

**CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
MITIGATED NEGATIVE DECLARATION NO. 13-008**

- 1. PROJECT TITLE:** **Rofael Marina and Caretaker Facility**
- Concurrent Entitlements:** **Coastal Development Permit No. 13-014
Conditional Use Permit No. 13-022**
- 2. LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Tess Nguyen, Associate Planner
Phone: (714) 374-1744/tnguyen@surfcity-hb.org
- 3. PROJECT LOCATION:** 16926 Park Avenue, Huntington Beach CA 92649 (terminus of Park Avenue in Huntington Harbour) – refer to Figure 1
- 4. PROJECT PROPONENT:** Mike Adams, Michael C. Adams Associates
P.O. Box 392
Huntington Beach CA 92648
- Contact Person:** Mike Adams
Phone: (714) 376-3060
- 5. GENERAL PLAN DESIGNATION:** OS-W (Open Space—Water Recreation)
- 6. ZONING** OS-WR-CZ (Open Space—Water Recreation—Coastal Zone)
- 7. PROJECT DESCRIPTION:**

The proposed project is a request to construct a marina on a 6,179 square foot property located at the terminus of Park Avenue in Huntington Harbour. The proposed improvements include a 66 ft. long community dock area, a 488 sq. ft. marina office, a floating pedestrian ramp, public access to the water's edge, and a 2,639 sq. ft., three story marina office and caretaker's quarters with 1,096 sq. ft. of associated parking garage and carport, and a 184 sq. ft. balcony. The proposed marina is designed as a single shared dock facility to cater to small watercrafts such as stand-up paddle boards, kayaks, and small sailboats which can be carried to the dock. The community dock will be available for public use; individual slips and private rental will not be available. No launch fees or parking fees are proposed at this time. The marina will not include fueling facilities or a launch ramp for large boats. The marina will have limited hours of operation, from 8:00 AM to 5:00 PM daily. The full time

caretaker's quarters will allow for 24 hour supervision of the facility. Access to the project is proposed via Park Avenue and will require ingress/egress easements over two residential properties.

The site is at the entrance to a small enclosed basin at the terminus of a 200 ft. wide side channel, about 1,600 feet southwest of the main navigation channel of Huntington Harbour. Huntington Harbour is a highly developed man-made residential and recreational marina in northwest Orange County. Navigation and tidal access to the harbor is through Anaheim Bay, about two miles up coast. The project site is approximately one mile southeast of the Seal Beach National Wildlife Refuge and about 0.62 miles northwest of the Bolsa Chica Wetlands.

The subject parcel is flat and wedge shaped and contains 168 feet of shoreline at the water's edge. The shoreline is currently unprotected except for some rubble material and the lot slopes toward the water at about 2.6:1 ratio from an average top of slope elevation of +6 feet Mean Sea Level (MSL). Many of the lots surrounding the project site have concrete bulkhead protections, with the exception of the five lots fronting the small embayment to the southeast of the site. These five lots retain mudflat and partial rubble revetment.

The majority of the site will be graded; however, the existing banks on the northwest edge of the site will be left intact underneath the proposed access ramp and dock. Rubble, rocks, and an existing asphalt launch ramp at the southeast edge will be removed to enhance the appearance of the intertidal area below the slope. Plants growing upon and near the decomposed ramp will be removed prior to the excavation of the ramp and replaced. As there is no bank in the area of the ramp, some of the dredged sediments will be deposited on the shore to reform the bank and terraced to hold the sediment. Terracing consists of retaining walls, wooden piles, and sloped vegetation areas, which will be replanted with native species. The terraces with retaining walls will eliminate drainage directly into the harbor channel and allows native marsh plants to form a transition from the project site to the intertidal zone.

The project will require dredging of the channel to provide access to the proposed docks. An approximately 1,500 square foot area of the harbor bottom will be dredged to depths of -5 Ft. Mean Lower Low Water (MLLW), requiring removal of approximately 275 cubic yards of sediment. The proposed placement of one dock will cover or shadow about 25 feet of the existing bank and approximately 325 square feet of water area. Although dredging may not be necessary for the construction of the project, the analysis of the impact of dredging would represent the worst case scenario.

8. SURROUNDING LAND USES AND SETTING:

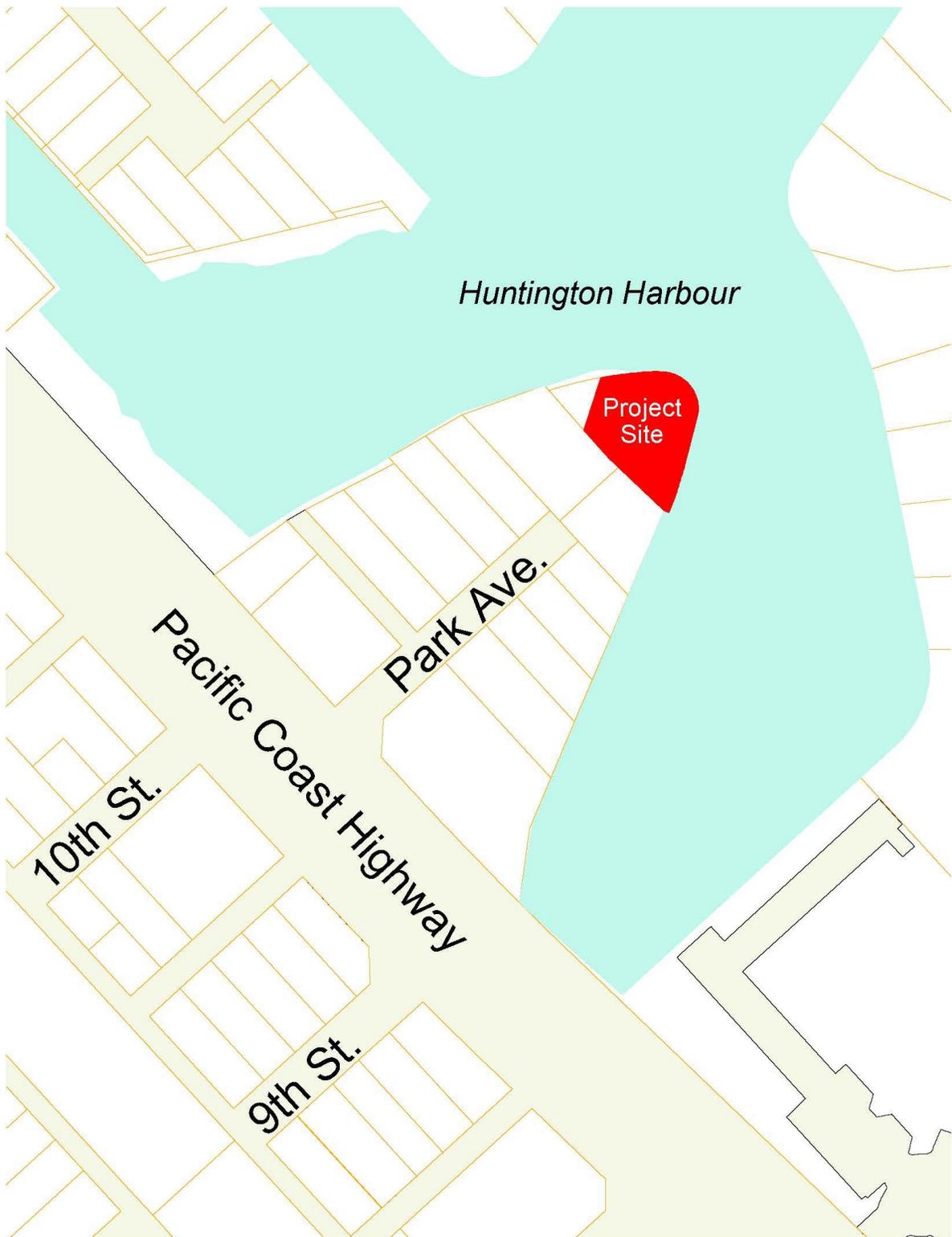
<u>North:</u>		<u>East:</u>	
General Plan:	Open Space – Water Recreation	General Plan:	Open Space – Water Recreation
Zoning:	Open Space – Water Recreation	Zoning:	Open Space – Water Recreation
Uses:	Midway Channel	Uses:	Midway Channel
<u>South:</u>		<u>West:</u>	
General Plan:	Residential	General Plan:	Open Space – Water Recreation
Zoning:	Sunset Beach Specific Plan – Residential	Zoning:	Open Space – Water Recreation
Uses:	Single family dwellings	Uses:	Vacant Land/Midway Channel

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION: None

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

U.S. Army Corps of Engineers (404 Permit – Any Work Within Waters of the U.S.), California Department of Fish and Wildlife (Streambed Alteration Agreement), California State Lands Commission (Recreational Pier License), Santa Ana Regional Water Quality Control Board (Harbor Permit), California Coastal Commission (Coastal Development Permit), and Caltrans (Encroachment Permit).

Figure 1 – Project Location



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
- Greenhouse Gas Emissions
- 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 Tess Nguyen

Date June 2, 2015

Printed Name TESS NGUYEN

Title Associate Planner

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures 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 XIX 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 XIX. 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 code requirements 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. For the readers’ information, a list of applicable standard code requirements identified in the discussions has been provided as Attachment No. 3.

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>
<p><i>Would the proposal result in or expose people to potential impacts involving:</i></p> <p><i>Landslides? (Sources: 1, 6)</i></p> <p><i>Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).</i></p>	<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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I. LAND USE AND PLANNING. Would the project:

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

Discussion: The existing General Plan land use designation and zoning for the property are OS-W (Open Space – Water Recreation) and OS-WR-CZ (Open Space – Water Recreation – Coastal Zone), respectively. The use of the property as a marina with caretaker’s unit is consistent with both the zoning and general plan designations, however, the proposed new construction is subject to approval of a conditional use permit and coastal development permit. The proposed marina is consistent with General Plan goals and policies to provide water related recreational activities within the harbor and the development is in compliance with the development standards of the OS-WR-CZ zone. In addition, the proposed marina furthers the goals and policies of the Coastal Zone overlay which encourage public access to water, beach, and coastal amenities. A ten foot wide public easement will be granted for ingress and egress to the proposed dock allowing access to the dock. The community dock will be available to the public to launch small watercraft such as kayaks and small boats that can be carried to the docks. No impacts to land use and planning are anticipated.

- b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 1, 7)

Discussion: Although the project does involve construction within a waterway, the project site is within a highly urbanized and residentially developed area. The project will not conflict with any habitat conservation plans or natural community conservation plan of the City of Huntington Beach, as there are no habitat conservation plans or natural community conservation plan within the City boundaries. No impacts are anticipated.

- c) Physically divide an established community? (Sources: 1, 2, 3)

Discussion: The project is proposed on a vacant lot surrounded by residential development. Access to the project is proposed via Park Avenue, which is a paved street 57 feet away from the subject property. The project will require the applicant to secure vehicular ingress/egress easements over two existing residential properties located at the terminus of Park Avenue. One side of the easement is a driveway access to an existing single family residence and the other side of the easement is a vacant residential lot. The easement would not cut off access to the two properties and the proposed dock and caretaker’s unit will not physically divide an established community. No impacts are anticipated.

II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 1, 2, 3)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: One community dock and a 2,639 sq. ft., three story manager’s office and caretaker’s quarters with 1,096 sq. ft. of associated parking garage and carport, and a 184 sq. ft. balcony are proposed. The proposed community dock is expected to serve existing property owners within Huntington Harbour and provide guest docking space for visitors to the area. The project will not induce substantial population growth in the area. The project is not expected to have a significant effect on the projected population of the City and would not cumulatively exceed official regional or local population projections. No significant impacts to population growth are anticipated.

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| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project site is currently vacant. No residential uses exist on the subject site. Therefore, the proposed project will not displace existing housing. No impacts are anticipated.

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| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project site has never been developed and does not support any housing. Therefore, the project will not displace existing people or housing. No impacts are anticipated.

III. GEOLOGY AND SOILS. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault ? (Sources: 1, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: See discussion under item a.iv.

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| ii) Strong seismic ground shaking? (Sources: 1, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under item a.iv.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under item a.iv.

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|----------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iv) Landslides? (Sources: 1, 14) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion i - iv: The site is located within the seismically active southern California area. Although the site is not located within the Alquist-Priolo Earthquake Fault area, a portion of the Newport-Inglewood fault

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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traverses through Huntington Harbour, northeast of the site. Seismic hazards constitute an existing safety condition experienced by all development in the southern California region. Although the site could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in southern California. The structural risks from ground shaking can be mitigated if the proposed buildings are designed and constructed in conformance with current standards set forth in the California Building Code and engineering practices. Compliance with California Building Code construction standards is a requirement for all proposed development within the City of Huntington Beach. According to the Huntington Beach General Plan, soils in the area have a very high potential for liquefaction but the site is not in an area susceptible to slope instability. There are no known landslides in the vicinity of the site, nor is the site in the path of any known or potential landslides. The proposed reconstructed/regraded bank slopes will be engineered, terraced, braced with retaining walls, and planted with vegetation to ensure stability. No significant impacts are anticipated.

- b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 14)

Discussion: The proposed project includes grading to accommodate construction of the caretaker’s unit, changes in topography to stabilize the slope, and dredging to provide navigable waterways for the new dock. However, all construction will be subject to standard engineering practices and compliance with the California Building Code to ensure that the completed project will not experience from soil erosion or unstable soil conditions. An existing decomposed asphalt launch ramp will be removed and some of the dredged sediments will be deposited on the shore to reform the bank. Retaining walls and decorative timber piles will create terraces for native plant habitation. The proposed grading and terracing of a portion of the existing bank will result in more stable land forms, will substantially reduce erosion, and will provide a transition from the developed area to the intertidal zone. No significant impacts are anticipated.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 1, 14)

Discussion: Please refer to discussion under III. a.iv. above.

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

Discussion: According to the City of Huntington Beach General Plan (1996), the project is not located within an area of probable peat, organic, or expansive soils. However, construction of the project will be subject to compliance with the California Building Code regarding soils testing and proper foundation construction. With implementation of standard code requirements no significant impacts are anticipated.

- 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, 4)

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 would not require an alternative wastewater disposal system, such as a septic tank. Therefore, no impacts are anticipated.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Sources: 1, 3) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under IV.p. below.

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| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project in and of itself does not propose any excavation or other activities that could impact groundwater quality. Groundwater wells currently supply 75% of the City’s water; the remaining is imported. While the proposed project will not interfere with groundwater recharge, the project has an incrementally small impact on the overall water supply. However, the proposed marina and caretaker’s unit are consistent with General Plan land use and zoning designations and can be supplied with sufficient water without substantially depleting groundwater supplies. Less than significant impacts are anticipated.

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| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under IV.p. below.

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| 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: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under IV.p. below.

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

Discussion: Please see discussion under IV.p. below.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: Please see discussion under IV.p. below.				
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: 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: Please see discussion under IV.j. below.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: Please see discussion under IV.j below.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: Please see discussion under IV.j. below.				
j) Inundation by seiche, tsunami, or mudflow? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project involves construction of the marina office and caretaker's unit and associated improvements on an existing vacant property. The project site is located in FEMA flood zone X and would not place structures within a 100-year flood hazard area. The nearest flood control channels (Bolsa Chica Channel and Sunset Channel) are located approximately one mile from the project site and would not pose a significant risk for potential flooding on the project site. The project site is not mapped as a tsunami run-up area in the Environmental Hazards Element of the General Plan. No impacts are anticipated.				
k) Potentially impact stormwater runoff from construction activities? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under Section IV.p. below.				
l) Potentially impact stormwater runoff from post-construction activities? (Sources: 1, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See discussion under Section IV.p. below.				
m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading	<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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docks or other outdoor work areas? (Sources: 3)

Discussion: See discussion under Section IV.p. below.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under Section IV.p. below.

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| o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under Section IV.p. below.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The approximately 6,179 sq. ft. project site is currently undeveloped and located adjacent to a recreational boating channel in Huntington Harbour and will include a community dock for public use. The project does not propose to alter the course of an existing stream or river. The existing site is relatively flat on top with sloping banks towards the water’s edge. Water currently flows towards the water in the harbor. The proposed project does have the potential to increase runoff rate and volume during construction and post-construction, which would impact water quality. After construction, the project site would consist of approximately 48% landscaped area and 52% impervious area (building and paved area).

Construction Runoff and Erosion

The State Water Resources Control Board and the City’s Municipal Code require erosion and sediment controls for construction projects with land disturbance. The proposed project is required adhere to the requirement of the Huntington Beach Municipal Code – Title 17 (Grading and Excavation Code for Construction), which specifies best management practices (BMPs) and requirements for erosion control. The General NPDES Permit for Construction Activities issued by the California Water Resources Control Board and the Areawide Urban Stormwater Runoff Permit for Orange County issued by the California Regional Water Quality Control Board would also require BMPs such as soil stabilization, sediment control, wind erosion control, tracking control, non-stormwater management, waste management, etc., and would reduce potential construction impacts to water quality. With implementation to existing City and agency codes and regulations, impacts to water quality would be less than significant.

Construction of the project, including dredging of approximately 275 cubic yards of material to accommodate boat navigation, will result in increases in turbidity at the work site for a short duration. During dredging and dock construction, a general degradation of water quality will occur when bottom sediments are disturbed and fine particulates are suspended into the water column. The particulates could cause a short-term turbidity plume that would dissipate and clear with tidal movement of the water. However, in order to minimize water quality disturbances, mitigation measure HYDRO-1 should be implemented. Mitigation measure HYDRO-1 requires installation of a silt curtain within the water surrounding the dock construction zone to contain the suspended particulates. The silt curtain shall be installed prior to construction within the water way and/or prior to any dredging activity. Specifically, mitigation measure HYDRO-1 is as follows:

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

HYDRO-1: Prior to and during any dock construction or dredging within the waterway, a silt curtain shall be installed in the water surrounding the construction zone. The silt curtain shall be continually maintained free and clear of debris, shall be properly maintained without holes, rips, or tears, and shall remain in place for the duration of the dock construction and dredging activities.

Post-construction Runoff and Erosion

The proposed project includes terracing of a portion of the existing bank where no terracing currently exists. A decomposed asphalt boat ramp will be removed to accommodate this new construction. Although raised several feet above the water, the existing bank slope currently allows drainage directly into the adjacent waterway. The new terracing consists of retaining walls, wooden piles, and sloped vegetation areas, which will be replanted with native species and will eliminate drainage directly into the harbor channel. The remainder of the site will be graded to accommodate construction of the caretaker’s unit, a floating pedestrian access ramp, and a floating community dock. The drainage pattern of the site will be altered from a condition in which there is no protection to the waterway to one of controlled drainage directed toward an existing catch basin. The site will be graded and engineered to drain into an existing storm water catch basin located in Park Avenue approximately 60 feet west of the site. This catch basin serves existing residential development surrounding the project site. After passing through the desilting basin, storm waters are pumped to the adjacent water channel via an existing outlet.

The project is subject to the requirements for water quality of a Non-Priority Project Plan (NPP), which includes Low Impact Development and Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or “zero discharge” areas, and conserving natural areas. The NPP also contains the long-term operation and maintenance requirements for the project BMPs and identifies the entity that will be responsible for long-term operation and maintenance of the project BMPs. The NPP would be subject to review and approval by the Department of Public Works.

Although the project does have the potential to contribute additional runoff, which may create other impacts such as flooding, erosion, and increased demand on the existing storm drain system, the project’s proposed storm drain system would limit the amount of post-construction runoff to ensure that impacts would be less than significant.

With implementation of mitigation measure HYDRO-1 and the City’s standard code requirements, less than significant impacts are anticipated.

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

- a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 10, 17)

Discussion: Please see discussion under V.e. below.

- b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 10, 17)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: Please see discussion under V.e. below.

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| c) Create objectionable odors affecting a substantial number of people? (Sources: 3, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Objectionable odors from the project may result during construction from equipment exhaust and construction activities. However, construction odors would be temporary and intermittent during the 8-month duration. In addition, odor emissions would disperse rapidly from the site and would not cause significant effects affecting a substantial number of people. Odors from vehicle exhaust emissions after completion of the project would not be significant as the project would not generate a substantial amount of vehicle trips and traffic on the existing circulation system. Less than significant impacts are anticipated.

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| d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 10, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: For a project to be consistent with the Air Quality Management Plan (AQMP) adopted by the South Coast Air Quality Management District (SCAQMD), the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the population, housing, and employment assumptions that were used in the development of AQMP. The most recent AQMP is the 2012 AQMP. The Final AQMP was adopted by the SCAQMD Governing Board on December 7, 2012 and approved by Air Resources Board (ARB) on January 25, 2013.

The proposed project would not generate any emissions that exceed the SCAQMD's thresholds as shown in Tables 1 and 2 below. Therefore, the proposed project is consistent with the regional AQMP and the impact would be less than significant.

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| 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: 10, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The City of Huntington Beach is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD). The entire basin is designated as a national- and State-level nonattainment area for Ozone and fine particulate matter (PM_{2.5}) and State-level nonattainment area for respirable particulate matter (PM₁₀). Population groups such as children, the elderly, and acutely and chronically ill persons, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others. Sensitive receptors in the vicinity of the proposed project include residences that surround the project area to the north and west. Tables 1 and 2 below provide the proposed project's construction and operational emissions and compare them to the regional and localized significance thresholds of the SCAQMD. Emissions were derived using CalEEMod modeling software.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less Than Significant Impact No Impact

Table 1: Short-Term Construction Emissions

Construction Phase	Total Regional Pollutant Emissions, lbs/day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	0.0368	0.3091	0.2562	0.0004	0.2502	0.0218
Site Preparation	0.0044	0.0477	0.0287	0.0000	0.0047	0.0026
Grading	0.0073	0.0616	0.0505	0.0000	0.0091	0.0066
Building Construction	0.3783	3.7526	2.2484	0.0031	0.2573	0.2365
Architectural Coating	0.0613	0.0324	0.0258	0.0000	0.0027	0.0027
Paving	0.0162	0.1469	0.1127	0.0002	0.0118	0.0091
SCAQMD Thresholds	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
LST Thresholds	N/A	92	647	N/A	4	3
Significant?		No	No		No	No

Source: CalEEMod Emissions Modeling, May 2015

CO = carbon monoxide
 lbs/day = pounds per day
 NO_x = nitrogen oxides
 PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size
 ROG = reactive organic compounds
 SCAQMD = South Coast Air Quality Management District
 SO₂ = sulfur dioxides

Table 2: Long-Term Operational Emissions

Category	Pollutant Emissions, lbs/day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.0777	0.0012	0.0914	0.0000	0.0055	0.0055
Energy	0.0008	0.0072	0.0031	0.0000	0.0006	0.0006
Mobile	0.0314	0.0838	0.3723	0.0009	0.0684	0.0190
Total Project Emissions	0.1099	0.0922	0.4668	0.0009	0.0745	0.0251
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
LST Thresholds	N/A	92	647	N/A	1	1
Significant?		No	No		No	No

Source: CalEEMod Emissions Modeling, May 2015

As shown in the emissions tables, the project would not result in an exceedence of any regionally significant thresholds or localized significant thresholds (LST). LSTs are developed based on the ambient concentrations of a pollutant for each source receptor area and the distance to the nearest sensitive receptor to determine a project's localized air quality impacts.

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. In addition, since the project would not result in an exceedence of established thresholds, the project would not result in exposure of sensitive receptors to substantial pollutant concentrations. As the project is consistent with the AQMP and does not result in an exceedence of thresholds for non-attainment pollutants and ozone precursors NO_x and VOC, it would not result in cumulatively considerable impacts to air quality and less than significant impacts would occur.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. TRANSPORTATION/TRAFFIC. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
(Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Based on the ITE Trip Generation Manual, a marina is estimated to generate 2.96 vehicle trips/berth on a weekday, 3.22 trips/berth on Saturdays, and 6.40 trips/berth on Sundays. The caretaker’s unit is assumed to be equivalent to a single family home and is estimated to generate 10 vehicle trips per day. Therefore, the proposed project is expected to generate 13 daily trips on a weekday, 13 trips on Saturdays, and 16 trips on Sundays. It is likely that these estimated trips are somewhat overstated as the proposed marina has none of the commercial amenities typically associated with marinas, such as, coffee shops, provisioning stores, fuel, water or pump out services, restrooms, showers, or laundry facilities.

The site will be served by Park Avenue, a 30 foot wide local street intersecting with Pacific Coast Highway. Park Avenue serves approximately 10 residential properties consisting of a mix of single family and multi-family residences. The existing residential units generate approximately 200 traffic trips per day on Park Avenue. The addition of 16 trips for the proposed project represents an 8% increase in traffic on Park Avenue during the peak traffic day, Sunday. This incremental increase in traffic will not result in significant changes to the residential character of the street and can be accommodated by the local street’s capacity.

Pacific Coast Highway is a Caltrans facility and a highway on the OCTA Congestion Management Program (CMP). Per Caltrans Guide of the Preparation of Traffic Impact Studies, a traffic impact study may be needed when a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility and affected State highway facilities are experiencing noticeable delay and approaching unstable traffic flow conditions (LOS C or D)
3. Generates 1 to 49 peak hour trips assigned to a State highway facility may require a study or some lesser analysis:
 - a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS E or F)
 - b. The potential risk for a traffic incident is significant increased
 - c. Change in local circulation networks that impact a State highway facility

Although item #3 would be the only applicable criteria for the project, none of the conditions exist requiring further traffic analysis. The project is not located near a State highway facility experiencing significant delay or involve a change in local circulation networks, and the potential risk for traffic incidents is not increased since vehicles on Park Avenue must stop and observe a gap in traffic on Pacific Coast Highway before entering the intersection.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant No Impact
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According to the 2013 CMP, a traffic impact analysis is required when a proposed development generates 2,400 or more daily trips, or for developments which provide 1,600 or more trips per day that will directly access a CMP highway. Per the CMP guidelines, this number is based on the desire to analyze any impacts that will be three percent or more of the existing CMP highway system facilities' capacity. The average daily traffic along Pacific Coast Highway north of Warner Avenue is 44,300 vehicle trips, The proposed project is estimated to produce 13 trips on a weekday, and on the peak weekend day, 16 trips. The project trips represent an increase less than 0.04% on the existing CMP highway system.

Therefore, the project would not result in a decrease in the level of service on the surrounding roadways and less than significant impacts are anticipated.

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| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under VI.a. above.

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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, 13) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The proposed construction of a community dock marina and three story caretaker's unit will have no impact on air traffic patterns or air traffic levels.

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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, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: Although the project requires the applicant to secure a vehicular access easement over two existing residential driveways located at the terminus of Park Avenue, the project does not include any alteration to the existing established street pattern and layout in the vicinity of the project. In addition, the project would be subject to code requirements for visibility at driveways. No impacts are anticipated.

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| e) Result in inadequate emergency access? (Sources: 3, 4, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project site is located within the five minute response time of the Warner Fire Station, which will continue to be met after project construction. However, the City of Huntington Beach Fire Department has indicated that the proposed project at the terminus of Park Avenue does not provide sufficient turnaround area for emergency vehicle access. Therefore, the project will be required to be constructed with fully automatic fire sprinklers and a Marina Fire Protection System, including a dock-side wet Class 1 standpipe system. Less than significant impacts to emergency access are anticipated.

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| f) Result in inadequate parking capacity? (Sources: 2, 3, 4) | <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	Potentially Significant	No Impact
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Discussion: The proposed project provides two enclosed and two open carport parking stalls and one uncovered parking stall to accommodate the caretaker’s unit and public visitors. One of the guest carport spaces is accessible for handicapped vehicles. The proposed parking complies with parking requirements of the Huntington Beach Zoning and Subdivision Ordinance; no impacts are anticipated.

- g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources: 1, 2, 3)

Discussion: The project would not conflict with existing City policies or plans such as the Circulation Element of the General Plan or Bicycle Master Plan. In addition, the project would provide bicycle parking in accordance with the requirements of Chapter 231 of the Huntington Beach Zoning and Subdivision Ordinance. No impacts are anticipated.

VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: 1, 7)

Discussion: The proposed project involves dredging and construction of a floating access ramp and one community dock within Huntington Harbour, which supports some marine biological habitats. In order to assess the potential impacts of the proposed marina project a Biological Assessment was prepared by MBC Applied Environmental Sciences (May 2013). The Biological Assessment includes a survey by a biologist-diver recognized by the National Marine Fisheries Service and the Department of Fish and Wildlife as an eelgrass ecologist and *Caulerpa taxifolia* surveyor. Biologists also completed a Terrestrial Survey studying plant species on site and within the immediate vicinity of the proposed project. The assessment also discusses the site in terms of listing by the California Department of Fish and Game Natural Diversity Database. The database describes Bolsa Chica Wetlands and Seal Beach as the closest sensitive areas to the proposed project. These areas are considered Southern coastal salt marsh habitats and are listed as special status natural communities. However, the Biological Assessment concludes that habitat type at the project site is not suitable for most of the species listed in the database. The California least tern is the only listed species that may occasionally appear near the site.

The Biological Assessment states that “Thirteen animal and two plant species were recorded during the subtidal survey. Mollusks were the most abundant macrofaunal group of animals. Bivalve feeding siphons of venus clam and jackknife clam were seen emerging from the substrate. Gould’s bubble snail was present subtidally and California horn snail was abundant at the water-land interface. Several California sea hare egg masses were also seen attached to the muddy substrate. Mussels were common in the intertidal. Lined shore crab and yellow shore crab were abundant along the shoreline. One species of algal genus *Ulva* was observed in the shallow areas near the shore. No eelgrass or the invasive alga was noted anywhere in the vicinity of the site.”

The biological survey also states, “Approximately 85% of the site was vegetated, with 26 species recorded. However, only 23% of the site contained native species, of which eight species were observed on site and an

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

additional one just offsite. All of these species were found on the banks of the site and did not extend more than one to two feet into the lot from the top of the bank. Eight of these species are typical of southern California salt marshes. An additional salt marsh species, cordgrass, was observed in a small patch approximately 30 ft southeast of the site. Pickleweed and saltwort were the most abundant species.”

MBC’s report also describes, “Four marine bird species, a snowy egret, least sandpipers, an American coot, and a mallard duck were observed either wading in the intertidal or swimming in the shallow subtidal. No reptiles (turtles), amphibians, or marine mammals were observed.”

During dredging, there would be a small loss of infauna organisms but they would rapidly recolonize the area. There would also be a small loss of subtidal habitat due to the placement of dock pier pilings. However, the loss would be mitigated by the increase in subtidal and intertidal area afforded by the new pilings. None of the species noted are locally impoverished.

Four marine bird species were observed during the biological survey and they are known to use the harbor area for feeding and nesting. The close proximity of Huntington Harbour to other environmentally sensitive habitats such as Bolsa Chica suggests that some of these marine species have used and will continue to use the site for forage or roosting. This use is expected to be minor and the project as proposed would not noticeably impact their ability to utilize the area. The species of primary concern is the California least tern, a migratory water-associated bird present in the harbor from April to October each year. They feed in the shallow water areas on small fish. It is likely that this tern may at times feed in the area, as the site is relatively close to nesting areas in nearby Bolsa Chica and Seal Beach Wildlife Refuge. However, the importance of this area to tern foraging is negligible as there are sufficient foraging areas closer to the existing colonies. There would be an interruption in the potential of California Least Terns feeding in the area during construction due to the turbidity associated with the dredging; however, Least Terns have been observed feeding on fish attracted to the invertebrates in the dredge plume.”

During the terrestrial and salt marsh plant survey, pickleweed and saltwort were observed on the majority of the steep bank and the intertidal area. Although these plants are abundant in the Huntington Harbour area, they nonetheless provide an important habitat desirable to preserve.

Conclusions

In order to mitigate the potential loss of salt marsh vegetation habitat on the banks the following mitigation measures are proposed:

BIO-1: The area at the top of the bank shall be graded to reduce the potential for freshwater to flow into the harbor waters. The applicant’s grading plans shall demonstrate compliance with this mitigation measure.

BIO-2: Prior to issuance of grading permits, the existing degraded asphalt launch ramp shall be removed from the southeast area of the site and disposed of at a facility equipped to handle the material. Removal of the former ramp will improve water quality and will provide additional space for native plant species.

BIO-3: Prior to issuance of building permits, the former launch ramp area shall be terraced using dredge sediment to give the water-land interface a more natural appearance. Existing native species in the vicinity shall be removed with the intent of replanting within the new bank area. A biologist shall be present on-site to oversee the removal of the ramp, removal and care of native species, and replanting of vegetation after the bank has stabilized. The biologist shall submit a written report of observations and shall verify the applicant’s compliance with this mitigation measure to the City of Huntington Beach Planning Department.

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

BIO-4: Prior to final building permit approval, the applicant shall remove all invasive, non-native species, such as the Hottentot fig, which currently occupies 25 to 30% of the banks. Pickleweed would be transplanted to the barren areas. A biologist shall be present on site to oversee the removal of non-native species and transplanting of pickleweed. A biologist shall submit a written report of observations and shall verify the applicant’s compliance with this mitigation measure to the City of Huntington Beach Planning and Building Department. Six months after final building permit approval, a biologist shall submit a follow-up report to verify the survival of the pickleweed or provide mitigation measures if the pickleweed did not survive to the City of Huntington Beach Planning and Building Department.

BIO-5: Prior to final building permit approval, the bank areas shall be terraced down to the water’s edge in order to provide a more natural transition from the property to the water and increase the available habitat area of the banks for the proposed project. The banks shall then be revegetated using transplanted native species or installation of other native salt marsh species found in the area. The terracing shall be accomplished with materials conducive to promoting transplanting of native salt marsh species in the area as recommended in the MBC Biological Assessment. A biologist shall be present on-site to oversee the terracing and replanting of the banks. The biologist shall submit a written report of observations and shall verify the applicant’s compliance with this mitigation measure to the City of Huntington Beach Planning and Building Department.

No additional mitigation is necessary for loss of soft-bottom habitat as any loss will be compensated for by the replacement with intertidal/subtidal hard substrate, such as pier pilings and dock floats. In addition, soft-bottom habitat will be improved and expanded by the removal of rubble and the asphalt ramp currently adjacent to the project.

Although no eelgrass or the invasive alga was noted anywhere in the vicinity of the site, the following mitigation measures are proposed to mitigate the potential presence of eelgrass:

BIO-6: Pre-construction (within 60 days of a disturbing activity) and post-construction (30 days after cessation of the marina portion of the project and prior to issuance of a Certificate of Occupancy or final inspection for the marina) eelgrass surveys shall be conducted to determine the level of eelgrass loss, if any, as a result for the project activities.

BIO-7: Prior to issuance of a Certificate of Occupancy or final inspection for the marina, any reduction in acreage of eelgrass habitat shall be mitigated according to State and Federal environmental policies, which include the in-kind replacement of habitat.

The MBC assessment concludes, “Construction of the site will have little or no impact upon the avian populations of Huntington Harbour,” and no mitigation is necessary.

Calculation of Loss of Habitat and Replacement: The MBC study concludes that “The loss of salt marsh habitat due to construction is approximately 50 square feet. However, since 25 to 30% is vegetated with non-native species or barren, the actual loss (using the more conservative 25%) is 38 square feet. The net construction loss is 38 square feet.

The net gain from the mitigation avenues such as removing the asphalt launch ramp and terracing that area results in a gain of 12 feet by 10 feet (because of the increased slope) or 120 square feet. The net gain from removing and replacing non-native vegetation is 100 feet by 6 feet or 600 square feet (non-impacted area) multiplied by the 25% factor of non-native or barren areas equals an increase of about 150 square feet. The combined two mitigation factors results in a net mitigation gain of in-kind habitat of 270 square feet.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Although the overall loss is 38 square feet of salt marsh habitat, this loss is amply mitigated by the creation of 120 square feet of desirable intertidal habitat and the removal of the asphalt which continues to leach petroleum products into the bay.”

With implementation of the mitigation measures recommended above, all impacts to biological resources can be mitigated to a less than significant level.

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| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 1, 7) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under Section VII. a. above.

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| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 1, 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under Section VII. a. above.

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| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 1, 7) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under Section VII. a. above. The MBC study concludes that resident fish observed within the area are expected to rapidly recolonize the area at the conclusion of construction. In addition, eelgrass, known as a fish nursery site, was not observed within the project area. With the mitigation measures identified above, impacts to fish or wildlife species can be mitigated to a less than significant level.

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| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 7) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under Section VII. a. above. The City of Huntington Beach General Plan calls for the protection of biological resources. With the mitigation measures previously identified, less than significant impacts are anticipated.

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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: 1, 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: Please see discussion under Section VII. a. above.

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

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| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: No known mineral resources are located at the proposed project site. No impacts are anticipated.

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| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: No resource recovery is located at the proposed project site. No impacts are anticipated.

IX. 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: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: Development of the proposed project is not anticipated to result in the transport, use, or disposal of hazardous materials as no pump-out or fueling facilities are proposed in conjunction with the marina. No impacts are anticipated.

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

Discussion: Recreational boating activities are currently present within Huntington Harbour. The proposed community dock represents a small increase in boat traffic within the vicinity. Although the additional boat traffic may result in a small increased risk of accident, the increase of one dock is not considered significant. Development of the proposed project is not anticipated to result in the transport, use, or disposal of hazardous materials as no pump-out or fueling facilities are proposed in conjunction with the marina. Hazardous or flammable substances would be used during the construction phase include vehicle fuels and oils in the operation of heavy equipment for onsite excavation and construction. However, the proposed construction operation would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials. Less than significant impacts are anticipated.

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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? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There are no existing or proposed schools located within one-quarter mile of the proposed project and no pump-out or fueling facilities are proposed in conjunction with the marina. No impacts are anticipated.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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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: 1, 3, 16)
-

Discussion: The proposed project is not located within the vicinity of a hazardous materials site. The project site is not listed on the State's Hazardous Waste and Substance Site List. No impact is anticipated.

- 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: 3, 13)
-

Discussion: Although the City of Huntington Beach is located within the Orange County Airport Environs Land Use Plan (AELUP), the proposed project is not located within the immediate vicinity of any airport. However, portions of Huntington Beach are located within the Planning Area for the Armed Forces Reserve Center in Los Alamitos. The subject location lies outside the boundary requiring notification to the Federal Aviation Administration. No significant impacts to people in the vicinity of the project as a result of the AELUP are anticipated.

- 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: 3, 13)
-

Discussion: The proposed project is not located within the vicinity of any private airstrip. No impacts are anticipated.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 1, 15)
-

Discussion: The proposed project would not result in the possible interference with an emergency response plan or emergency evacuation plan. No impacts are anticipated.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 1, 3)
-

Discussion: The subject site is completely surrounded by development in a highly urbanized area. Therefore, the proposed project would not result in increased fire hazard in areas with flammable brush, grass, or trees. No impacts are anticipated.

X. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in
-

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 1, 3, 15)

Discussion: Residential uses near the property may experience audible noise levels during construction of the proposed project. In order to accommodate the new floating dock, dredging of approximately 275 cubic yards of material will be necessary. Dredging is expected to create short-term noise impacts to adjacent properties. However, noise associated with construction is considered temporary and is exempt from the City of Huntington Beach Noise Ordinance, provided construction is limited to the hours of 7:00 AM to 8:00 PM, Monday through Saturday.

The one community dock marina and caretaker’s unit is proposed within an existing waterway of a recreational and residential harbor channel. The majority of the residential properties within the harbor are constructed with floating docks similar to the proposed floating dock, and boat traffic in and around the harbor is extremely common. The proposed project will contribute to current ambient boat noise within the recreational boat harbor. However, the project is not anticipated to create long-term noise impacts different from existing ambient conditions and no services typically found in a marina are proposed. The site will not provide pump-out facilities, fueling, laundry, restrooms, showers, or any other type of amenity that may produce noise impacts. Less than significant impacts to noise are anticipated.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 1, 3, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: During construction, the project as proposed may create groundborne vibrations. These impacts are associated only with construction of the project and will be temporary in nature. Long-term operation of the one dock marina and caretaker’s unit are not expected to create excessive groundborne vibration or noise levels. Less than significant impacts are anticipated.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1, 3, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Please see discussion under Section X.a. above.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1, 3, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Please see discussion under Section X.a. above.

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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 expose people residing or working in the project area to excessive noise levels? (Sources: 3, 13) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Although the City of Huntington Beach is located within the Orange County Airport Environs Land Use Plan (AELUP), the proposed project is not located within two miles of any airport. No impacts are

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

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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: 3, 13) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project is not located within two miles of any airport. No impacts are anticipated.

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

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Fire protection? (Sources: 1, 2, 4, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project has been reviewed by various City departments, including Public Works, Fire, and Police for compliance with all applicable City codes. The Fire Department requires installation of fire sprinklers and fire alarm systems throughout the structure. The marina will also be required to comply with standard conditions of approval requiring fire protection methods and facilities on the dock. With the implementation of conditions of approval and compliance with City specifications, less than significant impacts to public services are anticipated.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Police Protection? (Sources: 1, 2, 4, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project is not anticipated to interfere with response times or conflict with any performance objective of the Police Department. Less than significant impacts are anticipated.

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|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Schools? (Sources: 1, 2, 4, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: One caretaker's unit is proposed as part of the marina project. The single unit will not generate a significant number of students and will not have an impact on student enrollment at local schools. The project will be subject to standard conditions of approval requiring payment of school impact fees prior to issuance of building permits. Less than significant impacts are anticipated.

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|----------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Parks? (Sources: 1, 2, 4, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The General Plan and zoning designations on the site are for Open Space – Water Recreation. However, the site is privately owned and is not designated as a public park. The proposed one dock marina and caretaker's unit are permitted under the general plan and zoning land use designations subject to approval of a conditional use permit by the Planning Commission. The proposed project will not interfere with any parks, and the one dock marina will increase recreational boating opportunities within the harbor area. Less than significant impacts are anticipated.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Other public facilities or governmental services? (Sources: 1, 2, 4, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: No impacts to other public facilities or governmental services are anticipated.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 1, 3, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The NDPES permit system required that all discharges to surface waters within the City be subject to specific discharge requirements. Implementation of the proposed project would result in the discharge of wastewater to the project's sewer system, which would ultimately be treated at one or more of the OCSO wastewater treatment plants. The OCSO wastewater treatment plants are permitted for and required to comply with their associated waste discharge requirements (WDRs). WDRs set the levels of pollutants allowable in water discharged from a facility. Compliance with all applicable WDRs, as monitored and enforced by the OCSO, would ensure that development under the proposed project would not exceed the allowable wastewater treatment requirements with respect to discharges to the sewer system. Less than significant impacts to wastewater treatment are anticipated.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 3, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The construction of one caretaker's unit and a community dock marina will result in construction of sanitary restroom facilities normally associated with a single family residence. The project will not significantly impact existing water or wastewater treatment facilities although construction of a new eight-inch waterline in Park Avenue will be required (see discussion under XII.d. below). Less than significant impacts are anticipated.

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, 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The construction of one caretaker's unit and a community dock marina will not result in construction of new or expansion of existing storm water drainage facilities. The site will be graded and engineered to drain into an existing storm water catch/ desilting basin located in Park Avenue approximately 60 feet west of the site. This catch basin serves existing residential development surrounding the subject site. After passing through the desilting basin storm waters are pumped to the adjacent water channel via an existing outlet. Less than significant impacts are anticipated.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 3, 5)	<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	Potentially Significant No Impact
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Discussion: Because this project complies with the General Plan and zoning land use designations, the City of Huntington Beach has sufficient water capacity to serve the proposed project. However, the Department of Public Works has indicated that the developer shall construct a new eight inch water main in Park Avenue starting from the point of connection to the 14-inch water main in Pacific Coast Highway. Less than significant impacts to water supplies are anticipated.

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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: 1, 3, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Because this project complies with the General Plan and zoning land use designations, the Orange County Sanitation District has sufficient capacity to serve the proposed project. No impacts are anticipated.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 1, 4, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The property will dispose of solid waste through the City's refuse collection provider, Rainbow Environmental Services. Rainbow Environmental Services implements a Materials Recovery Facility, which provides automatic sorting and recycling for all solid waste entering the facility. Ultimately, solid waste materials are hauled to the Frank R. Bowerman Landfill. No impacts are anticipated.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1, 4, 15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project will generate solid waste that is typical to a single family home and a one community dock marina with no on-site commercial services. The project will be subject to compliance with all federal, state, and local statutes and regulations related to solid waste. Less than significant impacts are anticipated.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 3, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The developer shall be required to submit a hydrology and hydraulic study for both on-site and off-site facilities and a project WQMP identifying Best Management Practice (BMP) for review and approval by the Public Works Department. No impacts are anticipated.

XIII. AESTHETICS. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? (Sources: 1, 3, 4) | <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	Potentially Significant No Impact
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Discussion: According to the City of Huntington Beach General Plan, enhancing and preserving the aesthetic resources of the City, including natural area, beaches, bluffs, and significant public views is a City objective. The proposed project consists of development of a currently vacant parcel of land adjacent to a water channel of Huntington Harbour, one of the visual strengths of the community. The property is surrounded by other single family residences and does not afford public views of the water. The site itself is not a scenic vista and development of the parcel will not have a substantial adverse effect on a scenic vista. Less than significant impacts are anticipated.

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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: 1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project will not damage scenic resources and will likely result in an improved visual quality of the current degraded parcel of land. Less than significant impacts are anticipated.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed caretaker's unit and one community dock marina will not degrade the existing visual character or quality of the site. Single family dwellings and private boat docks surround the property. The proposed project will be compatible with the surroundings in terms of architectural quality and use of property. Less than significant impacts are anticipated.

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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: 1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project will introduce new light sources within the vicinity. However, new light will be comparable to existing light sources at all surrounding residential properties. The marina will not be open after 5:00 PM so no significant new light sources are anticipated. Although the project will result in changes to light in the area, the project's contribution to ambient lighting in the area is considered negligible. The project will be subject to standard conditions of approval, which require that lighting be directed to prevent spillage onto adjacent properties. Less than significant impacts are anticipated.

XIV. CULTURAL RESOURCES. Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Huntington Harbour is a man-made residential marina that was dredged out of mudflats in the early 1960's. It is unlikely that any intact cultural or paleontological resources exist in a context that would provide value. In addition, according to General Plan Figure HCR-1, the project site does not contain any historical resources identified by the Historical Resources Board for the City of Huntington Beach.

The site is not located within the vicinity of any identified archaeological sites, paleontological sites, or cultural resources. No impacts are anticipated.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: Please refer to discussion under Section XIV.a. above.				
c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: Please refer to discussion under Section XIV.a. above.				
d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: Please refer to discussion under Section XIV.a. above.				

XV. 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: 1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project includes one caretaker's unit and a one community dock marina. The caretaker's unit will not generate significant demand for or use of neighborhood, community, or regional parks or other recreational facilities. The new marina will enhance the public's use of recreational resources in the harbor but will not cause significant deterioration of the facilities. Less than significant impacts are anticipated.

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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: 1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: In accordance with the Open Space – Water Recreation zoning designation on the site, the developer proposes to construct a one community dock marina with a floating dock and a floating pedestrian access ramp. The marina and dock will contribute to the recreational boating opportunities available in Huntington Harbour. The proposed facility will not provide a ramp for launching large watercraft. Rather, the facility is intended to provide a dock to launch small watercraft such as kayaks and small boats that can be carried to the docks. Larger watercraft may be launched from more appropriate facilities within Huntington Harbour. Furthermore, a ten foot wide public easement will be granted for ingress and egress to the proposed docks allowing access to the waterfront. Less than significant impacts are anticipated.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Affect existing recreational opportunities? (Sources: 1, 3, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: During construction of the marina's dock, there may be temporary disruptions to boat traffic within the channel. However, most of the construction activities will be staged from land and the width of the adjacent channel is wide enough to accommodate boats during the temporary construction process. After

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction is completed the project will provide additional recreation opportunities to compliment other facilities in the Huntington Harbour area. Less than significant impacts are anticipated.

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

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

Discussion: According to CEQA Guidelines and the State Department of Conservation, a project will have a significant effect on the environment if it will convert at least 80 acres of prime agricultural land to non-agricultural uses or impair the agricultural productivity of prime agricultural land. The proposed project will not result in the elimination of land currently farmed and the project will not affect the productivity of other agricultural land in the vicinity. No impacts are anticipated.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1, 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The zoning on the property is Open Space – Water Recreation, which designates the site for water recreational land uses. Zoning in the surrounding vicinity is primarily low density residential. There is no agriculturally zoned property in the vicinity of the project and the project will not interfere with any Williamson Act contracts. No impacts are anticipated.

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

Discussion: There is no existing farmland within the vicinity of the project and development of the parcel will not impact any agricultural lands. No impacts are anticipated.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 10, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Please refer to discussion under Section XVII.b. below.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 10, 17)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The CEQA Guidelines state that, where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make determinations regarding air quality impacts. State CEQA Guidelines Section 15064.4 provide guidance to lead agencies for determining the significance impacts from GHG emissions and states that a lead agency should make a good-faith effort, to the extent possible, based on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. When assessing the significance of impacts from GHG emissions, a lead agency should consider: (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions; (2) whether the project’s GHG emissions exceed a threshold of significance that the lead agency determines applicable to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The SCAQMD has adopted a 10,000 metric tons (MT) significance threshold for industrial facilities where SCAQMD is the lead agency. However, this 10,000 MT significance threshold is not applicable to the proposed project because the project is not an industrial facility. The SCAQMD has also drafted a 3,000 MT significance threshold for commercial/residential projects. Other qualitative thresholds have been adopted or recommended by other public agencies, including other air districts, or recommended by experts throughout the state, such as the 900 MT CO₂e (approx. > 54 units) threshold contained within California Air Pollution Control Officers Association’s (CAPCOA’s) CEQA and Climate Change Report. CAPCOA’s 900 MT threshold level is the lowest existing quantitative threshold within the state. The GHG emissions from the proposed project were quantified using CalEEMod and are shown in Table 3.

Table 3: Cumulative Greenhouse Gas Emissions

Category	Pollutant Emissions, MT/year					
	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction emissions amortized over 30 years	0.0000	64.993	64.993	0.0184	0.0000	65.378
Operational emissions						
Area	0.1062	0.2210	0.3272	0.0003	0.0000	0.3364
Energy	0.0000	3.5702	3.5702	0.0001	0.0000	3.5875
Mobile	0.0000	13.285	13.284	0.0005	0.0000	13.296
Waste	0.2497	0.0000	0.2497	0.0148	0.0000	0.5596
Water	0.0207	0.3734	0.3940	0.0021	0.0000	0.4556
Total Project Emissions	0.3766	82.4429	82.818	0.0362	0.0000	83.613

Source: CalEEMod Emissions Modeling, May 2015

Bio-CO₂ = biologically generated CO₂
 CH₄ = methane
 CO₂ = carbon dioxide
 CO₂e = carbon dioxide equivalent

MT/year = metric tons per year
 N₂O = nitrous oxide
 NBio- CO₂ = non-biologically generated CO₂

According to CAPCOA, GHG emission impacts are exclusively cumulative impacts from a climate change perspective. Therefore, this analysis evaluates the cumulative contribution of project-related GHG emissions.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction activities associated with the project would result in GHG emissions from fuel combustion within construction equipment and vehicles traveling to and from the project site. Consistent with SCAQMD draft guidelines, construction emissions are summed and amortized over a 30-year project life and then added to operational emissions. As shown in Table 3, total GHG emissions are expected to be below the draft 3,000 MT SCAQMD threshold as well as the more stringent CAPCOA threshold of 900 MT. Consequently, the impact of GHG emissions from the project would be less than significant.

As discussed above, project emissions would be below the CAPCOA threshold of 900 MT and below the SCAQMD's draft residential/commercial threshold, which were developed to help achieve the GHG emissions reduction goals of AB 32. As such the proposed project would be consistent with the AB 32 goal of reducing statewide GHG emissions to 1990 levels by 2020. Therefore, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases pursuant to AB 32. A less than significant impact would occur.

XVIII. 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: 1-17) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: With implementation of standard conditions of approval and the recommended mitigation measures, the project will not 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 major periods of California history or prehistory. No significant impacts, which could not be mitigated to less than significant levels, are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1-17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion of items I-XVI above. With implementation of standard conditions of approval and the recommended mitigation measures, the project will not have impacts that could be cumulatively considerable.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1-17) | <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
--	--------------------------------------	--	------------------------------------	-----------

Discussion: See discussion of items I-XVI above. The environmental impacts that have been discussed would not have an adverse impact on human beings.

XIX. EARLIER ANALYSIS/SOURCE LIST.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier documents prepared and utilized in this analysis, as well as sources of information are as follows:

Earlier Documents Prepared and Utilized in this Analysis:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/government/departments/planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	Project Plans	See Attachment #1
4	Project Narrative	See Attachment #2
5	Code Requirements	See Attachment #3
6	Recommended Mitigation Measures	See Attachment #4
7	Biological Assessment of Proposed Huntington Harbour Marina Site	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
8	City of Huntington Beach Geotechnical Inputs Report	“
9	FEMA Flood Insurance Rate Map (2009)	“
10	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	“
11	City of Huntington Beach CEQA Procedure Handbook	“
12	Trip Generation Handbook, 9 th Edition, Institute of Traffic Engineers (2012)	“
13	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	“
14	State Seismic Hazard Zones Map	“

15	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm
16	Hazardous Waste and Substances Sites List	www.calepa.ca.gov/sitecleanup/corteseelist
17	CalEEMod Emissions Modeling (May 2015)	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach

COASTAL ZONE (CZ) OVERLAY DISTRICT:

(CHAPTER 22) OF HB250) COMPLIANCE STATEMENTS.

1. A DOMESTIC ANIMAL CONTROL PLAN SHALL BE PREPARED THAT DETAILS THE METHOD USED TO PREVENT PETS FROM ENTERING ANY RESOURCE PROTECTION AREAS, INCLUDING, BUT NOT LIMITED TO APPROPRIATE FENCING AND BARRIER PLANTINGS.
2. A PEST MANAGEMENT PLAN SHALL BE PREPARED THAT, AT A MINIMUM, PROHIBITS THE USE OF RODENTICIDES, AND RESTRICTS THE USE OF PESTICIDES AND HERBICIDES IN OUTDOOR AREAS, EXCEPT NECESSARY VECTOR CONTROL CONDUCTED BY THE CITY OR COUNTY.
3. STREET LIGHTING, EXTERIOR RESIDENTIAL LIGHTING AND RECREATIONAL LIGHTING ADJACENT TO RESOURCE PROTECTION AREAS SHALL NOT BE SIGNIFICANTLY DISRUPT HABITAT VALUES WITHIN THE RESOURCE PROTECTION AREAS.
4. COVENANTS, CONDITIONS AND RESTRICTIONS (CCRA) IN A FORM APPROVED BY THE OFFICE OF THE CITY ATTORNEY SHALL BE RECORDED SPECIFYING THAT THE REQUIREMENTS AND RESTRICTIONS OF THIS SECTION APPLY. THE CCRA SHALL BE BURNING ON EACH OF THE LOTS, SHALL RUN WITH THE LAND AFFECTED BY THE SUBDIVISION AND SHALL BE INCLUDED OR INCORPORATED BY REFERENCE IN EVERY DEED TRANSFERRING ON OR MORE OF THE LOTS IN THE SUBDIVISION.
5. THE PROJECT APPLICANT SHALL PROVIDE ANY BUYER OF A HOUSING UNIT WITHIN THE CZ OVERLAY DISTRICT AN INFORMATION PACKET THAT EXPLAINS THE SENSITIVITY OF THE NATURAL HABITATS WITHIN OR ADJACENT TO THE PROJECT SITE AND THE NEED TO MINIMIZE IMPACTS ON THE DESIGNATED RESOURCE PROTECTION AREA(S), AND THE PROHIBITION ON LANDSCAPING THAT INCLUDES EXOTIC INVASIVE PLANT SPECIES. THE INFORMATION PACKET SHALL INCLUDE A COPY OF THE DOMESTIC ANIMAL CONTROL PLAN AND PEST MANAGEMENT PLAN AND BE REQUIRED FOR ALL SALES OF HOUSING UNITS PURSUANT TO THE CCRA.
6. PROTECTIVE FENCING OR BARRIERS SHALL BE INSTALLED AND MAINTAINED BETWEEN THE RESOURCE PROTECTION AREAS AND AREAS DEVELOPED FOR HIGH OR RECREATIONAL USE FOR THE PURPOSE OF MINIMIZING HUMAN AND DOMESTIC ANIMAL PRESENCE IN THE RESOURCE PROTECTION AREAS, INCLUDING RESTORED AND PRESERVED WETLAND AND EBHA BUFFER AREAS; HOWEVER, PUBLIC ACCESS TO DESIGNATED PASSIVE RECREATIONAL USE AREAS SHALL BE PROVIDED. VISUAL BARRIERS CREATED FROM ANY WALLS OR BARRIERS ADJACENT TO OPEN SPACE CONSERVATION AND PASSIVE RECREATIONAL USE AREA SHALL BE MINIMIZED THROUGH MEASURES SUCH AS OPEN FENCING/WALL DESIGN, LANDSCAPE SCREENING, USE OF UNDULATING OR OFF-SET WALL FEATURED, ETC.
7. WALLS, FENCES, GATED AND BOUNDARY TREATMENTS SHALL USE WOOD, UPGRADE IRON, FROSTED OR PARTIALLY FROSTED GLASS OR OTHER VISUALLY PLEASANT MATERIALS THAT ARE DESIGNED TO PREVENT CREATION OF BIRD STRIKE HAZARD. CLEAR GLASS OR FLEXIGLASS SHALL NOT BE INSTALLED UNLESS APPLIQUE (E.G. STICKERS/DECALS) DESIGNED TO REDUCE BIRD-STRIKES BY REDUCING REFLECTIVITY AND TRANSPARENCY ARE ALSO USED.
8. USES ALLOWED ADJACENT TO DESIGNATED WETLANDS AND ENVIRONMENTALLY SENSITIVE HABITAT AREAS SHALL ASSURE THE CONTINUANCE OF THE HABITAT VALUE AND FUNCTION OF PRESERVED AND RESTORED WETLANDS AND EBHA.
9. PRIOR TO THE ISSUANCE OF A COASTAL DEVELOPMENT PERMIT, THE DIRECTOR SHALL DETERMINE THAT ADEQUATE PUBLIC SERVICES AND FACILITIES WILL BE AVAILABLE TO SERVE THE PROPOSED DEVELOPMENT, CONSISTENT WITH THE GENERAL PLAN.
10. THE PROVISION OF PUBLIC ACCESS AND RECREATION BENEFITS ASSOCIATED WITH PRIVATE DEVELOPMENT (SUCH AS BUT NOT LIMITED TO PUBLIC ACCESS WAYS, PUBLIC BIKE PATHS, HABITAT RESTORATION AND ENHANCEMENTS, ETC) SHALL BE FINANCED SUCH THAT THE PUBLIC BENEFITS ARE IN PLACE PRIOR TO OR CONCURRENT WITH THE PRIVATE DEVELOPMENT BUT NOT LATER THAN OCCUPATION OF ANY OF THE PRIVATE DEVELOPMENT.
11. DIKING, DREDGING OR FILLING SHALL BE PERMITTED ONLY WHERE THE IS NO FEASIBLE, LESS ENVIRONMENTALLY-DAMAGING ALTERNATIVE AND WHERE FEASIBLE MITIGATION MEASURES HAVE BEEN PROVIDED, CONSISTENT WITH THE PRIVATE DEVELOPMENT BUT NOT LATER THAN OCCUPATION OF ANY OF THE PRIVATE DEVELOPMENT.
12. AS A CONDITION OF A NEW DEVELOPMENT, THE APPLICANT SHALL BE REQUIRED TO SUBMIT A REPORT EVALUATING GEOLOGIC, SEISMIC, FLOOD AND FIRE HAZARDS, AND SHALL BE DESIGNATED TO:
 - A. COMPLY WITH ALL RECOMMENDATION AND PROVISIONS CONTAINED IN THE ALQUISTRICLO SPECIAL STUDIES ZONES ACT (CALIFORNIA PUBLIC RESOURCE CODE, CHAPTER 15) FOR IDENTIFIED SEISMIC HAZARDS.
 - B. COMPLY WITH ALL PROVISIONS RELATING TO THE FP FLOODPLAIN OVERLAY DISTRICT, IF APPLICABLE.
 - C. COMPLY WITH ALL PROVISIONS RELATING TO METHANE DISTRICTS AS DEFINED IN CHAPTER 11.04.
 - D. DEVELOPMENT IN SUBAREA 4K AS DEPICTED IN FIGURES C-64 AND C-10 OF THE COASTAL ELEMENT LAND USE PLAN, SHALL COMPLY WITH THE APPROVED HAZARD MITIGATION AND FLOOD PROTECTION PLAN REQUIRED IN TABLE C-7 OF THE COASTAL ELEMENT LAND USE PLAN.
13. ALL ROOFTOP MECHANICAL DEVICES, EXCEPT FOR SOLAR PANELS, WHICH MAY BE PERMITTED TO EXCEED THE HEIGHT LIMIT UNDER SECTION 230.17, SHALL BE SET BACK AND SCREENED SO THAT THEY ARE NOT VISIBLE.
14. ALL SIGNS SHALL COMPLY WITH CHAPTER 233.
15. PUBLIC ACCESS IMPLEMENTATION : THE PURPOSE OF THIS NOTE INCLUDES THE FOLLOWING:
 - 1) TO ACHIEVE THE BASIC STATE GOALS OF MAXIMIZING PUBLIC ACCESS TO THE COAST AND PUBLIC RECREATIONAL OPPORTUNITIES, AS SET FORTH IN THE CALIFORNIA COASTAL ACT CODIFIED AT SECTION 30900 THROUGH 30900 OF THE CALIFORNIA PUBLIC RESOURCES CODE. SECTION 30900(b)(1) STATED THAT PUBLIC ACCESS BOTH TO AND ALONG THE SHORELINE SHALL BE MAXIMIZED CONSISTENT WITH SOUND RESOURCE CONSERVATION PRINCIPLES AND CONSTITUTIONALLY PROTECTED RIGHTS OF PRIVATE PROPERTY OWNERS.
 - 2) TO IMPLEMENT THE PUBLIC ACCESS AND RECREATION POLICIES OF CHAPTER 3 OF THE COASTAL ACT (SECTION 30210-30225) AND
 - 3) TO IMPLEMENT THE CERTIFIED LAND USE PLAN OF THE LOCAL COASTAL PROGRAM WHICH IS REQUIRED BY SECTION 30900(a) OF THE COASTAL ACT TO INCLUDE SPECIFIC PUBLIC ACCESS COMPONENT TO ASSURE THAT MAXIMUM PUBLIC ACCESS TO THE COAST AND PUBLIC RECREATION AREAS IS PROVIDED.
 - 4) IN ACHIEVING THESE PURPOSES, THIS NOTE SHALL, BE GIVEN THE MOST LIBERAL CONSTRUCTION POSSIBLE SO THAT THE PUBLIC ACCESS TO THE NAVIGABLE WATER SHALL ALWAYS BE PROVIDED AND PROTECTED CONSISTENT WITH THE GOALS, OBJECTIVES AND POLICIES OF THE CALIFORNIA COASTAL ACT AND ARTICLE X, SECTION 4, OF THE CALIFORNIA CONSTITUTION.

PARK MARINA

AT

16926 PARK AVENUE.

HUNTINGTON BEACH, CA



COUNSEL: MEDHAT RAFAEL
 16926 PARK AVENUE
 HUNTINGTON BEACH, CA 92649
 (714) 331-0747

TITLE / PROJECT DATA SHEET

30 SEP, 2014



2000 NEWPORT BLVD. SUITE 100
 HUNTINGTON BEACH, CA 92603
 (949) 676-0460
 FAX 676-0234

A-1 of 9

PROJECT DIRECTORY:

ARCHITECT: PACIFIC COAST ARCHITECTS
 2600 NEWPORT BLVD., SUITE 114
 NEWPORT BEACH, CA 92663
 (949) 676-9460
 ATTN: PHIL EDMONDSON

REPRESENTATIVE: MICHAEL C. ADAMS ASSOC.
 2190 BEACH BLVD.
 HUNTINGTON BEACH, CA 92648
 (714) 314-5678
 ATTN: MICHAEL ADAMS

SURVEYOR: RDM SURVEYING INC
 23016 LAKE FOREST DR. # 409
 LAGUNA HILLS, CA 92653
 (949) 858-2924
 ATTN: IRON MIEMEDIA

PROJECT DATA:

COASTAL DEVELOPMENT PERMIT NO. _____ 13-014
 CONDITIONAL USE PERMIT NO. _____ 13-022
 ENVIRONMENTAL ASSESSMENT NO. _____ 13-008
 APN _____ 178-651-36 + 178-532-78
 ZONE _____ OSUR-CZ
 COASTAL ZONE OVERLAY _____ CZ
 BUILDING TYPE _____ V-FULLY SPRINKLERED
 OCCUPANCY TYPE _____ B / R-3 / U
 FRONT SETBACK (PROPOSED) _____ 14'-4"
 SIDE YARD SETBACK (PROPOSED) _____ 0'-0"
 REAR SETBACK (PROPOSED) _____ 11'-0"
 HEIGHT LIMIT _____ 35'-0"
 LOT AREA _____ 6,179 SF.

FIRST FLOOR AREA:
 MARINA OFFICE AREA _____ 488 SF.
 MISC. CONDITIONED FLOOR AREA _____ 80 SF.
 GARAGE AREA _____ 550 SF.
 FIRST FLOOR CONDITIONED AREA _____ 568 SF.
 COVERED PATIO 1 _____ 140 SF.
 COVERED PATIO 2 _____ 126 SF.
 COVERED PARKING _____ 540 SF.
 2ND FLOOR OVERHANG _____ 261 SF.

SECOND FLOOR AREA:
 SECOND FLOOR CONDITIONED AREA _____ 1,036 SF.
 SECOND FLOOR TERRACE AREA _____ 184 SF.

THIRD FLOOR AREA:
 THIRD FLOOR CONDITIONED AREA _____ 255 SF.
 CARETAKER UNIT CONDITIONED AREA _____ 2,311 SF.

TOTAL BUILDING AREA:
 FIRST FLOOR CONDITIONED _____ 568 SF.
 SECOND FLOOR CONDITIONED _____ 1,036 SF.
 THIRD FLOOR CONDITIONED _____ 255 SF.
 TOTAL CONDITIONED AREA _____ 2,719 SF.
 TOTAL GROSS AREA _____ 3,269 SF.

LOT COVERAGE:
 TOTAL LOT COVERAGE AREA * _____ 2,191 SF.
 LOT COVERAGE (80% MAX.) _____ 35.5 %

* LOT COVERAGE CALCULATION INCLUDES PROJECTIONS ON THE SECOND FLOOR, TERRACE ON 2ND FLOOR, COVERED PATIOS ON 1ST FLOOR AND CARPORT.

LIST OF DRAWINGS:

- A-1 TITLE/PROJECT DATA SHEET
- A-2 SITE PLAN
- A-3 FIRST FLOOR PLAN
- A-4 SECOND FLOOR PLAN
- A-5 THIRD FLOOR PLAN + ROOF PLAN
- A-6 EXTERIOR ELEVATIONS
- A-7 EXTERIOR ELEVATIONS
- A-8 LOT COVERAGE PLAN
- C-1 SITE TOPOGRAPHIC SURVEY
- G-1 PRELIMINARY GRADING PLAN
- L-1 LANDSCAPE PLAN

VICINITY MAP NTS



PROJECT LOCATION:
 16926 PARK AVENUE

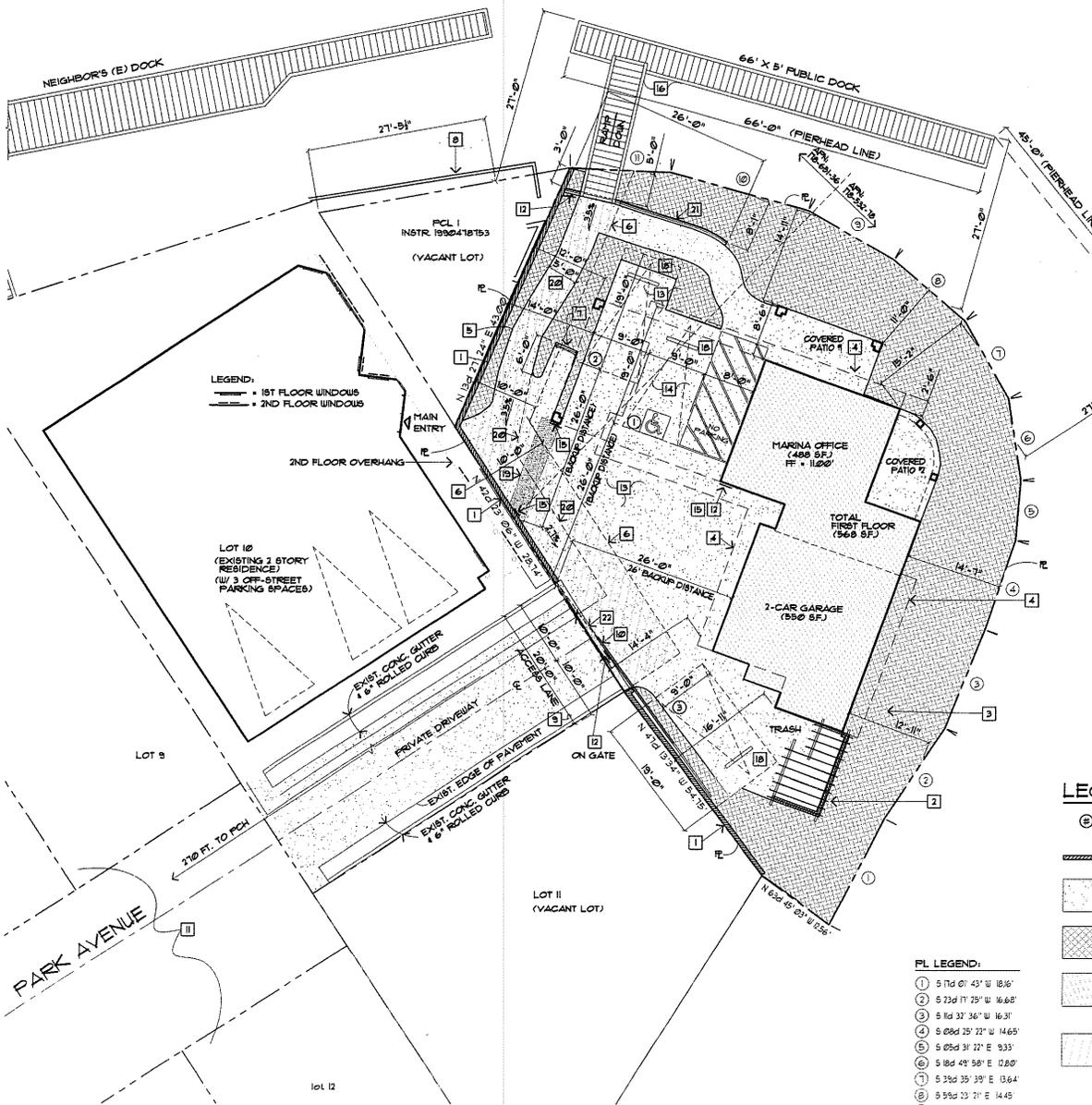
PROJECT DESCRIPTION:

THE DEVELOPMENT OF A MARINA CONSISTING OF A 65 FT. COMMUNITY DOCK AREA AND A THREE-STORY CARETAKER'S UNIT (440 SF. MARINA OFFICE, 2,719 SF. 1-BEDROOM UNIT, 550 SF. 2-CAR GARAGE, 3 PUBLIC PARKING SPACES AND 3 BICYCLE PARKING SPACES). PUBLIC AND PRIVATE USE IS PROPOSED. ALSO REQUESTED IS THE ESTABLISHMENT OF A PIER-HEAD LINE.

CODES:

THIS PROJECT SHALL COMPLY WITH 2013 CALIFORNIA STANDARDS CODE (2013 CRC, CBC, CMC, CPC, AND CEC) AND LOCAL ORDINANCES.

PARK MARINA



AREA/QUANTITY/LENGTH		
ITEM	TYPE	AREA
1	LOT SIZE	6,179 SF.
2	FIRST FLOOR AREA	568 SF.
3	SECOND FLOOR AREA	1,836 SF.
4	THIRD FLOOR AREA	255 SF.
5	GARAGE AREA	550 SF.
6	COVERED PATIOS	766 SF.
7	SECOND FLOOR TERRACE	184 SF.
8	COVERED PARKING	546 SF.
9	PARKING - HANDICAPPED	1 EA.
10	PARKING - PUBLIC	2 EA.
11	PARKING - PRIVATE GARAGE	2 EA.
12	TOTAL PARKING COUNT	5 EA.
13	DOCK LENGTH	66 FT.
14	BUILDING	1 EA.
15	BUILDING STORIES	3 STORY

16426 PARK AVENUE
HUNTINGTON BEACH, CA.
OSMR ZONE
A.P.N. 178-532-78 & 178-651-36
PROPERTY AREA = 6,174 S.F. (0.14 AC.)
EASEMENT: PROPOSED 10' WIDE PUBLIC ACCESS EASEMENT FOOT TRAFFIC ONLY!
PUBLIC DOCK: PUBLIC DOCK OPERATING HOURS LIMITED FROM 8:00 AM TO 5:00 PM DAILY

PROPOSED LOT COVERAGES:		
TYPE	SQ. FT.	%
LOT COVERAGE AREA	241	3.9%
LANDSCAPE AREA	1,007	16.3%
HARDSCAPE AREA	2161	35.0%
TOTAL	6,174	100%

□ SITE PLAN NOTES:

- PROPOSED PERIMETER 8" CHU WALL, 6'-0" HIGH.
- 6'-0" TALL, 8" CHU BLOCK WALL W/ TRELLIS ABOVE.
- EXISTING SLOPE TO BAY.
- CANTILEVER LINE OF SECOND FLOOR ABOVE.
- 5'-0" WIDE CONC. PUBLIC SIDEWALK.
- 10'-0" WIDE PUBLIC ACCESS CONC. BULKHEAD.
- BIKE RACK PER DETAIL BELOW.
- WATERWAY LIMITS AND EXISTING CONC. BULKHEAD.
- MINIMUM 20'-0" WIDE FIRE LANE, UNOBSTRUCTED.
- PROVIDE 6'-0" TALL IRON OPERABLE GATE (POWER SLIDING) WITH MIN. 20'-0" WIDTH, UNOBSTRUCTED FOR FIRE APPARATUS ACCESS.
- EXISTING OVERHEAD WIRES SHALL BE RAISED TO A MIN. UNOBSTRUCTED HEIGHT OF 13'-6" FOR FIRE APPARATUS ACCESS, AT MULTIPLE LOCATIONS ON PARK AVENUE.
- SURVEILLANCE CAMERAS SHALL BE DIRECTED ON THE DOCK AND FACILITY, MOUNTED ON BUILDING.
- EXTERIOR AT SECOND FLOOR.
- VAN ACCESSIBLE PARKING SPACE PROVIDE ACCESSIBLE SYMBOL SIGN, VAN SIGN AND "MINIMUM FINE 1250" SIGN BELOW THE ACCESSIBILITY SYMBOL SIGN.
- SIGN POSTED "NO PARKING" AT UNLOADING AREAS.
- THE PUBLIC DOCK SHALL BE ACCESSIBLE TO DISABLED PERSONS PER CH. 11B OF CBC 2013.
- POSTED AT SITE ENTRANCE TO OFF-STREET PARKING FACILITIES OR ADJACENT TO AND VISIBLE FROM EACH STALL A 17"x22" MINIMUM SIGN WITH 1" LETTERING STATING "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED DISABLED SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PHYSICALLY DISABLED PERSONS MAY BE TOWED AWAY AT OWNERS EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT AUTHORIZED POLICE DEPARTMENT, TOWING AGENCY OR BY TELEPHONING..."
- 3'-0"x15'-0" PARKING STALL.
- TRUNCATED DOME LOCATION AT TRANSITION FROM WALK TO DRIVE.
- 5'-0" WIDE ACCESSIBLE PATH OF TRAVEL WITH NO GRADE STEEPER THAN 1:20, NOT A RAMP.
- 3'-0" RETAINING WALL AT EDGE OF DOCK & PATH W/ 42" HI IRON GUARDRAIL.
- 12" WIDE TRENCH DRAIN W/ TRAFFIC RATED GRATES ACROSS ENTRY TO PROPERTY.

LEGEND:

- PUBLIC PARKING STALL
- PROPOSED 8" CHU WALL, 6'-0" TALL
- HARDSCAPE AREA
- LANDSCAPE AREA
- PROPOSED STRUCTURE
- PUBLIC ACCESS EASEMENT (TO BE THE ACCESSIBLE PATH OF TRAVEL FROM PUBLIC SIDE WALK/ACCESSIBLE PARKING STALL & THE ENTRANCE(S) ALONG WITH MAXIMUM SLOPE OF 5%, AND CROSS SLOPE OF 2%)

PL LEGEND:

1	S 17d 01' 43" W 18.6'
2	S 73d 11' 25" W 16.68'
3	S 10d 37' 36" W 16.31'
4	S 09d 25' 22" W 14.65'
5	S 05d 31' 22" E 9.33'
6	S 18d 49' 58" E 12.82'
7	S 35d 35' 39" E 13.64'
8	S 59d 13' 21" E 14.45'
9	S 69d 53' 53" E 14.50'
10	S 84d 38' 07" E 21.85'
11	N 81d 23' 44" E 5.43'



SCALE: 1/8" = 1'-0"

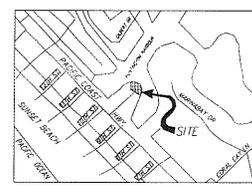
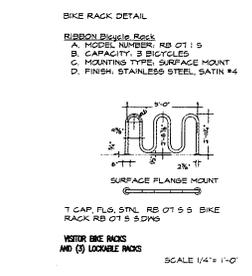
SITE PLAN

APN: # 178-532-78
APN: # 178-651-36



OWNER: MEDHAT ROFAEL
16551 CAROUSEL LANE
HUNTINGTON BEACH, CA 92649
(714) 937-0741

SITE PLAN



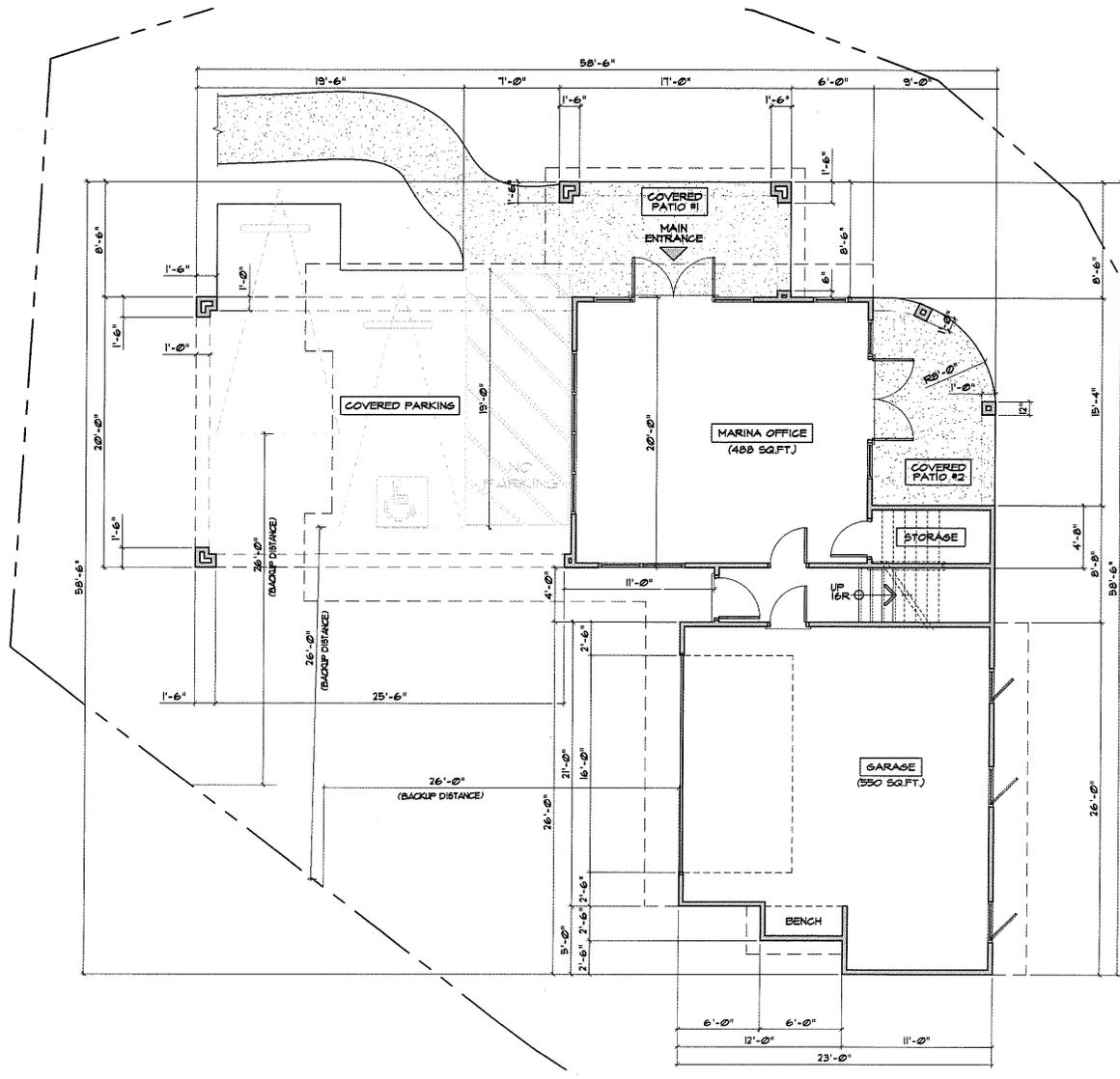
PARK MARINA

30 SEP. 2014



2200 NEWPORT BLVD. SUITE 104
HUNTINGTON BEACH, CA 92640
(949) 976-0468
FAX 976-0234

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FIRST FLOOR PLAN

SCALE: 1/4"=1'-0"



OWNER: MEDHAT REFAEL
 16553 CAROLINE LANE
 NEWPORT BEACH, CA 92640
 (714) 351-0741

FIRST FLOOR PLAN

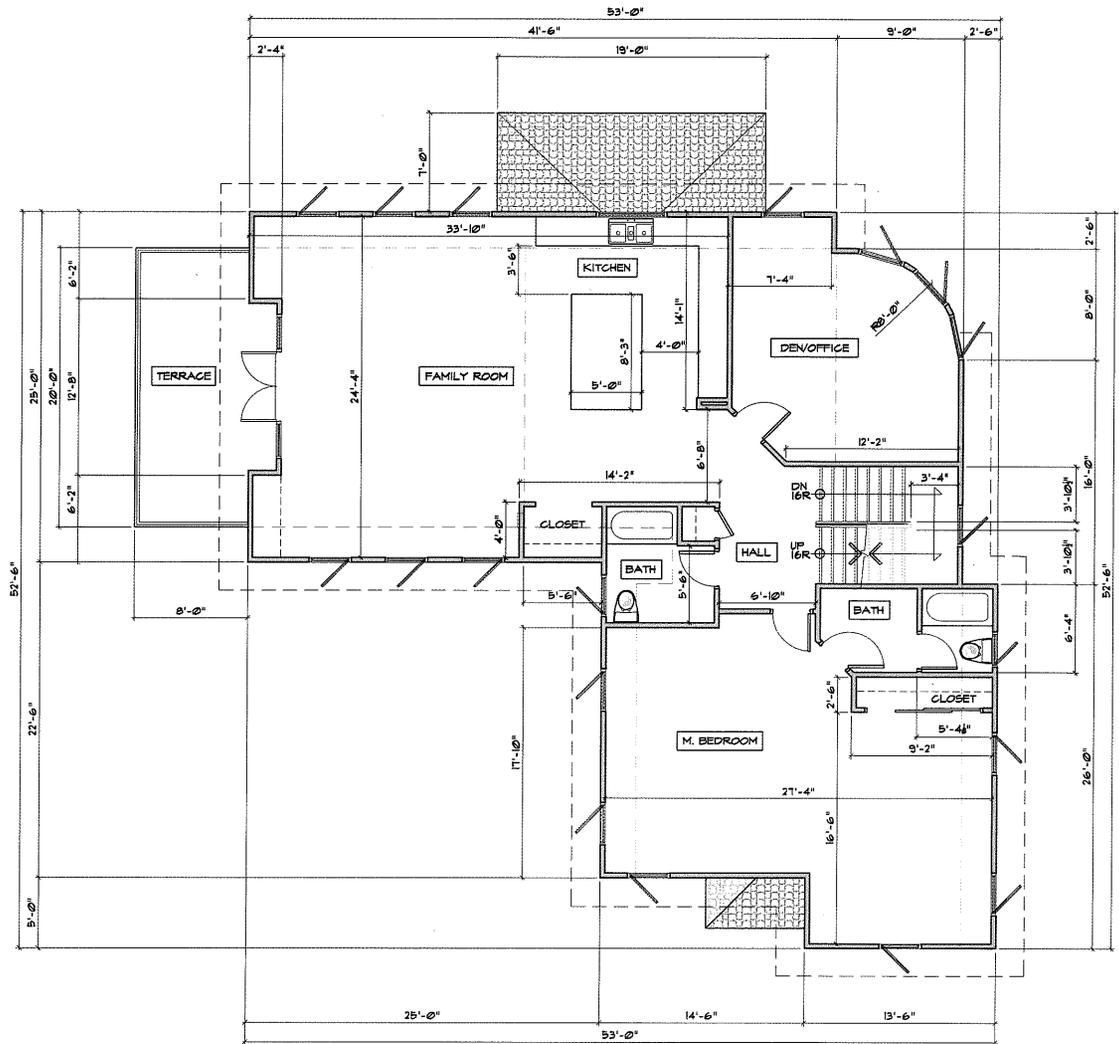
30 SEP. 2014



PACIFIC COAST ARCHITECTS
 2000 NEWPORT BLVD. SUITE 104
 NEWPORT BEACH, CA 92660
 (949) 475-0400
 FAX 949-623-0234

PARK MARINA

A-3



SECOND FLOOR PLAN



SCALE: 1/4"=1'-0"



OWNER: MEDHAT ROFAEL
16351 CAROUSEL LANE
TUSTIN, CA 92680
(714) 337-0747

SECOND FLOOR PLAN

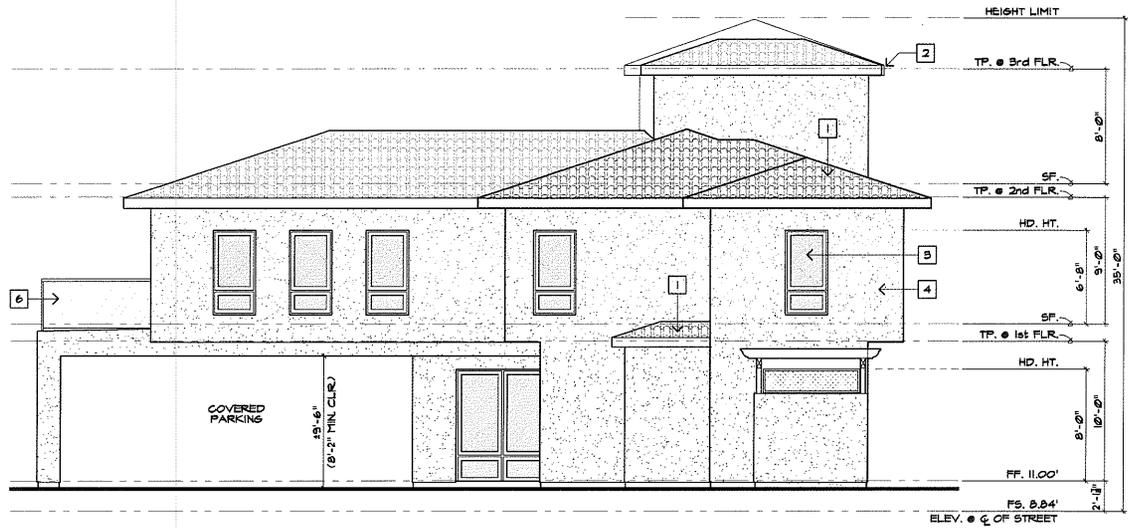
30 SEP. 2014



PACIFIC COAST ARCHITECTS
2000 NEWPORT BLVD. SUITE 104
NEWPORT BEACH, CA 92660
CALL: 949-846-8460 FAX: 949-846-8234

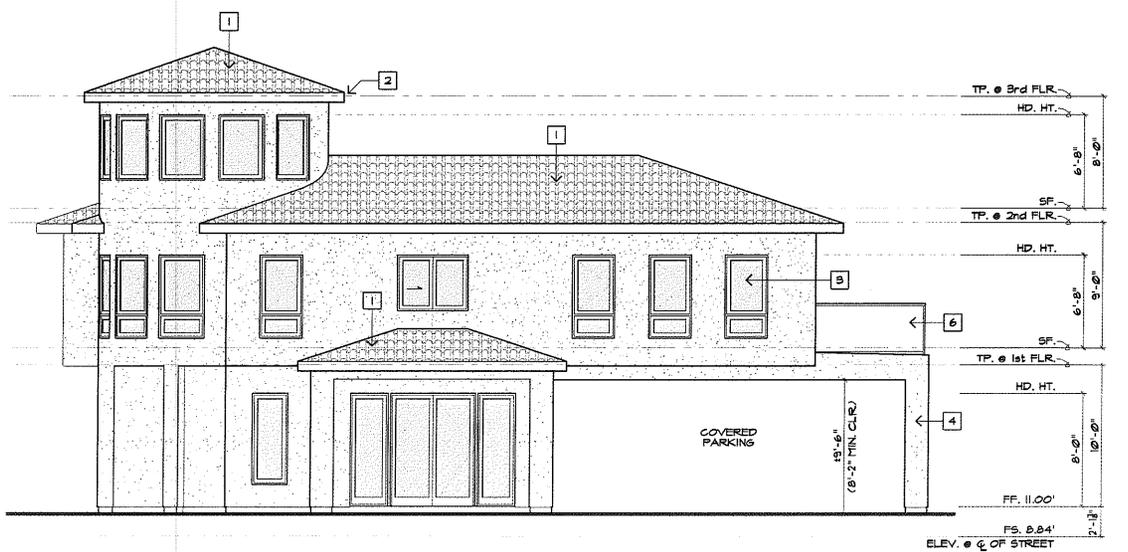
PARK MARINA





FRONT ELEVATION

SCALE 1/4"=1'-0"



REAR ELEVATION

SCALE 1/4"=1'-0"

ELEVATION NOTES:

- 1 ROOF TILES (BY MCA- OLD SANTA BARBARA)
- 2 WOOD FASCIA BOARD
- 3 VINYL WINDOW (BY HILGARD)
- 4 STUCCO SMOOTH FINISH (BY LA HABRA -ALAMO)
- 5 SECTIONAL GARAGE DOOR
- 6 CLEAR GLASS GUARDRAIL



OWNER: MEDHAT RAFAEL
16531 CANGOSSEL LANE
CANTON, CA 94714
(714) 331-0741

EXTERIOR ELEVATIONS

30 SEP. 2014



2805 NEWPORT
BLVD. SUITE 104
NEWPORT BEACH,
CA. 92663
(949) 674-9468
FAX 975-6534

PARK MARINA

A-6



RIGHT ELEVATION

SCALE 1/4"=1'-0"



FRONT ELEVATION

SCALE 1/4"=1'-0"

ELEVATION NOTES:

- 1 ROOF TILES (BY MCA- OLD SANTA BARBARA)
- 2 WOOD FASCIA BOARD
- 3 VINYL WINDOW (BY HILGARD)
- 4 STUCCO SMOOTH FINISH (BY LA HABRA -ALAMO)
- 5 SECTIONAL GARAGE DOOR
- 6 CLEAR GLASS GUARDRAIL



OWNER: HEDHAT ROFAEL
16931 CAROUSEL LANE
HUNTINGTON BEACH, CA 92649
(714) 351-0741

EXTERIOR ELEVATIONS

30 SEP. 2014



3000 NEWPORT
BLVD. SUITE 104
NEWPORT BEACH,
CA. 92660
1041 975-8468
FAX 975-8234

PARK MARINA

A-7

◇ LOT COVERAGE AREA:

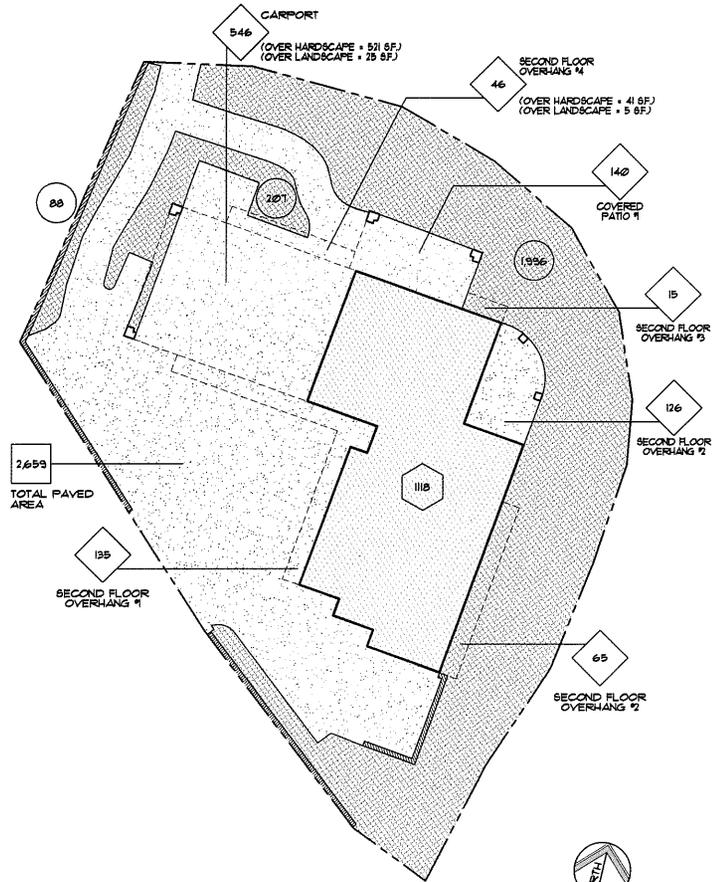
FIRST FLOOR FOOTPRINT	1,118 SF.
COVERED PATIO #1	140 SF.
COVERED PATIO #2	126 SF.
SECOND FLOOR OH #1	135 SF.
SECOND FLOOR OH #2	65 SF.
SECOND FLOOR OH #3	15 SF.
SECOND FLOOR OH #4	46 SF.
CARPORT	546 SF.
TOTAL LOT COVERAGE	2,191 SF.

○ LANDSCAPE AREA:

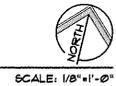
TOTAL LANDSCAPE AREA (FERVIOUS)	2,291 SF.
2ND FLOOR OH #2	-65 SF.
2ND FLOOR OH #3	-15 SF.
2ND FLOOR OH #4 (PORTION)	-5 SF.
CARPORT (PORTION)	-25 SF.
LANDSCAPE AREA	2,191 SF.

□ HARDSCAPE AREA:

TOTAL PAVED AREA (IMPERVIOUS)	2,110 SF.
CARPORT (PORTION)	-521 SF.
COVERED PATIO #1	-140 SF.
COVERED PATIO #2	-126 SF.
2ND FLOOR OH #1	-135 SF.
2ND FLOOR OH #4 (PORTION)	-41 SF.
HARDSCAPE AREA	1,807 SF.



SITE PLAN



LOT COVERAGE: (TOTAL LOT AREA = 6,179 SF.)

□ HARDSCAPE AREA	(29.2%) 1,807 SF.
○ LANDSCAPE AREA	(33.3%) 2,191 SF.
◇ LOT COVERAGE AREA*	(2191 / 6,179) 35.5% 2,191 SF.

* INCLUDES PROJECTIONS ON THE SECOND FLOOR, TERRACE ON SECOND FLOOR, COVERED PATIOS ON 1st FLOOR AND CARPORT.

LEGEND:

-  = HARDSCAPE AREA
-  = LANDSCAPE AREA
-  = PROPOSED STRUCTURE



OWNER: MEDHAT RAFAEL
16931 CAROUSEL LANE
NEWPORT BEACH, CA 92643
(714) 251-0247

LOT COVERAGE PLAN

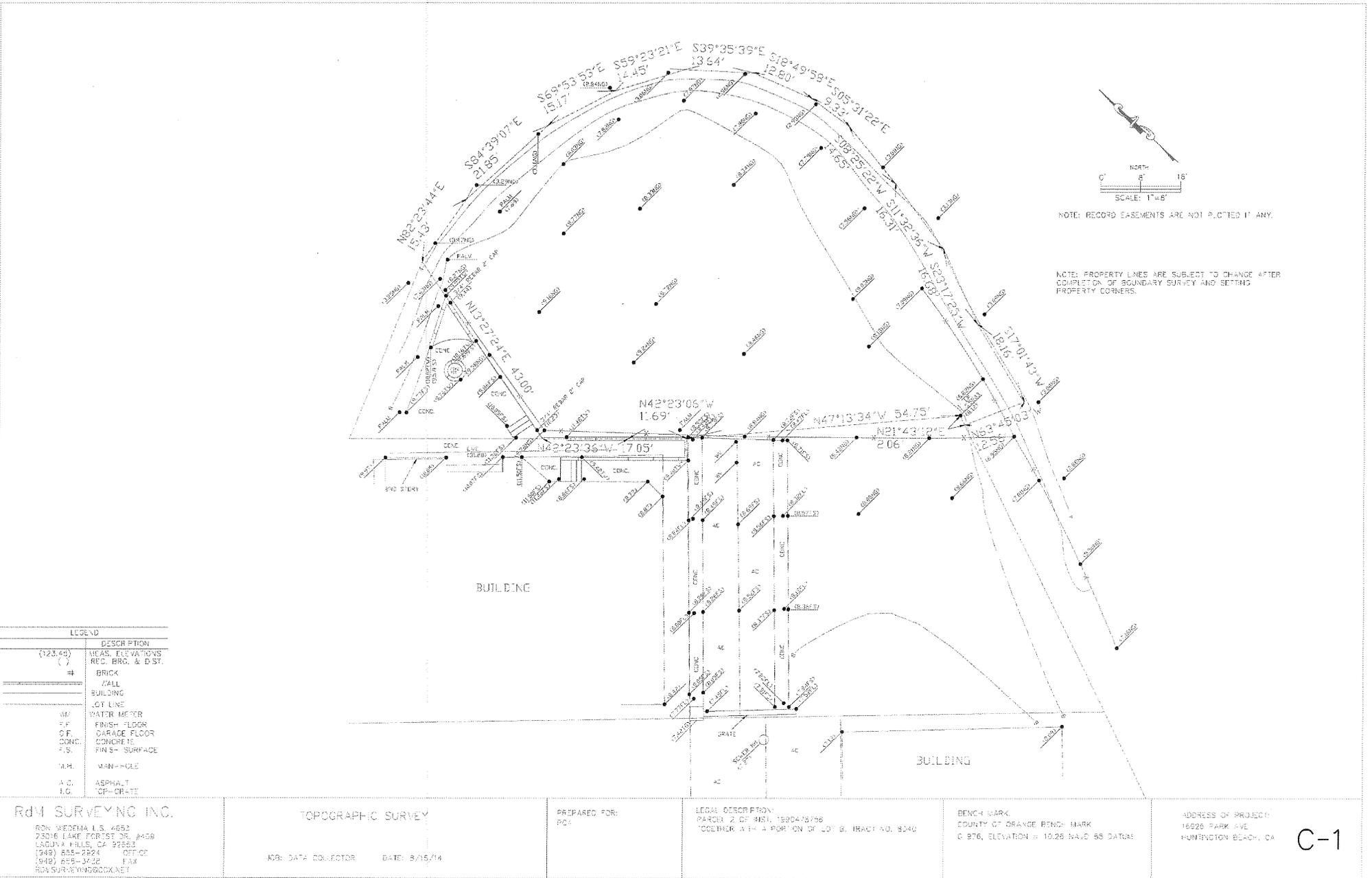
30 SEP. 2014



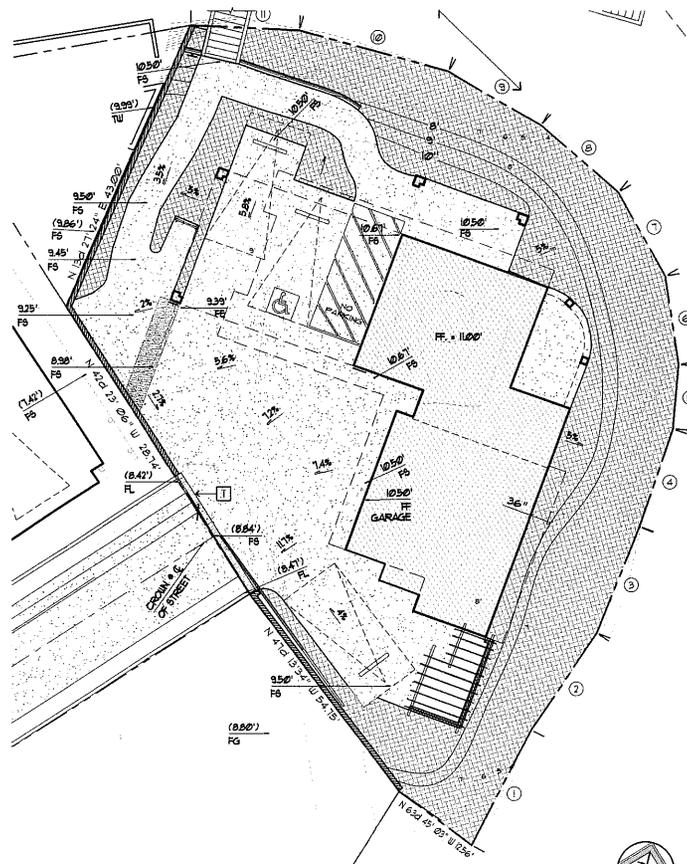
2000 NEWPORT
BLVD. SUITE 114
NEWPORT BEACH,
CA. 92663
(949) 976-9488
FAX 976-0234

PARK MARINA

A-8
of



C-1



SITE GRADING & DRAINAGE PLAN

SCALE: 1/8"=1'-0"

PL LEGEND:

- ① S 11d 01' 43" W 18.16'
- ② S 23d 11' 29" W 16.88'
- ③ S 11d 37' 36" W 16.37'
- ④ S 08d 75' 22" W 14.85'
- ⑤ S 05d 31' 22" E 9.33'
- ⑥ S 18d 49' 56" E 12.60'
- ⑦ S 39d 35' 39" E 13.64'
- ⑧ S 59d 23' 21" E 14.45'
- ⑨ S 68d 53' 53" E 14.50'
- ⑩ S 84d 39' 01" E 21.85'
- ⑪ N 61d 23' 44" E 15.43'

□ SITE GRADING & DRAINAGE PLAN NOTES:

1. (N) 12" TRENCH DRAIN W/ TRAFFIC RATED GRATES, DRAIN TO BAY WITH SUBSURFACE DRAINAGE AND AN APPROVED FILTER BOX.

LEGEND:

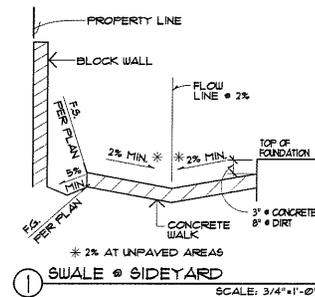
- ▨ PROPOSED 8" CMU WALL, 6'-0" TALL
- ▨ HARDSCAPE AREA
- ▨ LANDSCAPE AREA
- ▨ PROPOSED STRUCTURE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- (11.10) EXISTING SPOT ELEVATION
- 11.10 PROPOSED SPOT ELEVATION
- TW TOP OF WALL
- TC TOP OF CURB
- TS TOP OF CONC. SLAB
- FF FINISH FLOOR
- FG FINISH GRADE
- FS FINISH SURFACE
- DS DOWNSPOUT
- INL INLET ELEVATION
- INV INVERT ELEVATION
- (N) 4" SCHED 40ABS DRAINLINE
- (N) 6" FLUSH DRAIN INLET
- (N) 6" DOME TOP ABS DRAIN INLET
- ⊕ NUCLEAN-OUT
- FLOW LINE ARROW
- FL FLOW LINE
- HI-PT HIGH POINT
- ▨ TRUNCATED DOME SURFACE FOR ADA COMPLIANCE

DRAINAGE NOTES:

1. PROVISIONS SHALL BE MADE FOR CONTRIBUTORY DRAINAGE AT ALL TIMES.
2. OWNER WILL MAINTAIN DRAINAGE DEVICES AND KEEP FREE OF DEBRIS.

MISC. NOTES:

1. SLOPE CRITERIA FOR PAVED SURFACES SHALL BE 2% MINIMUM, (1/16"/FT.)
2. SLOPE CRITERIA FOR UNPAVED SURFACES SHALL BE 5% MINIMUM.
3. MINIMUM SLOPE AWAY FROM BUILDING PAD SHALL BE 5% FOR FIRST 5'-0" 5% THEREAFTER AT UNPAVED SURFACES, 2% FOR FIRST 5'-0" FEET, 2% THEREAFTER FOR PAVED SURFACES.
4. MINIMUM SLOPE FOR SUBSURFACE DRAINLINES SHALL BE 0.5%.
5. SUBSURFACE DRAINLINES SHALL HAVE MINIMUM 6" COVER/AGE UNO.
6. FOR ADJACENT GRADES ON ADJACENT PROPERTIES, REFER TO TOPOGRAPHIC SURVEY, SHT. C-1.



OWNER: FEDIAT ROFAEL
1633 CAROUSEL LANE
MANHATTAN BEACH, CA 92648
(714) 337-0714

SITE GRADING & DRAINAGE PLAN

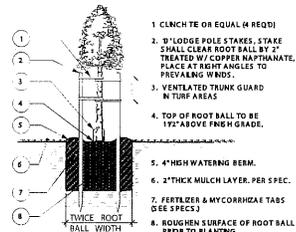
3/2 SEP. 2014

PARK MARINA



3808 NEWPORT BLVD. SUITE 104
NEWPORT BEACH, CA 92663
16491 876-6400
FAX 876-6234

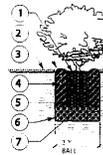




1. CLINCH TE OR EQUAL (4 REQ'D)
2. 9" LODGE POLE STAKES, STAKE SMALL CLEAR ROOT BALL BY 2" TREATED W/ COPPER NAPHTHATE, PLACE AT 90° ANGLES TO PREVAILING WINDS.
3. VENTILATED TRUNK GUARD IN TRUNK AREAS
4. TOP OF ROOT BALL TO BE 1/2" ABOVE FINISH GRADE.
5. 4" HIGH WATERING BERM.
6. 2" THICK MULCH LAYER, PER SPEC.
7. FERTILIZER & MYCORRHIZAE TABS (SEE SPECS)
8. ROUGHEN SURFACE OF ROOT BALL PRIOR TO PLANTING.

TREE PLANTING DETAIL

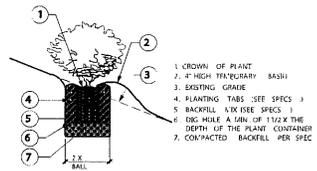
NOTE: ALL TREES PLANTED WITHIN FIVE FEET OF HARDSCAPE SHALL HAVE A ROOT BARRIER DEVICE INSTALLED ADJACENT TO HARDSCAPE AREA.



1. CROWN OF PLANT TO BE ABOVE FINISH GRADE
2. 4" HIGH TEMPORARY BASHI
3. 2" THICK SWEETWOOD MULCH DO NOT USE BARK CHIPS WHERE PLAN CALLS FOR MULCH COVER.
4. FERTILIZER AND MYCORRHIZAE TABS (SEE SPECS)
5. BACKFILL MIX (SEE SPECS)
6. DIG HOLE A MIN. OF 1 1/2 X THE DEPTH OF THE PLANT CONTAINER
7. COMPACTED BACKFILL PER SPEC.

SHRUB PLANTING DETAIL

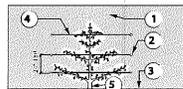
NOTE: UNTANGLE MATTED ROOTS BY LOOSENING ALL ROOTS AT EDGE OF ROOT BALL WITH WATER FROM HOSE. DO NOT CRACK ROOT BALL.



1. CROWN OF PLANT
2. 4" HIGH TEMPORARY BASHI
3. EXISTING GRADE
4. PLANTING TABS (SEE SPECS)
5. BACKFILL MIX (SEE SPECS)
6. DIG HOLE A MIN. OF 1 1/2 X THE DEPTH OF THE PLANT CONTAINER
7. COMPACTED BACKFILL PER SPEC.

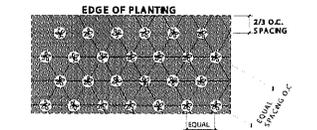
SLOPE PLANTING DETAIL

NOTE: UNTANGLE MATTED ROOTS BY LOOSENING ALL ROOTS AT EDGE OF ROOT BALL WITH WATER FROM HOSE. DO NOT CRACK ROOT BALL. CONTRACTOR SHALL PROVIDE PROPER COMPLETION WHEN SPECIFIED.



- ELEVATION**
1. WALL
 2. EYE BOLTS: 3/8" DIA. EYE BOLTS IN LEAD PROVIDE G.
 3. FINISH GRADE
 4. 3/8 GA. GALV. WIRE SECURE VINE TO WIRE WITH HURLEYMAN'S TIE.
 5. ANGLE TRUNK OF VINE BACK TO WALL AND REMOVE STAKE & TIE.
- NOTE: WHEN PLANTING SEVERAL VINES ON ONE WALL, WIRE TIES SHALL BE CONTINUOUS.

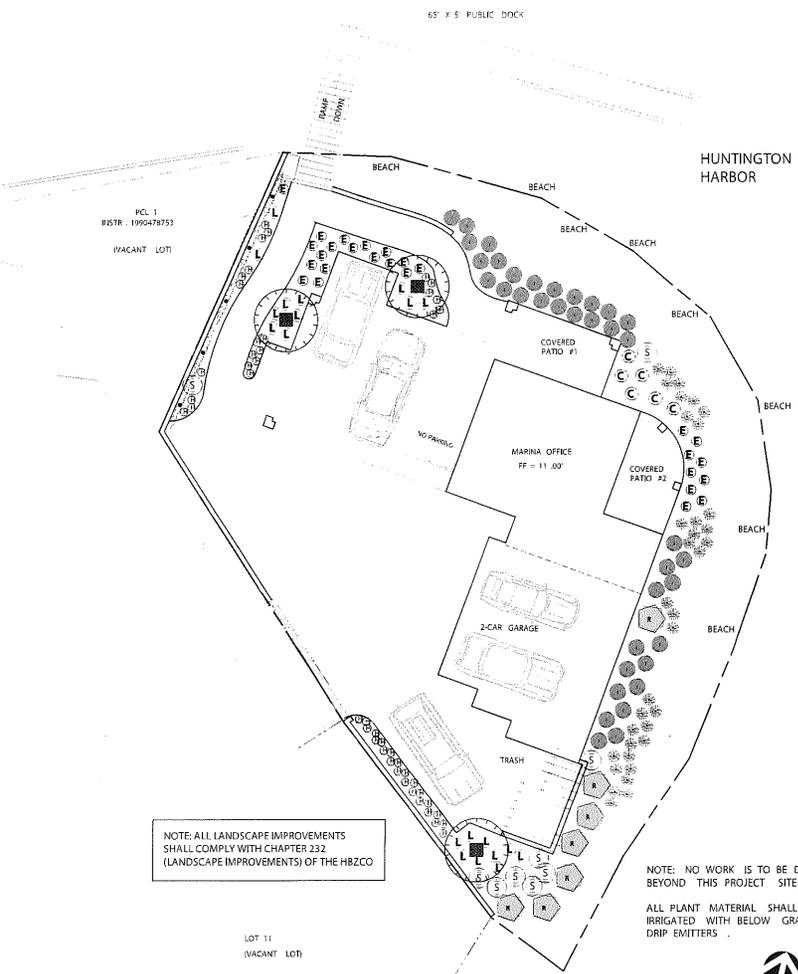
**VINE DETAIL
NON-ADHERING TYPE**



NOTE: ALL MASS PLANTED SHRUBS AND GROUND COVER SHALL BE PLANTED AT EQUAL SPACING (TRIANGULAR UNLESS OTHERWISE INDICATED ON PLAN). SEE LEGEND FOR SPACING REQUIREMENTS. MULCH ALL PLANTING AREAS PER SPEC.

GROUND COVER AND SHRUB SPACING

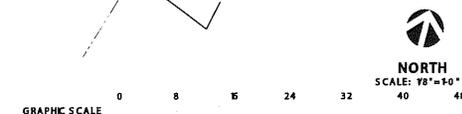
- WUCOLS REGIONS**
- 1 North Central Coastal
 - 2 Central Valley
 - 3 South Coastal This is the one for your project
 - 4 South Inland Valley
 - 5 High and Intermediate Desert
- C Coreopsis auriculata/Nana dwarf coreopsis L L L L M
 - Dymondia margaretae dymondia L L L /
 - E Erysimum in folium wall flower L L M M
 - F Heuchera maxima wild coral bells L L L M /
 - G Iva hayesiana San Diego Povertyweed VL VL VL / /
 - H Juncus patens Common Rush L L M L L /
 - I Lavandula spp. lavender L L L L M M
 - J Pittosporum phyllaevoides willow pittosporum M M L L J M
 - K Polygonum bertillii silver lace vine L L L L M
 - L Rhus integrifolia lemonade berry L L VL VL / /
 - M Salvia leucophylla blue sage L / L L M



NOTE: ALL LANDSCAPE IMPROVEMENTS SHALL COMPLY WITH CHAPTER 232 (LANDSCAPE IMPROVEMENTS) OF THE HB2CO

NOTE: NO WORK IS TO BE DONE BEYOND THIS PROJECT SITE.

ALL PLANT MATERIAL SHALL BE IRRIGATED WITH BELOW GRADE DRIP EMITTERS.



2021 A.S.P.A. STATE AIA
NEWPORT BEACH, CA 92660
TEL: 949.435.9899
FAX: 949.435.9899
WWW.DAVIDA.PEDERSEN.COM

DAVID A. PEDERSEN INC.
LANDSCAPE ARCHITECTURE

LANDSCAPE ARCHITECTURAL PLANS FOR
MARNA OFFICE AT
6526 PARK AVENUE - HUNTINGTON BEACH, CA 92649
OWNER: MEDHAT ROFAEL PH. (714) 337-0747

PLANTING PLAN

DATE: 8-10-11
DRAWN BY: D.P.

SHEET NO.
L-1

OF -

REVISED
NARRATIVE
10/30/14

PARK AVENUE MARINA
COASTAL DEVELOPMENT PERMIT NO. 13-014
CONDITIONAL USE PERMIT NO. 13022
ENVIRONMENTAL ASSESSMENT NO. 13-008

LOCATION:

16962 Park Avenue
Huntington Beach, CA 92649

REQUEST:

To establish a Marina with a single community dock area (66 ft. long), Marina office (488 sf), 3 public parking spaces, 1 space handicap van accessible and three bicycle parking spaces. Along with a one bedroom, two bath caretakers unit (1,896 sf) with a third floor observation room (255 sf) and a two car garage (550 sf). Overall lot coverage is 35.5% (2,191 sf).

PROJECT
DESCRIPTION:

The Marina will be designed to cater to small water craft. The community dock will be available for public use; individual slips and private rental will not be available. The Marina will have limited hours of operation, 8:00 am to 5:00 pm daily. A ten foot wide public access from Park Avenue to the community dock will be maintained. Public vehicle and bicycle parking are proposed, with a sufficient vehicle maneuvering area on-site to allow vehicles to turn around and exit the property.

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Dept. of Planning
& Building

The Marina is designed with a single shared dock facility for small water craft typically car top transported, hand launched vessels (stand-up paddle boards, kayaks, small sailboats, etc.) Overnight docking, with the exception of any marina owned vessels, is not anticipated. No launch fees or parking fees are proposed at this time.

The full time caretaker's quarters will allow for 24 hour supervision. The office will be open during regular business hours and an emergency number will be posted for non-business hours.

Construction will be conventional wood frame (Type V), with a slab foundation. The shoreline will maintain a natural contour, without the need for any bulkhead development or shoring structures. The overall site will be elevated to drain to the south toward Park Avenue. The dock construction proposes a typical gangway wooden entrance ramp to the 5'x 66' wooden dock, approximately 6 piles will be used in the construction of the dock. All construction activities will comply with the City's adopted Noise regulations. No dredging is proposed for the Marina. Overall construction will be completed within 18 months. All construction activities will be limited to the City's adopted hours for construction regulations.

ZONING AND
GENERAL PLAN:

The property is currently zoned OS-WR (Open Space - Water Recreation Subdistrict), within the Coastal Zone Overlay Boundary and the General Plan designation is S-W (Open Space - Water Recreation)

SITE HISTORY:

The site is currently vacant. A larger Marina proposal was denied by the City Council in March 2007. Following the City's denial the following occurred:

- City agreed to meet with Coastal staff to discuss land use options including redesignation from OS-WR to Low Density Residential
- City staff met with Coastal staff in February 2009 and received direction that Coastal staff would support single family residential land use provided the project included a public space and access component
- Property owner prepared plans for a single family residential and City staff reviewed the proposal at a Development Assistance Team meeting
- Property owner met with Coastal staff in March 2011 and learned that Coastal staff would not support RL zoning; Coastal staff would support Marina (existing zoning)
- Property owner decides to resubmit downscaled version of Marin to City, following the direction of the Coastal Commission staff.

SURROUNDING USES:

North - Open Space Waterway
East - Single Family Residential
West - Single Family Residential
South - Single Family Residential

ENVIRONMENTAL STATUS:

There are no significant environmental impacts associated with this project. The project site is not within any known hazardous waste and substance site.

LAND USE COMPATIBILITY:

The proposed project is compatible with existing businesses and residential housing in the surrounding area. The proposed activity will not generate any unusual noise.

COASTAL ZONE OVERLAY DISTRICT:

Goal to provide a variety of recreational and visitor serving commercial serving uses for a range of cost and market preferences. Policy to preserve, protect and enhance existing public recreation sites in the Coastal Zone. Encourage privately owned recreation facilities ton both private and public land to be open to the public.

Zoning Conformance Matrix
 Park Avenue Marina- 16926 Park Avenue, Huntington Beach, CA
 General Plan: Open Space - Water Recreation (OS-W)
 Zoning: Open Space - Water Recreation Subdistrict (OS-WR)

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Section	ISSUE	CODE PROVISIONS	PROPOSED	PREVIOUS 2007 PLAN
213.06	Permitted Uses	Marinas with office and caretaker unit permitted by Planning Commission approval of CUP/CDP	1 dock (5'x66') Marina with a 1,896 sq. ft. caretakers unit with 255 sq. ft. third floor observation room, 488 sq. ft. office plus 550 sq. ft. garage	4 slip Marina with 308 sq. ft. office, 2,485 sq. ft. caretakers unit and 400 sq. ft. garage
213.08	Min. Lot Area	None	6,179 sq. ft. 205' of Shoreline	6,179 sq. ft. 205' of Shoreline
	Building Height	Development shall be compatible with area and not encroach on major view corridors. Maximum height limit for development within coastal zone in Open Space Recreation Subdistrict shall be 35 feet	3 Stories 35 ft. 6in (26' to the top of the turret)	3 Stories 33 ft. 4 in.
	Setbacks Front Side Rear	None	15 ft. 13 ft. 14ft. 4 in.	15 ft. 10 ft. 10 ft.
	Site Coverage	None	2,191 sq. ft. 35% (Building) 2,181 sq. ft. 35% (Landscaping) 1,807 sq. ft. 30% (Paving/Hardscape)	2,125 sq. ft. 34% (Building) 1,538 sq. ft. 40% (Landscaping) 3,064 sq. ft. 26% (Paving)
231	Off-Street Parking	As specified by Conditional use Permit for private facilities .75 sp./slip = 1 sp Office/Caretaker = 2 sp Total = 3 spaces	1 Dock = 2 spaces Office = 1 space Caretaker = 2 Car Garage Total 5 spaces	4 Slips @ 0.75/slip = 3 spaces 1 Space for Caretaker/Office = 2 Spaces
	Dock		66 ft. Dock	25 ft. and 30 ft. Docks
	Office Hours		8AM-5PM	8AM-5PM
	Floor Area Breakdown		Caretaker Living 1,896 sq. ft. Office 488 sq. ft. 3 rd Floor Observation 255 sq. ft. Total Habitable 2,639 sq. ft. Garage 550 sq. ft. Open Carport 546 sq. ft. Covered Patio 266 sq. ft. 2 nd Floor Terrace 184 sq. ft.	Caretaker Living 2,485 sq. ft. Office 308 sq. ft. Total Habitable 2,793 sq. ft. Garage/Carport 1,189 sq. ft. Balcony/Deck 145 sq. ft.
Attachment No. 2.3				



HUNTINGTON BEACH BUILDING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: NOVEMBER 18, 2014

PROJECT NAME: ROFAEL MARINA AND CARETAKER FACILITY

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 13-119

ENTITLEMENTS: COASTAL DEVELOPMENT PERMIT NO. 13-014
CONDITIONAL USE PERMIT NO. 13-022
ENVIRONMENTAL ASSESSMENT NO. 13-008

DATE OF PLANS: OCTOBER 31, 2014

PROJECT LOCATION: 16926 PARK AVENUE (APN NO. 178-532-78 AND 178-651-36)

PROJECT PLANNER: TESS NGUYEN, ASSOCIATE PLANNER

PLAN REVIEWER: KHOA DUONG, P.E

TELEPHONE/E-MAIL: (714) 872-6123 / KHOA@CSGENGR.COM

PROJECT DESCRIPTION: TO PERMIT A MARINA CONSISTING OF A 66 FT. LONG COMMUNITY DOCK AREA AND A THREE-STORY CARETAKER'S UNIT. THE CARETAKER'S UNIT INCLUDES:

- 488 SQ. FT. MARINA OFFICE
- 2,151 SQ. FT. 2-BEDROOM AND 2-BATHROOM UNIT ON THE SECOND AND THIRD FLOORS
- 550 SQ. FT. 2-CAR GARAGE
- 3 PUBLIC PARKING SPACES (2 CARPORT SPACES, 1 OPEN SPACE)
- 3 BICYCLE PARKING SPACES

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

I. REQUIREMENT:

Development Impact Fees will be required for new construction.

II. CODE REQUIREMENTS BASED ON PLANS & DRAWINGS SUBMITTED:

1. Project shall comply with the current state building codes adopted by the city at the time of permit application submittal. Currently they are 2013 California Building Code (CBC), 2013 California Residential Code (CRC), 2013 California Mechanical Code, 2013 California Plumbing Code, 2013

California Electrical Code, 2013 California Energy Code, 2013 California Green Building Standards Code, and the Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.

2. To verify the occupancy group R-3 shown on sheet A-1 –
 - Please specify on plan the proposed use of “Caretaker’s”.
 - Please see Section 310 of 2013 CBC to define the occupancy group for this project.
 - Please see Section 425 care facilities requirements.
3. For mixed use and occupancy, please comply with Section 508 of 2013 CBC.
4. Provide compliance to disabled accessibility requirements of Chapter 11B of the 2013 CBC.
5. Structural plans and calculations are required for this type of project.
6. Energy Calculations are required for this project. Also, energy forms must be shown on plans.
7. Soil report is required for this project.
8. Review and provide compliance with Title 17 of the City of Huntington Beach Municipal Code, Building and Construction. This document can be found online on the city’s website.
9. For projects that will include multiple licensed professions in multiple disciplines, i.e. Architect and professional engineers for specific disciplines, a Design Professional in Responsible Charge will be requested per the 2013 CBC, Section 107.3.4.
10. In addition to all of the code requirements of the 2013 California Green Building Standards Code, specifically address Construction Waste Management per Sections 4.408.2, 4.408.3, 4.408.4, 5.408.1.1, 5.408.1.2, and 5.408.1.3 and Building Maintenance and Operation, Section 5.410. Prior to the issuance of a building permit the permittee will be required to describe how they will comply with the sections described above. Prior to Building Final Approval, the city will require a Waste Diversion Report per Sections 4.408.5 and 5.408.1.4.
11. The City of Huntington Beach has adopted the 2013 California Green Building Standards Code Appendices for Electric Vehicle Charging. This adopted Code may be found in the Huntington Beach Municipal Code under; Chapter 17.06.030 Residential Electric Vehicle (EV) Charging and 17.06.040 Non-Residential Electrical Vehicle (EV) Charging

III. COMMENTS:

1. Planning and Building Department encourage the use of pre-submittal building plan check meetings.
2. Separate Building, Mechanical, Electrical and Plumbing Permits will be required for all exterior accessory elements of the project, including but not limited to: fireplaces, fountains, sculptures, light poles, walls and fences over 42” high, retaining walls over 2’ high, detached trellises/patio covers, gas piping, water service, backflow anti-siphon, electrical, meter pedestals/electrical panels, swimming pools, storage racks for industrial/commercial projects. It will be the design professional in charge, responsibility to coordinate and submit the documents for the work described above.
3. Provide on all plan submittals for building, mechanical, electrical and plumbing permits, the Conditions of Approval and Code Requirements that are associated with the project through the entitlement process. If there is a WQMP, it is required to be attached to the plumbing plans for plan check.

HUNTINGTON BEACH FIRE DEPARTMENT DEVELOPMENT PLAN REVIEW

DATE: NOVEMBER 11TH, 2014

PROJECT NAME: ROFAEL MARINA AND CARETAKER FACILITY

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 13-119

ENTITLEMENTS: COASTAL DEVELOPMENT PERMIT NO. 13-014
CONDITIONAL USE PERMIT NO. 13-022
ENVIRONMENTAL ASSESSMENT NO. 13-008

PROJECT LOCATION: 16926 PARK AVENUE, SUNSET BEACH (APN NO. 178-532-78 AND 178-651-36)

PROJECT PLANNER: TESS NGUYEN, ASSOCIATE PLANNER

PLAN REVIEWER: JAMES BROWN, FIRE PROTECTION ANALYST

TELEPHONE/E-MAIL: (714) 374-5344, jbrown@surfcity-hb.org

PROJECT DESCRIPTION: TO PERMIT A MARINA CONSISTING OF A 66 FT. LONG COMMUNITY DOCK AREA AND A THREE-STORY CARETAKER'S UNIT. THE CARETAKER'S UNIT INCLUDES:

- 488 SQ. FT. MARINA OFFICE
- 2,151 SQ. FT. 2-BEDROOM AND 2-BATHROOM UNIT ON THE SECOND AND THIRD FLOORS
- 550 SQ. FT. 2-CAR GARAGE
- 3 PUBLIC PARKING SPACES (2 CARPORT SPACES, 1 OPEN SPACE)

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated OCTOBER 18TH, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer- Fire: JAMES BROWN, FIRE PROTECTION ANALYST.

1. PRIOR TO DEMOLITION, GRADING, SITE DEVELOPMENT, AND/OR CONSTRUCTION, THE FOLLOWING SHALL BE REQUIRED:

A separate Fire Master Plan is required for submittal to the HBFD. It shall be a site plan reflecting all the following fire department related items:

- Fire hydrant locations, public and private.
- FDC locations.
- Dimensions from FDC's to hydrants.
- DCDA locations.

- Fire sprinkler riser locations and location of system serving.
- FACP locations.
- Knox box and knox switch locations.
- Gate locations, and opticoms if required.
- Fire lane locations, dimensions, lengths, turning radii at corners and circles/cul-de-sacs.
- Fire lane signage and striping.
- Property dimensions or accurate scale.
- Building locations and heights.
- Building addresses and suite addresses. **(FD)**

2. THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO ISSUANCE OF BUILDING PERMITS:

1. Fire Access Roads shall be provided and maintained in compliance with City Specification #401, Minimum Standards for Fire Apparatus Access. Reference compliance with City Specification #401 Minimum Standards for Fire Apparatus Access in the plan notes.

NOTE:

- Portrayed access does **NOT** meet access width or turn-around requirements. Due to the difficulty in obtaining the required 24 foot fire lane width and fitting a hammer-head turn-around into the limited available area on this site, fire sprinklers for the building and a Marina Fire Protection System as detailed in the 2013 California Fire Code Chapter 36, including a dock-side wet Class 1 standpipe system, are required as an alternate method of fire protection.
 - Fire lane entrance width shall be a minimum of twenty feet, unobstructed.
 - Openable gate width shall be a minimum of twenty feet, unobstructed.
 - Existing overhead wires prevent fire apparatus access. Wires will need to be raised to a minimum unobstructed height of 13' 6". **(FD)**
2. Automatic Fire Sprinkler System is required. As part of the alternate method of protection, the system must comply with NFPA 13. Separate plans (two sets) shall be submitted for review and approval to the Fire Department. Reference compliance with City Specification #420 - Automatic Fire Sprinkler Systems in the plan notes. **(FD)**

3. Fire Alarm system is required. All fire sprinkler systems with greater than 20 heads require a dedicated function fire alarm system in compliance with the CFC and NFPA 72. Separate plans (two sets) shall be submitted for review and approval to the Fire Department. **(FD)**
4. On-Site Private Fire Service system is required. Application for permit from the HBFD shall be made for on-site Private Fire Service. The system must be in compliance with the CFC , NFPA 13 & 24, & HBMC. Separate plans (two sets) shall be submitted for review and approval to the Fire Department. **(FD)**
5. Fire hydrant must be installed before combustible construction begins. Prior to installation, shop drawings shall be submitted to the Public Works Department and approved by the Fire Department. Indicate hydrant locations and fire department connections. This project requires the addition of (1) hydrant, installed as per City Specification #407. **(FD)**
6. Fire Lanes, as determined by the Fire Department, shall be posted, marked, and maintained per City Specification #415, Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties. The site plan shall clearly identify all red fire lane curbs, both in location and length of run. The location of fire lane signs shall be depicted. Reference compliance with City Specification # 415 - Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties in the plan notes. **(FD)**
7. Fire protection systems for the proposed marina shall be provided per 2013 California Fire Code Chapter 36, Marinas. Shop drawings shall be submitted for review and approval to the Fire Department prior to system installation.
 - Marina plans shall be submitted in duplicate showing the dock layout, wet standpipes, and location of fire extinguisher cabinets. All pipe schedules and hydraulic calculations shall be included.
 - A wet standpipe system (Class 1) shall be installed on all docks, piers, or wharves. Outlets shall be a 2 ½ inch National Standard thread with an approved gate valve.
 - The system shall be supplied with a Fire Department siamese connection located within 5 feet of the nearest fire access roadway. The system shall be central station monitored.
 - A 4A, 40B:C-rated portable fire extinguisher in a standard cabinet with breakable glass front shall be located every 150 feet along the dock, on each finger, or as directed by the fire department. The cabinet shall have the words "FIRE EXTINGUISHER" on both sides and must be easily recognized as a fire extinguisher cabinet.**(FD)**
8. KNOX® Fire Department Access shall be provided. Main secured entry and dock access shall utilize a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. For motorized vehicle gates, an Opticom sensor is also required. **(FD)**
9. Address Numbers shall be installed to comply with City Specification #428, Premise Identification. Number sets are required on front and water-side of the structure. Reference compliance with City Specification #428, Premise Identification in the plan notes. **(FD)**
10. GIS mapping information shall be provided to the City's GIS Department. For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574. **(FD)**
11. All Fire Department requirements shall be noted on the Building Department plans. **(FD)**

3. THE STRUCTURE(S) CANNOT BE OCCUPIED, THE FINAL BUILDING PERMIT(S) CANNOT BE APPROVED, AND UTILITIES CANNOT BE RELEASED UNTIL THE FOLLOWING HAS BEEN COMPLETED:

1. Alternate Fire Protection Methods provided in-lieu of required Fire Access Roads per City Specification #401, Minimum Standards for Fire Apparatus Access.
 - Fire sprinklers for the building, in compliance with NFPA 13.
 - Marina Fire Protection System as detailed in the 2013 California Fire Code Chapter 36, including a dock-side wet standpipe system, are required as an alternate method of fire protection.
 - Existing overhead wires prevent fire apparatus access. Wires will need to be raised to a minimum unobstructed height of 13' 6". **(FD)**
2. Automatic Fire Sprinkler System in-service per City Specification #420 - Automatic Fire Sprinkler Systems. **(FD)**
3. Fire hydrant installed per City Specification #407. **(FD)**
4. Fire Lanes posted, marked, and maintained per City Specification #415, Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties. **(FD)**
5. Fire protection systems for the marina shall be provided per California Fire Code, Chapter 45, Marinas. **(FD)**
6. KNOX® Fire Department Access provided to vehicle entry and dock access gates. **(FD)**
7. Address Numbers installed to comply with City Specification #428, Premise Identification. Number sets are required on front and rear of the structure. **(FD)**
8. GIS Mapping Information provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. **(FD)**

THE FOLLOWING CONDITIONS SHALL BE MAINTAINED DURING CONSTRUCTION:

1. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with CFC Chapter 33, Fire Safety During Construction And Demolition. **(FD)**

OTHER:

1. Discovery of soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and an approved work plan developed accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards. **(FD)**

2. Outside City Consultants The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party. **(FD)**

Fire Department City Specifications may be obtained at:
Huntington Beach Fire Department Administrative Office
City Hall 2000 Main Street, 5th floor
Huntington Beach, CA 92648
or through the City's website at

http://www.huntingtonbeachca.gov/government/departments/Fire/fire_prevention_code_enforcement/fire_dept_city_specifications.cfm

If you have any questions, please contact the Fire Prevention Division at (714) 536-5411.



CITY OF HUNTINGTON BEACH PLANNING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: MARCH 11, 2015

PROJECT NAME: ROFAEL MARINA AND CARETAKER FACILITY

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 13-119

ENTITLEMENTS: COASTAL DEVELOPMENT PERMIT NO. 13-014
CONDITIONAL USE PERMIT NO. 13-022
ENVIRONMENTAL ASSESSMENT NO. 13-008

DATE OF PLANS: OCTOBER 31, 2014

PROJECT LOCATION: 16926 PARK AVENUE (APN NO. 178-532-78 AND 178-651-36)

PROJECT PLANNER: TESS NGUYEN, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: (714) 374-1744/ TNGUYEN@SURFCITY-HB.ORG

PROJECT DESCRIPTION: TO PERMIT A MARINA CONSISTING OF A 66 FT. LONG COMMUNITY DOCK AREA AND A THREE-STORY CARETAKER'S UNIT. THE CARETAKER'S UNIT INCLUDES:

- 488 SQ. FT. MARINA OFFICE
- 2,151 SQ. FT. 2-BEDROOM AND 2-BATHROOM UNIT ON THE SECOND AND THIRD FLOORS
- 550 SQ. FT. 2-CAR GARAGE
- 3 PUBLIC PARKING SPACES (2 CARPORT SPACES, 1 OPEN SPACE)
- 3 BICYCLE PARKING SPACES

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated October 31, 2014. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided should the project be approved. If you have any questions regarding these requirements, please contact the Plan Reviewer.

1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design with the following modifications:
 - a. Off-street parking improvements shall comply with Chapter 231 of the Zoning and Subdivision Ordinance and Title 24, California Administrative Code. **(HBZSO Chapter 231)**
 - b. Landscape improvements shall comply with Chapter 232 of the Zoning and Subdivision Ordinance. **(HBZSO Chapter 232)**

- c. Bicycle parking facilities shall be provided in accordance with the provisions of HBZSO Section 231.20 – *Bicycle Parking*. **(HBZSO Section 231.20)**
 - d. The site plan shall include all utility apparatus, such as but not limited to, backflow devices and Edison transformers. Utility meters shall be screened from view from public right-of-ways. Electric transformers in a required front or street side yard shall be enclosed in subsurface vaults. Backflow prevention devices shall be not be located in the front yard setback and shall be screened from view. **(HBZSO Section 230.76)**
 - e. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing proposed screening must be submitted for review and approval with the application for building permit(s). **(HBZSO Section 230.76)**
 - f. The site plan and elevations shall include the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and similar items. If located on a building, they shall be architecturally integrated with the design of the building, non-obtrusive, not interfere with sidewalk areas and comply with required setbacks. **(HBZSO Section 230.76)**
 - g. All parking area lighting shall be energy efficient and designed so as not to produce glare on adjacent residential properties. Security lighting shall be provided in areas accessible to the public during nighttime hours, and such lighting shall be on a time-clock or photo-sensor system. **(HBZSO 231.18.C)**
2. Prior to issuance of demolition permits, the following shall be completed:
- a. The applicant shall follow all procedural requirements and regulations of the South Coast Air Quality Management District (SCAQMD) and any other local, state, or federal law regarding the removal and disposal of any hazardous material including asbestos, lead, and PCB's. These requirements include but are not limited to: survey, identification of removal methods, containment measures, use and treatment of water, proper truck hauling, disposal procedures, and proper notification to any and all involved agencies. **(AQMD Rule 1403)**
 - b. The applicant shall complete all Notification requirements of the South Coast Air Quality Management District. **(AQMD Rule 1403)**
 - c. The City of Huntington Beach shall receive written verification from the South Coast Air Quality Management District that the Notification procedures have been completed. **(AQMD Rule 1403)**
 - d. Existing mature trees that are to be removed must be replaced at a 2 for 1 ratio with a 36" box tree or palm equivalent (13'-14' of trunk height for Queen Palms and 8'-9' of brown trunk). **(CEQA Categorical Exemption Section 15304)**
3. Prior to issuance of grading permits, the following shall be completed:

- a. Prior to submittal of a landscape plan, the applicant shall provide a Consulting Arborist report on all the existing trees. Said report shall quantify, identify, size and analyze the health of the existing trees. The report shall also recommend how the existing trees that are to remain (if any) shall be protected and how far construction/grading shall be kept from the trunk. **(Resolution No. 4545)**
 - b. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Planning and Building Department for review and approval. **(HBZSO Section 232.04)**
 - c. Existing mature trees that are to be removed must be replaced at a 2 for 1 ratio with a 36" box tree or palm equivalent (13'-14' of trunk height for Queen Palms and 8'-9' of brown trunk). **(CEQA Categorical Exemption Section 15304)**
 - d. "Smart irrigation controllers" and/or other innovative means to reduce the quantity of runoff shall be installed. **(HBZSO Section 232.04.D)**
 - e. Standard landscape code requirements apply. **(HBZSO Chapter 232)**
 - f. All landscape planting, irrigation and maintenance shall comply with the City Arboricultural and Landscape Standards and Specifications. **(HBZSO Section 232.04.B)**
 - g. Landscaping plans should utilize native, drought-tolerant landscape materials where appropriate and feasible. **(HBZSO Section 232.06.A)**
 - h. The Consulting Arborist (approved by the City Landscape Architect) shall review the final landscape tree planting plan and approve in writing the selection and locations proposed for new trees and the protection measures and locations of existing trees to remain. Said Arborist report shall be incorporated onto the Landscape Architect's plans as construction notes and/or construction requirements. The report shall include the Arborist's name, certificate number and the Arborist's wet signature on the final plan. **(Resolution No. 4545)**
4. Prior to issuance of building permits, the following shall be completed:
- a. A Mitigation Monitoring Fee for the mitigated negative declaration shall be paid to the Planning and Building Department pursuant to the fee schedule adopted by resolution of the City Council. **(City of Huntington Beach Planning and Building Department Fee Schedule)**
 - b. All new commercial and industrial development and all new residential development not covered by Chapter 254 of the Huntington Beach Zoning and Subdivision Ordinance, except for mobile home parks, shall pay a park fee, pursuant to the provisions of HBZSO Section 230.20 – *Payment of Park Fee*. The fees shall be paid and calculated according to a schedule adopted by City Council resolution. **(City of Huntington Beach Planning and Building Department Fee Schedule)**
5. During demolition, grading, site development, and/or construction, all Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**

6. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released for the commencement of use and issuance of a Certificate of Occupancy until the following has been completed:
 - a. A Certificate of Occupancy must be approved by the Planning and Building Department and issued by the Building and Safety Department. **(HBMC 17.04.036)**
 - b. Complete all improvements as shown on the approved grading, landscape and improvement plans. **(HBMC 17.05)**
 - c. All trees shall be maintained or planted in accordance to the requirements of Chapter 232. **(HBZSO Chapter 232)**
 - d. All landscape irrigation and planting installation shall be certified to be in conformance to the City approved landscape plans by the Landscape Architect of record in written form to the City Landscape Architect. **(HBZSO Section 232.04.D)**
 - e. The provisions of the Water Efficient Landscape Requirements shall be implemented. **(HBMC 14.52)**
7. The Development Services Departments (Building & Safety, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18. **(HBZSO Section 241.18)**
8. Conditional Use Permit No. 13-022 and Coastal Development Permit No. 13-014 shall not become effective until the appeal period following the approval of the entitlement has elapsed. **(HBZSO Section 241.14)**
9. Conditional Use Permit No. 13-022 in conjunction with Coastal Development Permit No. 13-014 shall become null and void unless exercised within one year of the date of final approval or within one year of the date of final Coastal Development Permit approval by the Coastal Commission, or as modified by a condition of approval. An extension of time as may be granted by the Director pursuant to a written request submitted to the Planning and Building Department a minimum 30 days prior to the expiration date. **(HBZSO Section 241.16.A)**
10. The Planning Commission reserves the right to revoke Conditional Use Permit No. 13-022 and Coastal Development Permit No. 13-014 pursuant to a public hearing for revocation, if any violation of the conditions of approval, Huntington Beach Zoning and Subdivision Ordinance or Municipal Code occurs. **(HBZSO Section 241.16.D)**
11. The project shall comply with all applicable requirements of the Municipal Code, Building & Safety Department and Fire Department, as well as applicable local, State and Federal Fire Codes, Ordinances, and standards, except as noted herein. **(City Charter, Article V)**

12. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays. **(HBMC Section 8.40.090)**
13. The applicant shall submit a check in the amount of \$2,210.00 and \$50.00 for the posting of the Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning Division within two (2) days of the Planning Commission's action. **(California Code Section 15094)**
14. All landscaping shall be maintained in a neat and clean manner, and in conformance with the HBZSO. Prior to removing or replacing any landscaped areas, check with the Departments of Planning and Public Works for Code requirements. Substantial changes may require approval by the Zoning Administrator. **(HBZSO Section 232.04)**
15. All permanent, temporary, or promotional signs shall conform to Chapter 233 of the HBZSO. Prior to installing any new signs, changing sign faces, or installing promotional signs, applicable permit(s) shall be obtained from the Planning & Building Department. Violations of this ordinance requirement may result in permit revocation, recovery of code enforcement costs, and removal of installed signs. **(HBZSO Chapter 233)**
16. Any proposed cantilevered deck, dock, and/or ramp improvements located in the public waterway shall require separate permits. **(HBZSO Section 245.06)**

Crime Prevention Through Environmental Design



CITY OF HUNTINGTON BEACH POLICE DEPARTMENT

CPTED DEVELOPMENT REVIEW

DATE: November 25, 2014

PROJECT NAME: Rofael Marina and Caretaker Facility

ASSIGNED PLANNER: Tess Nguyen, Associate Planner

REQUEST: To permit a marina consisting of a 66 ft. long community dock area and a three-story caretaker's unit. The caretaker's unit includes:

- 488 sq. ft. marina office
- 2,151 sq. ft. 2-bedroom and 2-bathroom unit on the second and third floors
- 550 sq. ft. 2-car garage
- 3 public parking spaces (2 carport spaces, 1 open space)
- 3 bicycle parking spaces

LOCATION: 16926 Park Avenue

PLAN REVIEWER: Jan Thomas, CPTED Consultant - HBPD

TELEPHONE/E-MAIL: (949) 290-1604/jckthomas@cox.net

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements, which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

Original police comments from April 7, 2014 still apply (listed below), however, there is one additional concern: Since this facility is so close to the adjacent private residence, post a "No parking on driveway" sign at the entrance to the Marina Facility. If the parking is full in the Marina lot, and someone parks on the driveway, the adjacent resident's garage entrance will be blocked, thus creating conflict.

Original April 7, 2014 Comments still apply:

Concern:

What type of activity will take place on this property? What uses?

Recommend:

Rules and uses for this property should be established, posted and enforced. There should be no doubt regarding expected behavior and activity on this property. This will mitigate potential conflict with the neighbors.

Post signs at dock and driveway.

Concern:

Potential for unauthorized public on the property after-hours, thus negatively impacting neighbors.

Recommendation:

Hours are 8:00 am to 5:00 pm daily. Enforce with signs posted at dock and driveway.

This must be strictly enforced. Direct surveillance cameras on the dock and facility.

Concern:

Caretaker's visibility onto and around property.

Recommendation:

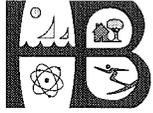
Position the rooms in which the caretaker will spend most time (marina office and main living area) facing the dock and driveway entrance.

Concern:

Invasion of surrounding residents' private space. The public will be allowed on the dock, as well as the 10 foot wide public access from Park Avenue. This could result in possible intrusion on the surrounding residents' private space.

Recommendation:

All efforts should be taken to prevent guest overflow onto the surrounding properties.



CITY OF HUNTINGTON BEACH

PUBLIC WORKS INTERDEPARTMENTAL COMMUNICATION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: NOVEMBER 24, 2014

PROJECT NAME: ROFAEL MARINA AND CARETAKER FACILITY

ENTITLEMENTS: CDP 13-14, CUP 13-22, EA 13-08

PLNG APPLICATION NO: 2013-0119

DATE OF PLANS: OCTOBER 31, 2014

PROJECT LOCATION: 16926 PARK AVENUE (APN NO. 178-532-78 AND 178-651-36)

PROJECT PLANNER: TESS NGUYEN, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: 714-374-1744 / TNGUYEN@SURFCITY-HB.ORG

PLAN REVIEWER: BOB MILANI, SENIOR CIVIL ENGINEER

TELEPHONE/E-MAIL: 714-374-1735 / BOB.MILANI@SURFCITY-HB.ORG 

PROJECT DESCRIPTION: TO PERMIT A MARINA CONSISTING OF A 66 FT. LONG COMMUNITY DOCK AREA AND A THREE-STORY CARETAKER'S UNIT. THE CARETAKER'S UNIT INCLUDES:

- 488 SQ. FT. MARINA OFFICE
- 2,151 SQ. FT. 2-BEDROOM AND 2-BATHROOM UNIT ON THE SECOND AND THIRD FLOORS
- 550 SQ. FT. 2-CAR GARAGE
- 3 PUBLIC PARKING SPACES (2 CARPORT SPACES, 1 OPEN SPACE)
- 3 BICYCLE PARKING SPACES

The following is a list of code requirements deemed applicable to the proposed project based on plans as stated above. The items below are to meet the City of Huntington Beach's Municipal Code (HBMC), Zoning and Subdivision Ordinance (ZSO), Department of Public Works Standard Plans (Civil, Water and Landscaping) and the American Public Works Association (APWA) Standards Specifications for Public Works Construction (Green Book), the Orange County Drainage Area management Plan (DAMP), and the City Arboricultural and Landscape Standards and Specifications. The list is intended to assist the applicant by identifying requirements which shall be satisfied during the various stages of project permitting, implementation and construction. If you have any questions regarding these requirements, please contact the Plan Reviewer or Project Planner.

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A GRADING PERMIT:**

1. A Lot Line Adjustment shall be recorded with the County of Orange.
2. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05, ZSO 230.84) Final grades and elevations on the grading plan shall conform to FEMA requirements for elevation above the flood water levels as directed by the Department of Public Works. The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:
 - a. A 20 foot wide driveway for commercial purposes per Public Works Standard Plan No. 211. To accomplish this, an additional 10 foot wide easement, for ingress, egress and utility purposes, is required to supplement the existing 10 foot wide easement.
 - b. ADA compliant access, in conformance with Title 24, shall be provided from the public ROW to any of the public access portions of the marina, dock or waterway.
 - c. The applicant shall demonstrate to the satisfaction of Public Works that standards (including ADA) regarding pedestrian/bicycle safety along the public access easement will be met.
 - d. A new sewer lateral shall be installed connecting to the main in Park Avenue and shall be constructed per Sunset Beach Sanitary District standards.
 - e. The developer shall install a new 8-inch PVC waterline within Park Avenue from connection with the existing 14-inch public waterline in Pacific Coast Highway to the proposed project boundary per Water Division Standard Requirements. The Development shall be responsible for reconnecting all existing water services to the new 8-inch waterline. (ZSO 230.84)
 - f. A new domestic water service and meter shall be installed per Water Division Standards, and sized to meet the minimum requirements set by the California Plumbing Code (CPC) and Uniform Fire Code (UFC). (ZSO 255.04) (MC 14.08.020)
 - g. The irrigation water service may be combined with the domestic water service. (ZSO 230.84)
 - h. Separate backflow protection devices shall be installed per Water Division Standards for domestic and fire water services, and shall be screened from view. (Resolution 5921 and State of California Administrative Code, Title 17)
 - i. The fire sprinkler system that is required by the Fire Department for the proposed development shall have a separate dedicated fire service line installed per Water Division Standards. (ZSO 230.84)
 - j. The on-site fire hydrant that is required by the Fire Department to serve the proposed development shall become a private fire hydrant that is served by private fire water service. This private fire water service shall be separated from the public water main in Park Avenue by construction of a double check detector assembly. The double check detector assembly shall be constructed per the City of Huntington Beach Standard Plan No. 618, and shall be sized to provide adequate fire flow protection for the private on-site fire hydrant. The double check detector assembly shall be located within landscape planter area or other area and screened from view by landscaping or other method as approved by the Department of Public Works. The on-going maintenance of this private fire water service and private fire hydrants shall be the responsibility of the development owner. (Resolution 5921, State of California Administrative Code, Title 17)

- k. The developer shall submit for approval by the Fire Department and Water Division, a hydraulic water analyses to ensure that fire service connection from the point of connection to City water main to the backflow protection device satisfies Water Division standard requirements.
 - l. Final finished grades for proposed building pads and common areas and provide minimum FEMA elevation requirements.
 - m. Retaining walls, decorative walls and slopes along the Huntington Harbor Channel, docks, building foundation, and adjacent property lines.
 - n. All swales along slopes, walls, walkways and associated drainage control devices.
3. A water utility easement shall be dedicated to and accepted by the City of Huntington Beach, covering the public water facilities and appurtenances located within the project site. The easement shall be a minimum total width of 10 feet clear (5 feet either side of the water pipeline or appurtenance), unobstructed paved or landscaped surface, pursuant to Water Division Standards. Where access is restricted or impacted by structures, walls, curbs, etc., the easement width shall be 20 feet to allow for equipment access and maintenance operations. No structures, parking spaces, trees, curbs, walls, sidewalks, etc., shall be allowed within the easement. No modifications to the water facilities and pavement located within the easement shall be allowed without proper notification and written approval from the City in advance. Such modifications may include, but are not limited to, connections to the water system, pavement overlay, parking lot re-striping, and parking lot reconfiguration. City personnel shall have access to public water facilities and appurtenances at all times. (ZSO 230.84)
4. The Property Owner shall enter into a Special Utility Easement Agreement with the City of Huntington Beach, for maintenance and control of the area within the public water pipeline easement, which shall address repair to any enhanced pavement, etc., if the public water pipelines and/or appurtenances require repair or maintenance. The Property Owner shall be responsible for repair and replacement of any enhanced paving due to work performed by the City in the maintenance and repair of any water pipeline. The Special Utility Easement Agreement shall be referenced in the CC&R's. (Resolution 2003-29)
5. A Non-Priority Project Plan (NPP) for water quality, conforming to the current Waste Discharge Requirements Permit for the County of Orange (Order No. R8-2009-0030, NPDES No. CAS618030) [MS4 Permit] prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and acceptance. The NPP shall be submitted with the first submittal of the Grading Plan. The project NPP shall include the following:
- a. Provides a project description, site description, existing and proposed drainage patterns, existing and proposed perviousness, potential pollutants expected from the site and downstream receiving water from the subject site.
 - b. Incorporates Low Impact Development Best Management Practices (BMPs) as defined in the Drainage Area Management Plan (DAMP).
 - c. Addresses Site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - d. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.
 - e. Generally describes the long-term operation and maintenance requirements for the project's BMPs.

- f. Identifies the entity that will be responsible for long-term operation and maintenance of the project's BMPs.
 - g. After incorporating plan check comments of Public Works, three final NPPs (signed by the owner and the Registered Civil Engineer of record) shall be submitted to Public Works for acceptance. After acceptance, two copies of the final report shall be returned to applicant.
6. Indicate the type and location of BMPs on the Grading Plan consistent with the project NPP.
 7. A California-licensed Geotechnical Engineer shall prepare and submit to the City a detailed final soils and geological/seismic analysis which shall address onsite soils characteristics, as well as all operations required to properly prepare the site for the proposed development. This analysis shall provide detailed recommendations for clearing and grubbing, grading, overexcavation, engineered fill, dewatering, shoring and stabilization of soils to support the proposed development and protect adjacent properties, settlement, monitoring requirements, landscaping, chemical and fill properties, liquefaction requirements, retaining walls, streets, and utilities. The report shall provide recommendations for grading for the site. (ZSO 253.12.B, MC 17.05.150)
 8. The applicant's grading/erosion control plan shall abide by the provisions of AQMD's Rule 403 as related to fugitive dust control. (AQMD Rule 403)
 9. The name and phone number of an on-site field supervisor hired by the developer shall be submitted to the Planning and Public Works Departments. In addition, clearly visible signs shall be posted on the perimeter of the site every 250 feet indicating who shall be contacted for information regarding this development and any construction/grading-related concerns. This contact person shall be available immediately to address any concerns or issues raised by adjacent property owners during the construction activity. He/She will be responsible for ensuring compliance with the conditions herein, specifically, grading activities, truck routes, construction hours, noise, etc. Signs shall include the applicant's contact number, regarding grading and construction activities, and "1-800-CUTSMOG" in the event there are concerns regarding fugitive dust and compliance with AQMD Rule No. 403.
 10. The applicant shall notify all property owners and tenants within 300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLIED WITH DURING GRADING OPERATIONS:

11. An Encroachment Permit is required for all work within the City's right-of-way. (MC 12.38.010/MC 14.36.030)
12. The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material in excess of 5000 cubic yards is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works. (MC 17.05.210)
13. Water trucks will be utilized on the site and shall be available to be used throughout the day during site grading to keep the soil damp enough to prevent dust being raised by the operations. (California Stormwater BMP Handbook, Construction Wind Erosion WE-1)

14. All haul trucks shall arrive at the site no earlier than 8:00 a.m. or leave the site no later than 5:00 p.m., and shall be limited to Monday through Friday only. (MC 17.05)
15. Wet down the areas that are to be graded or that is being graded, in the late morning and after work is completed for the day. (WE-1/MC 17.05)
16. The construction disturbance area shall be kept as small as possible. (California Stormwater BMP Handbook, Construction Erosion Control EC-1) (DAMP)
17. All haul trucks shall be covered or have water applied to the exposed surface prior to leaving the site to prevent dust from impacting the surrounding areas. (DAMP)
18. Prior to leaving the site, all haul trucks shall be washed off on-site on a gravel surface to prevent dirt and dust from leaving the site and impacting public streets. (DAMP)
19. Comply with appropriate sections of AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. (AQMD Rule 403)
20. Wind barriers shall be installed along the perimeter of the site. (DAMP)
21. All construction materials, wastes, grading or demolition debris and stockpiles of soils, aggregates, soil amendments, etc. shall be properly covered, stored and secured to prevent transport into surface or ground waters by wind, rain, tracking, tidal erosion or dispersion. (DAMP)

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A BUILDING PERMIT:**

22. A Precise Grading Permit shall be issued. (MC 17.05)
23. Traffic Impact Fees (TIF) shall be paid for this project. The fee shall be paid at the rate applicable at the time of Building Permit issuance. (MC 17.65)
24. A drainage fee for the subject development shall be paid at the rate applicable at the time of Building Permit issuance. The current rate of \$13,880 per gross acre is subject to periodic adjustments. This project consists of 0.14 gross acres (including its tributary area portions along the half street frontages) for a total required drainage fee of \$1,969. City records indicate the previous use on this property never paid this required fee. Per provisions of the City Municipal Code, this one-time fee shall be paid for all subdivisions or development of land. (MC 14.48)
25. The applicable Orange County Sanitation District Capital Facility Capacity Charge shall be paid to the City Department of Public Works. (Ordinance OCSD-40)

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO FINAL
INSPECTION OR OCCUPANCY:**

26. Complete all improvements as shown on the approved grading, and improvement plans. (MC 17.05)

27. All new utilities shall be undergrounded. (MC 17.64)
28. All applicable Public Works fees shall be paid at the current rate unless otherwise stated, per the Public Works Fee Schedule adopted by the City Council and available on the city web site at http://www.surfcity-hb.org/files/users/public_works/fee_schedule.pdf. (ZSO 240.06/ZSO 250.16)
29. Prior to grading or building permit close-out and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural Best Management Practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate all drainage courses, pipes, gutters, basins, etc. are clean and properly constructed.
 - c. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.

Summary of Mitigation Measures

Description of Impact	Mitigation Measure
<p><u>Biological Resources</u></p> <ul style="list-style-type: none"> ◆ 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 ◆ 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 ◆ 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 ◆ 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 ◆ Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance ◆ Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan 	<p>BIO-1: The area at the top of the bank shall be graded to reduce the potential for freshwater to flow into the harbor waters. The applicant's grading plans shall demonstrate compliance with this mitigation measure.</p> <p>BIO-2: Prior to issuance of grading permits, the existing degraded asphalt launch ramp shall be removed from the southeast area of the site and disposed of at a facility equipped to handle the material. Removal of the former ramp will improve water quality and will provide additional space for native plant species.</p> <p>BIO-3: Prior to issuance of building permits, the former launch ramp area shall be terraced using dredge sediment to give the water-land interface a more natural appearance. Existing native species in the vicinity shall be removed with the intent of replanting within the new bank area. A biologist shall be present on-site to oversee the removal of the ramp, removal and care of native species, and replanting of vegetation after the bank has stabilized. The biologist shall submit a written report of observations and shall verify the applicant's compliance with this mitigation measure to the City of Huntington Beach Planning Department.</p> <p>BIO-4: Prior to final building permit approval, the applicant shall remove all invasive, non-native species, such as the Hottentot fig, which currently occupies 25 to 30% of the banks. Pickleweed would be transplanted to the barren areas. A biologist shall be present on site to oversee the removal of non-native species and shall submit a written report of observations and shall verify the applicant's compliance with this mitigation measure to the City of Huntington Beach Planning and Building Department.</p> <p>BIO-5: Prior to final building permit approval, the bank areas shall be terraced down to the water's edge in order to provide a more natural transition from the property to the water and increase the available habitat area of the banks for the proposed project. The banks shall then be revegetated using transplanted native species or installation of other native salt marsh species found in the area. The terracing shall be accomplished with materials conducive to promoting transplanting of native salt marsh species in the area as recommended in the MBC Biological Assessment. A biologist shall be present on-</p>

Summary of Mitigation Measures

Description of Impact	Mitigation Measure
	<p>site to oversee the terracing and replanting of the banks. The biologist shall submit a written report of observations and shall verify the applicant’s compliance with this mitigation measure to the City of Huntington Beach Planning and Building Department.</p>
<p><u>Hydrology and Water Quality</u></p> <ul style="list-style-type: none"> ◆ Violate any quality standards or waste discharge requirements 	<p>HYDRO-1: Prior to and during any dock construction or dredging within the waterway, a silt curtain shall be installed in the water surrounding the construction zone. The silt curtain shall be continually maintained free and clear of debris, shall be properly maintained without holes, rips, or tears, and shall remain in place for the duration of the dock construction and dredging activities.</p>