laboratory test and knowledge of the site it is assumed that onsite soils will exhibit high expansive potential. However, significant areas of the site will be composed of engineered fill, which has low expansive potential. Likewise, these risks could generally be addressed through adherence to applicable regulations (i.e., Uniform Building Code) and design, grading, and structural recommendations from the Geotechnical Investigation that will be prepared for the project. The EIR will address the ability for project design features to appropriately address expansive soil risks.

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| 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: 3, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

The proposed project would be provided sanitary sewer service by the City of Huntington Beach and no septic tanks or alternative wastewater systems are proposed. No impact would occur, and no further analysis of this issue is required in the EIR.

VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 3, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The proposed project includes the development of residential structures and long-term operation of the project would not involve the introduction nor the routine transport, use, or disposal of hazardous materials. Proposed construction of the project would comply with CalOSHA (California Occupational Safety and Health Administration) requirements, the Hazardous Materials Management Act (HMMA), and other State and local requirements. Compliance with local, State, and federal regulations would minimize risks associated with accident conditions involving the release of hazardous materials into the environment during construction activities. The EIR will assess the potential for discovery of any undetected contamination at the RV/boat storage lot portion of the project site. Potential impacts could be addressed through development of a health and safety plan, as necessary, if unexpected contamination is discovered.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 2, 3, 15, 16, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Although the majority of the project site is currently undeveloped, it was formerly an oil tank farm. Due to the former presence of oil-impacted soil at the project site, remediation efforts were necessary. Remediation at the site followed EPA guidelines and standards, and consisted of cleanup of all impacted soil. Excavated areas were backfilled with mechanically treated soil that is within acceptable total recoverable petroleum hydrocarbon (TRPH) concentrations. The required remediation at the site has been completed and reports were sent to the Orange County Health Department, Santa Anna Regional Water Quality Control Board (Regional Board), and the City of Huntington Beach. The Regional Board issued a No Further Action letter and Certificate of Completion regarding the current graded/vacant portion of the site. As such, the potential for release of hazardous materials during construction on the remediated portion (majority) of the site is considered low, and no further analysis of this area of the site is required in the EIR.

The proposed project includes the development of residential structures and long-term operation of the project would not involve the routine transport, use, or disposal of hazardous materials. Compliance with local, State, and federal regulations would minimize risks associated with accident conditions involving the release of hazardous materials into the environment during construction activities.

The EIR will assess the potential for discovery of any undetected contamination at the RV/boat storage lot portion of the project site. Potential impacts could be addressed through development of a health and safety plan, as necessary, if unexpected contamination is discovered.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Source: 3, 17, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

No schools are located within 1/4 mile of the project site. No impact would occur, and no further analysis of this issue is required in the EIR.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: 2, 3, 15, 16, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

See discussion item VII.b. above. All known contamination at the site has been fully remediated. No impact would occur and no further analysis of this issue is required in the EIR.

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| 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: 12, 17, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project is not located within 2 miles of any known public or private airstrip. Additionally, the proposed structures would not exceed heights that require review and approval by the Federal Aviation Administration (FAA) or Airport Land Use Commission (ALUC). Therefore, the project would not result in a safety hazard for people residing in the project area. No impact would occur, and no further analysis of this issue is required in the EIR.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: 12, 17, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

Refer to discussion for item VII.e., above. No impact would occur, and no further analysis of this issue is required in the EIR.

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| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 3, 17, 19, 26) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

With regard to emergency response plans, the project site does not currently and would not in the future serve a function in any emergency response or evacuation plan (schools are typically employed for this purpose). The project site is located near Pacific Coast Highway, which could serve as a major thoroughfare in an emergency situation. However, no project accesses are located along this highway. Therefore, no constraints to emergency response or evacuation plans would result, and no further analysis is required in the EIR.

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| 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? (Source: 3, 5, 6, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project is not located within the vicinity of any wildland area. No impact would occur, and no further analysis of this issue is required in the EIR.

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Sources: 3, 8, 19, 22, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Project development would change the character of the site from a primarily undeveloped parcel of land to a residential and public park development with roadways, buildings, paved surfaces, and landscaping. Development would potentially result in site characteristics that could cause runoff to adversely affect water quality. The City's Standard Conditions of Approval require the preparation of a water quality management plan pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements, which would address impacts on water quality. The ability of the project to meet applicable waste discharge and water quality requirements will be addressed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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: 5, 6, 19))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

According to City staff, groundwater wells currently supply 65-75 percent of the City’s water, while the remaining 25-35 percent is imported. Project development would increase impervious surfaces over the current unpaved portions of the project site, which could reduce groundwater recharge. However, the City’s groundwater wells are located a minimum of 1.5 miles inland from the project site and the City does not rely upon groundwater underlying the project site due to saltwater intrusion. Therefore, the potential reduction in groundwater recharge would be negligible and would not affect City groundwater wells. Impacts would be less than significant, and no further analysis is necessary 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: 3, 19, 22, 23, 24, 25)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project site contains no streams or rivers. When the site was developed as an oil tank farm, the property drained via sheet flow to the southeast corner of the site and into the public storm drain system. After decommissioning of the tank farm and removal of the above ground storage tanks, the property was bermed and drained only through natural percolation. After the substantial 2004-2005 rainy season, storm water was manually pumped off the site pursuant to a dewatering permit issued by the CRWQB in February 2005. Erosion or siltation could occur during construction-related earthmoving activities. The existing drainage pattern of the site would be substantially altered with project implementation, due to the proposed elevation of the site by 3 to 5 feet above current grade to comply with FEMA requirements. Proposed development would result in the introduction of roadways, buildings, paved surfaces, and landscaping, whereby runoff would be collected and conveyed via roof and building drains, as well as curbs and gutters. All of the runoff from the developed site would be carried via storm drains and discharged into the nearby concrete-lined Huntington Beach Channel. The project’s onsite storm drain facilities would be designed according to City of Huntington Beach standards to accommodate anticipated peak storm flows and connections to offsite storm drains would be designed to ensure proper compatibility to carry the expected peak flow. Therefore, the potential for long-term (operational) site runoff leading to offsite erosion or siltation is considered low. During project site grading and construction, short-term runoff impacts could be addressed through the incorporation of Best Management Practices and water quality management practices. Potential erosion and siltation during construction due to changes in drainage patterns will be analyzed in the EIR.

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 or surface runoff in a manner which would result in flooding on or off-site? (Sources: 3, 19, 22, 23, 24, 25)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The proposed project site is now primarily undeveloped, bare soil (with the exception of the RV/boat storage lot). The proposed development would result in the introduction of roadways, buildings, paved surfaces, and landscaping, whereby runoff would be collected and conveyed via roof and building drains, as well as curbs and gutters. All of the runoff from the developed site would be carried via storm drains and discharged into the nearby concrete-lined Huntington Beach Channel. The project's onsite storm drain facilities would be designed to accommodate anticipated peak storm flows and connections to offsite storm drains would be designed to ensure proper compatibility to carry the expected peak flow. Therefore, the potential for long-term (operational) site runoff leading to on or offsite flooding is considered low. During project site grading and construction (before storm drains are installed and operational), short-term flooding impacts could be addressed through the incorporation of Best Management Practices. Potential flooding during construction due to changes in drainage patterns will be analyzed in the EIR.

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| 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: 3, 8, 19, 22, 23, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The project would comply with all wastewater discharge requirements and water quality objectives of State and Federal agencies as part of the City's Standard Conditions of Approval. While the proposed residential and public park uses would not result in substantial polluted runoff, the proposed project would alter the drainage pattern of the site. Refer to discussion items VII.c. and VII.d. above regarding the planned storm drain facilities that would be installed as part of the proposed project. During project site grading and construction (before storm drains are installed and operational), short-term runoff impacts could be addressed through the incorporation of Best Management Practices and adherence to the Storm Water Pollution Prevention Plan (SWPPP) that would be prepared for the project. Potential runoff during construction due to changes in drainage patterns will be analyzed in the EIR. The EIR will also provide an analysis of the peak storm runoff expected from the developed site and the ability of the proposed storm drain improvements to adequately accommodate the flow during long-term project operation.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| f) Otherwise substantially degrade water quality?
(Sources: 3, 8, 19, 22, 23, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Project development would change the character of the site from a primarily undeveloped parcel of land to a residential development with roadways, buildings, paved surfaces, and landscaping. Development would potentially result in site characteristics that could cause runoff to adversely affect the water quality of the regional storm drain system. The City's Standard Conditions of Approval require the preparation of a water quality management plan pursuant to NPDES requirements, including preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would address impacts on water quality. The ability of the project to meet applicable waste discharge and water quality requirements and prevent water quality impacts will be addressed in the EIR.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 3, 9, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project site as it exists today is located within a 100-year flood hazard area that has been delineated on Federal Emergency Management Agency (FEMA) flood maps. However, the proposed project includes raising the level of the site by 3 to 5 feet above the existing grade to elevate the future finished grade of the site a total of 8 feet above the 100 year floodplain, consistent with the Base Flood Elevation established by FEMA for the site in October 2004. This element of the project design would eliminate future flooding potential on site. Likewise, the applicant is required to obtain a letter of map revision (LOMR) to remove the site out of the flood zone. With the proposed elevation of the site, impacts are considered less than significant. The EIR will provide additional detail regarding the project plans to elevate and remove the site from the 100-year flood hazard area.

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| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 3, 9, 19) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The project site as it exists today is located within a 100-year flood hazard area that has been delineated on Federal Emergency Management Agency (FEMA) flood maps. The proposed project design would include raising the level of the site by 3 to 5 feet above the existing grade to elevate the future finished grade of the site a total of 8 feet above the 100 year floodplain, consistent with the Base Flood Elevation established by FEMA for the site in October 2004. The proposed elevation of the site would impede and redirect flood flows in areas surrounding the site, as flows would no longer be able to pass through the site. The EIR will analyze the potential for offsite flood hazards due to the proposed project's effect to impede and redirect flood flows.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: 3, 9, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The flood risk and potential flood level assessments for the City include the possibility of the failure of Prado Dam, which, while located in Riverside County, provides the primary flood protection means for downstream areas, including the City of Huntington Beach. The levees constructed along the Santa Ana River also minimize the flood risks to areas within the City that include the proposed project site. In 1997 and through 2002, FEMA revised the flood maps for areas within the City of Huntington Beach, including the project site, in recognition of the improvements to the Santa Ana River Channel. These revisions actually reduced the anticipated flood level by 6.5 feet. Additionally, the channelization of the Santa Ana River from Weir Canyon Road to the Pacific Ocean has improved the capacity of the channel sufficiently that the channel can convey the water volume associated with a 190-year flood event. In addition, the proposed elevation of the project site by 3 to 5 feet above exiting grade would further reduce flood hazards due to failure of a levee or dam. Therefore, the possibility of significant risk of loss, injury, or death from flooding would be negligible. No impact would occur, and no further analysis is required in the EIR.

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| j) Inundation by seiche, tsunami, or mudflow? (Sources: 3, 5, 6, 19, 25) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The project site is located in a relatively flat area that is not expected to generate or be exposed to mudflows. Due to the lack of land-locked bodies of water (i.e., ponds or lakes) in proximity to the project site, the potential for seiches is considered to be non-existent. According to the City of Huntington Beach General Plan and based upon the elevation of the proposed development at the site with respect to sea level and distance from the Pacific Ocean, the possibility of tsunamis is considered to be moderate. Potential impacts from tsunamis on the proposed project will be analyzed in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. LAND USE AND PLANNING. Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: 3, 5, 6, 7, 19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The current General Plan designation of I-F2-d (Industrial – 0.5 Floor Area Ratio – Design Overlay) applicable to the project site allows for land uses supporting the manufacturing of finished parts or products primarily from previously prepared materials. The General Plan designation would be amended to Medium Density Residential (RM) as a condition of the proposed project. The proposed RM residential district would provide housing of a more intense nature than existing nearby single-family detached dwelling units. The proposed RM designation allows for development of duplexes, triplexes, town houses, apartments, multi-dwelling structures, or cluster housings with landscaped open space for residents’ use. Single family homes may also be suitable. Maximum density allowed is 15 residential units per acre. Although the RM designation is anticipated to be more compatible with the surrounding residential uses than the former industrial uses at the project site, impacts to surrounding areas may result due to intensification of uses at the project site. The EIR will analyze this change to the General Plan and any resulting effects upon the surrounding land uses.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 5, 6, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

No habitat conservation plan or natural community conservation plan is applicable to the project site. No impact would occur, and no further analysis of this issue is required in the EIR.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Physically divide an established community? (Sources: 3, 17, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would not disrupt or physically divide an established community. The project involves development of a vacant parcel of land (formerly used for industrial operations), adding residential uses to a site with surrounding residential uses. The proposed development would not cut off an existing or proposed transportation route and would be compatible with existing uses. Therefore, no impacts would occur, and no further analysis is required in the EIR.

X. 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: 2, 5, 6, 16, 18, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project site was previously used as an oil tank farm that has been remediated; all previous petroleum related facilities have been removed from the site. Although this site was involved in oil production, it does not maintain any natural mineral resources. Therefore, no impact would occur and no further analysis of the issue is required 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: 2, 5, 6, 16, 18, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

As discussed in item X.a., above, the site does not maintain any natural mineral resources. No impact would occur and no further analysis of the issue is required in the EIR.

XI. 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: 3, 8, 19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Over the long term, noise would be generated at the proposed project site due to increased traffic during project operation and by activity at the site once it is built and occupied. The noise created by the project operation and traffic is likely to be audible to adjacent residences (sensitive receptors) to the north and the east of the site. Noise from mechanical equipment (such as air conditioning systems) associated with operation of the project would be required to comply with the State Building Code requirements pertaining to noise attenuation such that interior noise levels do not exceed 45 dB in any habitable room (including hotels), and with City regulations requiring adequate buffering of such equipment. It is anticipated that the noise generated by vehicles and human use associated with operation of the site would be compatible with the existing residential uses in the project area and would not exceed noise thresholds established by the City of Huntington Beach. The EIR will include a noise analysis to investigate and verify predicted operational and traffic noise generated by the proposed project.

Temporary increases in ambient noise levels would occur during periods of construction at the project site. Chapter 8.40 of the Municipal Code for Noise Control generally prohibits construction activity between the hours of 8 P.M. and 7 A.M. on weekdays and Saturdays, and all day on Sundays (§8.40.090). Additionally, a permit for construction activities (which requires a review of the proposed activities) must be obtained from the City of Huntington Beach. Reference data for construction equipment noise illustrates that operation of typical heavy equipment would result in noise levels between approximately 75 dBA and 100 dBA when measured 50 feet from the source, depending primarily on the type of equipment in operation. Noise levels from a single piece of equipment tend to drop off at a rate of 6 decibels per doubling of distance; therefore, distance to sensitive receptors would help to reduce the construction noise. Due to the potential equipment mix and the close proximity of existing residences across the street from the project site, construction noise in excess of 75dBA may be perceptible at the existing residences. The EIR will include a noise analysis to investigate and verify predicted temporary/intermittent construction noise generated by the proposed project.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 3, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

In the project vicinity, the only existing source of perceptible ground-borne vibration is travel of heavy trucks or buses over bumps on the adjacent streets. Long-term project operation would not include uses that would substantially elevate groundborne vibration or groundborne noise levels above existing conditions. Potential temporary and intermittent vibration impacts upon adjacent residential uses could occur during certain project construction activities, however, such vibration would be temporary and intermittent and impacts are anticipated to be less than significant. Vibration impacts during project construction will be addressed in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 3, 8, 19)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As stated above in the discussion for item XI.a., long-term project operation would contribute to increased traffic noise levels and would cause additional noise from human activity and operation of mechanical equipment at the project site. Noise from the project's mechanical equipment would be regulated in accordance with Noise Control ordinance standards. However, the noise generated by project traffic once the project is built could substantially increase ambient noise levels in the project area. Noise increases due to increased human activity and vehicular trips associated with the project will be addressed in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 3, 8, 19)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

See discussion item XI.a. above regarding temporary and intermittent construction noise impacts associated with the project. The EIR will include a noise analysis to investigate and verify predicted temporary/intermittent construction noise generated by the proposed project.

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: 12, 17, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The project site is not located within two miles of a public airport, public use airport, or private airstrip. Therefore, the project would not expose people to excessive noise from airports. No impact would occur, and no further analysis of this issue is required in the EIR.

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: 12, 17, 19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Refer to discussion for item XI.e. above. No impact would occur, and no further analysis of this issue is required in the EIR.

XII. POPULATION AND HOUSING. Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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: 3, 5, 7, 19, 24) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Discussion:

The proposed project consists of the construction of 204 multi-family residential units (81 duplex townhomes and 123 triplex units), which would result in a direct increase in population growth. The proposed project is located on a site not previously planned for residential development. As a result, future population changes associated with the project have not been anticipated in local or regional population growth projections. The proposed project's effect on population and housing projections for the City of Huntington Beach will be evaluated in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 3, 19, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The majority of the proposed project site is currently vacant, and an RV/Boat storage lot is operating on a portion of the site. The project site does not have existing residential uses and would not result in the displacement of any existing housing. No impact would occur, and no further analysis of this issue is required in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: 3, 19, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project site is currently vacant and would not result in the displacement of any existing housing or people. No impact would occur, and no further analysis of this issue is required in the EIR.

XIII. 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:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Fire protection? (Sources: 3, 4, 5, 6, 19) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The proposed project is located within the City's Fire Department's 5-minute response time area. Due to the volume of development in the project area, which consists of 204 multi-family residential units, the proposed development could result in an increased demand on fire protection services. An analysis of project demand on fire protection services will be provided in the EIR, including an evaluation of the City Fire Department's ability to operate within acceptable response time standards in serving the future developed project site.

- b) Police Protection? (Sources: 3, 4, 5, 6, 19)

Discussion:

Proposed development would include 204 multi-family residential units. The addition of these uses to the presently vacant site could increase demands on police protection services in the area. An analysis of project demand on police protection services will be provided in the EIR, including an evaluation of the City Police Department's ability to serve the future developed project site in accordance with acceptable service standards.

- c) Schools? (Sources: 3, 8, 19)

Discussion:

The proposed project includes the development of 204 multi-family residential units. This would increase population in the area, thereby increasing demands upon existing schools. The project site would be served by the Huntington Beach City School District and the Huntington Beach Union High School District, and would be subject to school impact fee requirements, which would serve to mitigate project impacts upon schools. The potential increase in students and the effect of the project on the existing school system will be addressed in the EIR.

- d) Parks? (Sources: 3, 5, 6, 19, 24)

Discussion:

The proposed project includes the development of 204 multi-family residential units, which would increase population in the area by approximately 547 persons (according to the City's estimated average household size of 2.68 persons per household) and result in corresponding additional demand for use of public parks. The proposed project includes a two-acre public park, which would serve to reduce the project's associated demand upon the City's existing public park system. The current park per capita ratio for the City is 5 acres per 1,000 persons. According to this formula, a 2.73 acre public park would be required to serve the project's new residents. The proposed two-acre onsite public park would not meet this standard to serve the approximate 547 additional residents. The EIR will investigate this issue in more detail and investigate options for mitigation measures (e.g., developer impact fees, if appropriate).

- e) Other public facilities or governmental services? (Sources: 3, 19, 24)

Discussion:

The proposed project includes development of multi-family residential units. The additional residents would induce an increase in demand for use of public facilities including libraries and civic buildings/auditoriums. It is expected that existing public facilities and services serving in project area would be able to sufficiently handle the moderate increase in population that would result from the proposed project, and impacts are considered less than significant. Nonetheless, this issue will be further analyzed in greater detail in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. RECREATION. Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: 3, 5, 6, 19, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The proposed project includes the development of 204 multi-family residential units, which would increase population in the area by approximately 547 persons (according to the City’s estimated average household size of 2.68 persons per household) and result in corresponding additional demand for use of area parks and recreational facilities. The proposed project includes a two-acre public park, which would serve to reduce the project’s associated demand upon the City’s existing public park system. The current park per capita ratio for the City is 5 acres per 1,000 persons. According to this formula, a 2.73 acre public park would be required to serve the project’s new residents. The proposed two-acre onsite public park would not meet this standard to serve the approximate 547 additional residents. The EIR will investigate this issue in more detail and investigate options for mitigation measures (e.g., developer impact fees, if appropriate).

Other recreational facilities in the project area include public beaches and related facilities. Impacts from the project may result if the demand or need for lifeguard services or beach parking from increased beach use (associated with the project’s population) exceeds the capacity of the existing level of service. An analysis of impacts to beach recreation facilities and services will be included in the EIR.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: 3, 5, 6, 19, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The proposed project includes construction of a two-acre public park. See discussion item XIV.a. above. The construction of the proposed two-acre public park would contribute to the potential environmental impacts from the overall project as identified in this Initial Study. The construction of the on-site park will be analyzed as part of the overall project analysis included in the EIR. The long-term operation of the proposed public park is not anticipated to have an adverse physical effect upon the environment. The EIR will investigate impacts associated with construction of the proposed park in more detail.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c) Affect existing recreational opportunities? (Sources: 3, 5, 6, 19, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

See discussion item XIV.a. above regarding the project population’s demand upon existing public parks and beach areas. The EIR will investigate this issue in more detail.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC. Would the project:

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: 3, 17, 19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

During construction of the proposed project, impacts on traffic from construction vehicles queuing at, and entering and exiting the site could occur. In addition, the long-term operation of the project would generate additional vehicular trips that could potentially result in a substantial traffic increase in the area. This increase in project-related traffic would further add to the existing traffic load affecting the existing street system. The potential impacts due to increased trip generation, changes to the volume to capacity ratio on roads, and congestion at intersections will be analyzed in the EIR.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Sources: 3, 17, 19) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Refer to the discussion for item XV.a. above. Increased trip generation from long-term operation of the project could potentially exceed level of service (LOS) standards on designated Orange County Congestion Management Program (CMP) intersections in the project vicinity. The potential impacts to CMP intersections will be analyzed in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: 3, 12, 14, 18, 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is not located within 2 miles of a public or private airstrip and does not propose any structures of substantial height to interfere with existing airspace or flight patterns. No impact would occur, and no further analysis of this issue is required in the EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 3, 19, 24, 26) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project design of on-site roads and circulation system is not anticipated to include any design features that would result in substantial vehicular or pedestrian hazards. Pedestrian corridors would be provided throughout and along the perimeter of the project site. The project would not include any uses that would be incompatible with or hazardous to existing uses.

The proposed new access driveway planned along Newland Street (approximately midway between Lomond Drive and Hamilton Avenue) for access/egress to the future developed project site would be designed in accordance with recommendations from the City’s traffic engineering department. A preliminary review of the existing design width of Newland Street and locations of existing and future needed left turn pockets along Newland Street (to the project site driveway, Hamilton Avenue, and Lomond Drive) indicates that it may not be possible to design and space the future left turn pockets ideally consistent with City traffic design standards. The site access and design of associated left turn pockets along Newland Street (to the project site driveway, Hamilton Avenue, and Lomond Drive) will be further analyzed in the EIR to investigate potential traffic hazards and design options to minimize impacts.

- e) Result in inadequate emergency access? (Sources: 3, 19, 24, 26)

Discussion:

Emergency access to the site would be from the proposed main entry gate accessed from Newland Street. In addition emergency access to the site is planned along the northern boundary of the site via Lomond Drive. The onsite roadway infrastructure would be designed to assist emergency access. Emergency access to and within the project site would be designed to meet City of Huntington Beach Police Department and City of Huntington Beach Fire Department requirements, as well as the City’s general emergency access requirements. No impact would occur, and no further analysis of this issue is required in the EIR.

- f) Result in inadequate parking capacity? (Sources: 3, 7, 19, 21)

Discussion:

The proposed project would include parking in conformance with City requirements. Specifically, the development would provide one to three off-street parking spaces per residence, which should provide adequate parking. On-street parking will also be available within the project site. In addition, there would be 19 parking spaces on Lomond Drive to provide access to the public park. Impacts are considered less than significant and the EIR will include a more detailed review of parking plans to ensure City parking requirements are met.

- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 3, 19, 24, 26)

Discussion:

The proposed project would be compatible with regional policies to promote alternative modes of transportation by encouraging a pedestrian-friendly environment. Numerous pedestrian pathways would be provided within the residential community. The EIR will include an analysis of transit and bicycle services and facilities, as well as future related plans affecting the project area. The project design is not anticipated to conflict with policies supporting alternative transportation and impacts are considered less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 3, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The proposed project would change the project site from a primarily undeveloped parcel of land to a residential development with 204 multi-family residential units and a public park. Based upon preliminary information provided in the applicant's Project Development Application submitted to the City, the project is anticipated to generate approximately 72,500 gallons of sewage (wastewater) per day. Thus, new wastewater discharges from the project would put additional demand upon regional treatment facilities. The ability of the project to meet applicable wastewater discharge and treatment requirements will be addressed in the EIR.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 3, 19, 23, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project will connect to existing water and wastewater conveyance facilities offsite and require the construction of new water and wastewater conveyance facilities on site. Construction of new water or wastewater treatment facilities and/or expansion of existing water or wastewater treatment facilities is not anticipated to be necessary to serve the project's needs. It is anticipated that impacts regarding construction of water and wastewater facilities would be less than significant. The EIR will include a more detailed analysis of this issue to confirm that existing facilities are adequate to serve the project.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: 3, 19, 23, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The increase in impervious surfaces from development of the proposed project would result in additional runoff that would be captured and carried to the existing offsite storm drain system. New onsite storm drain facilities to capture and carry onsite runoff would be constructed as part of the proposed project. The City will require that the project's onsite storm drain facilities function to capture and temporarily retain excess runoff so as not to overburden the offsite system during peak flow events. The project's demand upon the existing offsite storm drain system will be investigated in the EIR, including the potential need for expansion or modifications to existing offsite storm drain facilities.

The project applicant may construct a 45-inch storm drain system offsite (within the Newland Street right-of-way) to serve the project site. It is anticipated that the environmental impacts resulting from construction of the new offsite storm drain would be less than significant, as the construction area would be entirely within the existing paved/developed Newland Street right-of-way. The EIR will include a more detailed analysis of this issue to confirm actual planned design and potential impacts related to construction of onsite and offsite storm drain facilities.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 3, 19, 23, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Due to the limited number of housing units proposed, this project does not require a formal Water Supply Assessment to be prepared. However, the applicant must receive a “will serve” letter from the City in order to construct the project, meaning that the City must confirm that adequate water supply is available over the long-term to serve the project and commit to provide water service. With this condition satisfied prior to project construction (serving as a mitigation measure), impacts would be less than significant. This issue will be described in more detail in the EIR.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: 3, 19, 23, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The project will connect to existing wastewater facilities which will convey wastewater generated by the project to regional treatment facilities. The applicant must receive a “will serve” letter from the Orange County Sanitation District in order to construct the project, meaning that the Sanitation District must confirm that adequate treatment capacity is available over the long-term to serve the project and commit to provide treatment service. With this condition satisfied prior to project construction (serving as a mitigation measure), impacts would be less than significant. This issue will be described in more detail in the EIR.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? (Sources: 3, 4, 19, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Solid waste collection service for the City of Huntington Beach is provided by Rainbow Disposal. Collected solid waste is transported to a transfer station where the solid waste is sorted and processed through a Materials Recovery Facility where recyclable materials are removed. The remaining solid waste is transported to the Frank R. Bowerman Landfill located in the City of Irvine. The landfill has a remaining capacity in excess of 30 years based on present solid waste generation rates. The proposed project would result in an intensification of land use and increase solid waste generation. Due to the moderate size of the proposed project and available capacity of regional landfills, impacts are anticipated to be less than significant. The project’s potential impacts on landfill capacity will be analyzed further in the EIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 3, 5, 8, 19, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

As a condition of approval, the project would be required to comply with all federal, state and local statutes and regulations related to solid waste handling, transport and disposal during construction and long-term operation. No impact would occur, and no further analysis of this issue is required in the EIR.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 2, 3, 10, 15, 16, 19, 24) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Due to the nature of the proposed project site (former industrial site recently converted to a vacant, graded lot) and moderate scale of the proposed development, overall impacts to the quality of the environment are considered less than significant. The proposed residential and public park use of the site would likely have an improved effect upon the overall quality of the environment as opposed to the petroleum industrial uses that formerly occupied the site or other future industrial uses that could be proposed.

As discussed above in section IV. Biological Resources, the proposed project site is currently vacant land and an RV/boat storage lot with little to no native habitat or wildlife resources on site, and there are no bodies of water supporting fish populations on the project site. The site provides little value as a wildlife corridor and development of the site would not restrict the range of a rare or endangered plant or animal.

As discussed above in section V. Cultural Resources, the project site has been extensively graded and disturbed and does not contain any historically aged structures. As such, the site is highly unlikely to contain important examples of the major periods of California history and prehistory.

Overall, impacts would be less than significant. These issues will be further analyzed in the EIR.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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: 3, 4, 5, 6, 8, 19, 22, 23, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Potential project impacts relating to air quality, hydrology and water quality, noise, and transportation/traffic, public services, and utilities/service systems could contribute to cumulative impacts that would result from related development in the vicinity of the proposed project. The EIR will discuss the potential for cumulative impacts to all resource areas analyzed in the EIR.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 3, 5, 6, 8, 19, 24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Potential impacts to human beings could occur through the potential environmental impacts upon air quality, noise, and transportation/traffic identified in this Initial Study. These impacts and the potential for substantial adverse effects upon human beings will be analyzed in the EIR.

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 (CEQA Guidelines Section 15063 [c][3][D]). The following earlier documents have been prepared and utilized in this analysis and are available for review at the City of Huntington Beach Planning Department:

<u>Reference #</u>	<u>Document Title</u>
1	California, State of. Department of Conservation, Office of Land Conservation. 1998 Orange County Important Farmland Map. 1999.
2	California Regional Water Quality Control Board, Santa Ana Region. 2004. No Further Action Letter and Certificate of Completion, Unified Agency Review of Hazardous Materials Release Sites, for Cenco/Golden West Refining Company, Huntington Beach Pipeline Terminal, 21471 Newland Street, Huntington Beach, California 92646. June 24, 2004.
3	City of Huntington Beach. 2004. Project Development Application for development of property at 21471 Newland Street (parcel numbers 148-011-006, 007, & 008) submitted to City of Huntington Beach Planning Commission. Includes General Application, Subdivision Application, Narrative Description of Proposed Use, Environmental Assessment Form. Prepared by Debra Pember, authorized agent for WL Direct Huntington Beach. September 24, 2004.
4	———. 2003. <i>Environmental Assessment No. 02-03 for Seaside Terrace 10-Lot Single-Family Residential Subdivision</i> located on Lochlea Lane (west side), at Lomond Drive. October 14, 2003.
5	———. 1996. <i>General Plan</i> . Prepared by Envicom Corporation. May 13.
6	———. 1995. <i>General Plan Update Draft Environmental Impact Report. State Clearinghouse No. 94091018</i> . Prepared by Envicom Corporation.
7	———. 1994. <i>Zoning and Subdivision Ordinance</i> . www.ci.huntington-beach.ca.us/ElectedOfficials/CityClerk/ZoningCode/
8	———. 1990. <i>Municipal Code</i> . www.ci.huntington-beach.ca.us/ElectedOfficials/CityClerk/MunicipalCode/
9	Federal Emergency Management Agency. 1997. Flood Insurance Rate Maps. Orange County, California. http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=34534903&IFIT=1
10	Glenn Lukos Associates. 2005. <i>Draft Jurisdictional Delineation of Mills Landing 22.5-acre Property</i> , located in the City of Huntington Beach, Orange County, California. Prepared for JCC Homes. May 11, 2005
11	Lawson and Associates. 2005. <i>Preliminary Soils Report for the Proposed Residential Development on the 'Mills Land Property'</i> , Newland Street, Huntington Beach, California. May 6, 2005.
12	Orange, County of. 2002. <i>Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos</i> . October 17, 2002.

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Document Title

- 13 Scheurer Architects, Inc. 2005. Floor Plans for John Laing Homes, Mills Land CUP Submittal, Huntington Beach, California. February 24, 2005.
- 14 Scheurer Architects, Inc. 2004. Elevation Profiles for John Laing Homes, Mills Land CUP Submittal, Huntington Beach, California. October 25, 2004.
- 15 Targhee, Inc. 2003. *Phase I Environmental Site Assessment Report* for Huntington Beach Property/Parcels, including APN 148-011-07 (current RV/Boat storage lot). Prepared for Mills land & Water Company. April 29, 2003.
- 16 ———. 2002. *Remedial Action Plan for Mills Land & Water Company – Huntington Beach Property, Golden West Refining Company – Huntington Beach Pipeline Terminal*, 21471 Newland Street, Huntington Beach, California 92646. September 30, 2002.
- 17 Thomas Bros. Maps. 2001. Los Angeles and Orange Counties.
- 18 United States Department of Agriculture. 1974. Soil Survey of Orange County and the Western Part of Riverside County, California.
- 19 Walden & Associates. 2005a. Draft Illustrative Site Plan for Tract 16733, Mills Land. February 22, 2005.
- 20 ———. 2005b. Draft Open Space Exhibit for Tract 16733, Mills Land. February 22, 2005.
- 21 ———. 2005c. Draft Parking Plan for Tract 16733, Mills Land. February 22, 2005.
- 22 ———. 2005d. Draft Preliminary Grading Plan for Tract 16733, Mills Land. February 22, 2005.
- 23 ———. 2005e. Draft Preliminary Wet Utility Layout for Tract 16733, Mills Land. February 22, 2005.
- 24 ———. 2005f. Draft Tentative Tract Map No. 16733 for Condominium Purposes (Assessors Parcel No. 140-011-006, 007 and 008). Prepared for Mills Land, Huntington Beach, California. February 22, 2005.
- 25 ———. 2005g. Topographic Survey for Mills Land. May 31, 2005.
- 26 ———. 2005h. Draft Turning Exhibit for Tract 16733, Mills Land. February 22, 2005.