

- a reconfiguration of the inside of the existing Material Recovery Facility (MRF), adding new equipment to enhance recycling efforts and support the City in achieving AB939 mandates
- implementation of a 3-cart residential curbside recycling system

The installation of the Compressed Natural Gas (CNG) fueling station and transition from its older diesel-fueled trucks to new vehicles burning clean CNG will allow Rainbow to achieve compliance with South Coast AQMD Rule 1193 (alternative-fuel refuse collection vehicles). This will have a major impact in reducing air emissions from the Company's truck fleet. This fueling facility will also be open to use by the City vehicles including School District buses.

### **Proposed Project**

Rainbow proposes to expand the facility from the existing 2,800 TPD to 4,000 TPD in a manner that will allow ongoing operations during construction and build-out. These new buildings and operations will enable Rainbow to continue to process curbside recyclables, C&D debris, greenwaste and commercial MSW, and to do so while improving environmental conditions around the plant as compared to current operations.

- In the fall 2009 and winter of 2010, the Company will construct a three-sided, roofed structure and a transfer tunnel with two load-out ports at the location of Transfer Bldg. #2. A concrete pad for the complete building will also be constructed. This operation will handle only C&D debris and greenwaste initially, and will be designed and operated to meet the South Coast Air Quality Management District's (SCAQMD) Rule 1133 (Chipping & Grinding Operations).
- After the facility reaches a weekly average of 2,800 TPD, Transfer Bldg. #2 will be fully enclosed to handle MSW and other materials. The building will be designed to meet all new and more stringent environmental regulations, including SCAQMD Rule 410 (odor management).
- After the facility reaches a weekly average of 3,300 TPD, Transfer Bldg. #1 will be remodeled, expanded, and fully-enclosed.
- When advanced recycling technology becomes feasible, Rainbow will construct the building to house the new innovative recycling systems that are currently in development, and which may be required to meet future State recycling mandates. The corporate office will also be expanded when the need arises.

Rainbow is financing and developing this \$20 million project to ensure that the City of Huntington Beach retains its leadership role in recycling, with a healthy environment, and secure, cost effective resource management.

**SERVICES**

The proposed project will continue to provide the following services:

- MSW transfer and load out
- Green material chipping & grinding and recycling
- Source-separated recyclable material sorting, processing and recycling
- Mixed waste sorting, processing, and recycling
- Construction and demolition (C&D) debris sorting and recycling
- Recyclable material load out
- Expansion of office and administration services

As part of the permitting process, Rainbow is requesting an increase in permitted maximum daily tonnage from the current 2,800 tons per day (TPD) to 4,000 TPD. There are several reasons for the need for the capacity increase:

- The facility is already experiencing peak days that approach the 2,800 TPD limit
- The recent fee hike at the landfills for “self-haul” loads is re-directing many loads from the landfills to the MRF/transfer stations resulting in increased tonnages
- Renovations and new construction will continue to create a growing construction and demolition wastestream for processing and recycling at the facility
- Natural continued growth in per capita waste generation rates
- New business opportunities

**PROPOSED USE**

The project will serve as the primary facility for the City of Huntington Beach for processing and recycling of MSW and source-separated recyclables; as well as transfer and hauling to disposal of the non-salvageable waste. At some future date, the project will also include an innovative “conversion technology” for processing the waste residue (currently being landfilled) into green fuels, renewable energy, or soil amendments.

**SQUARE FOOTAGE**

The site comprises 17.59 acres. The proposed project will include demolition of some structures and construction of the new buildings as follows:

<u>Building Type</u>	<u>Existing</u>	<u>Proposed Project</u>	<u>Ultimate Buildout</u>
Admin/Ops offices	13,400 sf	5,392 sf	18,792 sf
Transfer (2)	25,500 sf	144,200 sf	169,700 sf
Secondary Recycling	0 sf	30,500 sf	30,500 sf
Load Out Ports	1 port	2 ports	3 ports

**OPERATING HOURS**

The permitted hours of operation will remain unchanged and are as follows:

- Material Acceptance (Commercial): 6:00 a.m. – 6:00 p.m. Monday – Sunday
- General Public: 6:00 a.m. – 6:00 p.m. Monday – Sunday
- Material Processing, loading and maintenance: 24 hours a day, Monday – Sunday  
Except 6 holidays per year

**EMPLOYEES**

Projected number of employees:

	<u>Total</u>	<u>Per Shift</u>
Existing:	392	290 / 102
Projected:	313	265 / 48

As shown, the number of employees is expected to decrease with the build out of the project, even though the daily throughput is expected to increase. This is due to planned modifications to operations and equipment, including the automation of functions now performed largely by hand, they will provide efficiencies in labor while maximizing recovery of recyclable material.

**ENVIRONMENTAL CONTROLS**

The expanded facility will feature state-of-the-art controls including systems related to dust, odor and other air quality control that will meet all the requirements of new, stringent regulations from the SCAQMD and the California Integrated Waste Management Board (CIWMB), as well as an innovative stormwater treatment system. See the Environmental Assessment for more information. In addition, noise will be attenuated by moving all major functions into buildings.

**REASONS FOR APPLICATION**

Rainbow is initiating this application for the following reasons:

- To allow construction of new buildings to house operations
- To expand capacity to meet future increases in wastestream tonnages
- To provide guaranteed, long-term recycling and waste transfer services for the City of Huntington Beach
- To enhance recycling opportunities and overall diversion percentage
- To enhance environmental controls related to air quality, stormwater runoff, noise, litter and other areas
- To have facilities, processes and plans in place to service the needs of the City of Huntington Beach for the next 20 years

**SURROUNDING LAND USES**

North: S.R. Services Storage Yard/auto repair mall/hardscape material yard  
South: Bent Manufacturing  
East: Oakview Elementary School  
West: Randall Lumber Yard/Best Towing Yard

**SERVICE AREA**

This project is planned to serve the residents and businesses of the City of Huntington Beach, other Rainbow franchise areas (i.e. Fountain Valley, Westminster, Midway Sanitary District), and future business opportunities in surrounding communities.

**HAZARDOUS WASTE AND SUBSTANCE SITE**

Pursuant to Section 65962.5 of the Government Code, I declare this project site at 17121 Nichols Street, Huntington Beach, CA 92647-1026 is NOT located within a Hazardous Waste and Substance site.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: Jerry Moffatt  
Title: Co-President and Chief Operating Officer



P.O. BOX 1026 • HUNTINGTON BEACH, CA 92647-1026 • (714) 847-3581 FAX: (714) 841-4660

JAN - 5 2009

**PROJECT DESCRIPTION: TO PERMIT A MASTER PLAN FOR VARIOUS FACILITY IMPROVEMENTS AT THE RAINBOW DISPOSAL TRANSFER STATION CUP 06-030 \***

---

The following information is provided in support of the project narrative.

This application for Conditional Use Permit No. 06-030 also includes a Conditional Exception request to allow three of the proposed structures to be approximately 50 feet in height in lieu of the required 40 foot building height limit.

The following justification is offered for consideration of this Conditional Exception request:

1. This Transfer Facility is considered as a Public Utility and is a one-of-a-kind operation within the City.
2. This application is a proposal to enclose, within a building, a portion of the outside activity in order to reduce air pollution, improve water quality issues and reduce noise associated with the existing operation.
3. The proposed buildings are large and require an unobstructed open area for operational clearance the size of the span and pitch of the roof (3/4:12) causing the roof area, at the ridge, to exceed the 40 ft. height limit. Also, the parapets will extend 9 feet above the eave height of the building. (See attached exhibit).
4. Currently the buildings' height from finish floor to eave is 38 feet. With the rise in the roof to the ridge the overall height will be 42'-7" to 46'-4" feet. Our preliminary civil engineering tells us the structure will be 2 to 3 feet above the curb height of the property. This will take us to 49'-4". To allow for design adjustments to ensure proper structural and civil engineering we have rounded this up to 50 feet. The reason for raising the parapet is to have a clean line around the building.

---

\* Supplemental Narrative to Project Narrative dated March 2007 which was subsequently revised December 31, 2008

**Initial Study and CEQA Checklist  
for Rainbow Disposal Transfer Station  
and Material Recovery Facility  
Improvements Project  
EA No. 06-006**

*Prepared for:*

City of Huntington Beach  
2000 Main Street  
Huntington Beach CA 92648  
Contact: Ricky Ramos  
714/536-5624

*Prepared by:*

ICF Jones & Stokes  
1776 Park Avenue, Suite 146  
Redlands, CA 92374  
Contact: Joan Valle  
909/809-7019



November 2008

Initial Study for Rainbow Disposal Transfer Station and Material Recovery  
Facility Improvements Project. 2008. November. (ICF J&S 00032.07) Redlands,  
CA. Prepared for: City of Huntington Beach.

ATTACHMENT NO. 52

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# Acronyms

AB	Assembly Bill
AP	Alquist-Priolo
AQMP	Air Quality Management Plan
ASME	American Society of Mechanical Engineers
BBL Plan	previously approved plan by Blasland, Bouck & Lee
bgs	below ground surface
BMPs	best management practices
C&D	construction and demolition
CCR	California Code of Regulations
City	City of Huntington Beach
CIWMB	California Integrated Waste Management Board
CNG	compressed natural gas
COPC	chemical of potential concern
County	Orange County
dBA	A-weighted decibels
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
E-W	east-west
FHWA	Federal Highway Administration
HBFD	Huntington Beach Fire Department
HBPD	Huntington Beach Police Department
HBZSO	Huntington Beach Zoning & Subdivision Ordinance
HI	hazard index
HRC	Health Risk Characterization
ICU	intersection capacity utilization
I-F2-d	Industrial—0.5 floor area ratio—design overlay
IG	Industrial General

ILCR	Incremental Lifetime Cancer Risk
LOS	level of service
LUST	leaking underground storage tank
MRF	material recovery facility
MSW	municipal solid waste
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
N-S	north-south
ppm	parts per million
RAP	Remedial Action Plan
ROG	reactive organic gases
RWQCB	Santa Ana Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SWPPP	Stormwater Pollution Prevention Plan
TPD	tons per day
TPHg/TPHd	total petroleum hydrocarbons as gasoline and diesel
USTs	underground storage tanks
V/C	volume-to-capacity ratio
VOCs	volatile organic compounds
WQMP	Water Quality Management Plan

**ENVIRONMENTAL CHECKLIST FORM  
CITY OF HUNTINGTON BEACH  
PLANNING DEPARTMENT  
ENVIRONMENTAL ASSESSMENT NO. 06-006**

**INITIAL STUDY CHECKLIST**

**1. PROJECT TITLE**

Rainbow Disposal Transfer Station and Material Recovery Facility Improvements Project.  
Conditional Use Permit No. 06-030.

**2. LEAD AGENCY**

City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA 92648  
Contact: Ricky Ramos, Senior Planner  
Phone: (714) 536-5624

**3. PROJECT LOCATION**

The Rainbow Disposal Transfer Station and Material Recovery Facility is located at 17121 Nichols Street in the City of Huntington Beach (City), Orange County (County), California (Refer to Figure 1, Regional Vicinity Map, and Figure 2, Project Location Map). The 17-acre site is on the west side of Nichols Street, south of Warner Avenue and north of Slater Avenue, at 33° 42' 43" north latitude and 117° 59' 49" west longitude.

**4. PROJECT PROPONENT**

Rainbow Disposal Company, Inc.  
17121 Nichols Street  
Huntington Beach, CA 92647  
Contact: Jerry Moffat  
Phone: (714) 847-3581

**5. GENERAL PLAN DESIGNATION**

The City of Huntington Beach General Plan designates the project site as I-F2-d (Industrial—0.5 floor area ratio—design overlay). Although the facility is an allowed industrial use, Rainbow Disposal (Rainbow) is classified as a Utility (Major) and is therefore subject to a Conditional Use Permit.

## 6. ZONING

The project site is zoned Industrial General (IG). In 1991, Rainbow was granted Conditional Exception (variance) No. 91-41, which authorized a reduction in landscaping and a greater building height.

## 7. PROJECT DESCRIPTION

### Project Background

Rainbow proposes a phased approach to modernize and upgrade its existing facility. This project would enable Rainbow and the City to not only meet the mandate of the Integrated Waste Management Act of 1989, which requires every city in California to recycle at least 50% of its waste, but to ultimately meet the future proposed level of 75%. At the same time, Rainbow would add new environmental controls to clean the air and stormwater runoff. Some of these new environmental controls include enclosing all recycling and waste-handling activities in buildings, adding new dust and odor control systems, and installing innovative stormwater treatment systems.

### Proposed Project

Rainbow proposes to expand the capacity of the existing transfer station and material recovery facility (MRF) from the current 2,800 tons per day (TPD) to 4,000 TPD in a manner that would allow ongoing operations during construction and buildout. The new buildings and operations would enable Rainbow to continue to process curbside recyclables, construction and demolition (C&D) debris, greenwaste, and commercial municipal solid waste (MSW) and to do so while improving environmental conditions around the facility.

The proposed project would include the following components:

- Construction of a three-sided structure with a roof as well as a transfer tunnel with two load-out ports at the site of the future 68,400-square-foot Transfer Station 2. In addition, a concrete pad would be constructed for Transfer Station 2. This facility would handle green waste and C&D debris initially and be designed and operated to meet South Coast Air Quality Management District (SCAQMD) Rule 1133 (chipping and grinding operations);
- After the facility reaches a weekly average of 2,800 TPD, Transfer Station 2 would be fully enclosed to handle MSW and other materials. The building would be designed to meet all new environmental regulations, including SCAQMD Rule 410 (odor management);
- After the facility reaches a weekly average of 3,300 TPD, Transfer Station 1 would be remodeled, expanded, and fully enclosed;
- Enclosing the existing 13,058 square feet MRF canopy;
- Should advanced recycling technology become feasible, Rainbow would construct a secondary recycling building to house the new, innovative recycling systems, which are currently in development and may be required to meet future California recycling mandates; and
- The corporate office could be expanded by up to 5,392 square feet should the need arise.

The acquisition of additional land would not be required. All improvements would occur within the existing facility boundary, and no off-site improvements would be required. Table 1 lists the existing and proposed building areas and structures to be demolished (Refer to Figure 3, Project Site Plan).

**Table 1. Land Use Summary**

<b>Building Data</b>	<b>Square Feet</b>
<i>Existing Building Area</i>	
Transfer Station 1	25,500
MRF	31,900
Office—MRF	3,700
Office—Main	9,700
Truck Wash	2,013
Maintenance	28,644
Bin Repair	13,200
Sub-total	114,657
<i>Existing Canopy Area</i>	
MRF <sup>1</sup>	13,058
Maintenance	4,600
Bin Repair	11,200
Household Hazardous Waste	5,600
Sub-total	34,458
<i>Proposed Building Area</i>	
Office	5,392
Transfer Station 1	75,800
Transfer Station 2	68,400
Secondary Recycling	30,500
Sub-total	180,092
<i>Demolished Building Area</i>	
Partial Transfer	(-) 4,800
Mini-MRF	(-) 900
Maintenance Building	(-) 11,800
Sub-total	(-) 17,500
<b>Total Square Feet of all Structures at Buildout</b>	<b>311,707</b>

Sources: Master Site Plan, prepared by J. R. Miller & Associates, Inc., July 9, 2008; Preliminary Rainbow Disposal Environmental Assessment Form, prepared by Chip Clements, March 21, 2007.

<sup>1</sup> The project includes enclosing this existing canopy.

**Operations**

The facility would continue to provide the following services:

- MSW transfer and load out;
- Green material chipping, grinding, and recycling;
- Source-separated recyclable material sorting, processing, and recycling;
- Mixed-waste sorting, processing, and recycling;
- C&D debris sorting and recycling;
- Recyclable material load out; and
- Office and administration services.

As part of the permitting process, Rainbow is requesting an increase in permitted maximum daily tonnage, from the current 2,800 to 4,000 TPD. There are several reasons for the need to increase capacity:

- The facility is already experiencing peak days that approach the 2,800 TPD limit;
- The recent fee hike for “self-haul” loads is redirecting many loads from the landfill to the MRF/transfer station, resulting in increased tonnages;
- Renovations and new construction will create a growing construction and demolition waste stream for processing and recycling at the facility;
- There is continued growth in per capita waste generation rates; and
- There is a need to meet new market opportunities.

Rainbow’s increased tonnage, growing from 2,800 to 4,000 TPD, would increase average daily vehicle trips to the site by 574, which includes 106 additional AM peak trips (8:00–9:00 a.m.) and 35 additional PM peak trips (4:00–5:00 p.m.). These peak-hour trips would be distributed among six arterial intersections (Warner Avenue and Goldenwest Street, Warner Avenue and Gothard Street, Warner Avenue and Nichols Street, Warner Avenue and Beach Boulevard, Slater Avenue and Gothard Street, and Slater Avenue and Nichols Street) (Traffic Impact Analysis 2007). No off-site improvements would be required.

The expanded facility would comply with stringent new regulations from SCAQMD and the California Integrated Waste Management Board (CIWMB) through the use of state-of-the-art systems to control dust and odors and monitor air quality. An innovative stormwater treatment system would be included at the facility as well.

**Proposed Use**

The facility would continue to process MSW and source-separated recyclable materials as well as nonsalvageable waste. At some point, the proposed project would introduce an innovative “conversion technology” for processing waste residue (which currently goes to the landfill) into green fuels, renewable energy, or soil amendments.

**Operating Hours**

Operating hours would be consistent with existing operations (Monday through Sunday):

- Material Acceptance (commercial): 6:00 a.m. to 6:00 p.m.,
- General Public: 7:00 a.m. to 4:00 p.m., and
- Material Processing, Loading, and Maintenance: 24 hours a day.

**Employees**

The number of employees is expected to decrease with buildout of the proposed project, as shown below. This is due to planned modifications to operations and equipment, including the automation of functions now performed largely by hand. The proposed automation upgrades would provide efficiencies in labor while maximizing the recovery of recyclable material. Therefore, the facility will be able to process a greater amount of waste, with fewer employees.

**Table 2. Projected Number of Employees**

	<b>Total</b>	<b>1<sup>st</sup> Shift</b>	<b>2<sup>nd</sup> Shift</b>
Existing	392	290	102
Projected	342	265	77

**8. SURROUNDING LAND USES AND SETTING**

Refer to Figure 2, Project Location Map, for an aerial display of the site and location of the surrounding uses. The surrounding area consists of industrial uses to the north, south, and west and the Oakview Elementary School to the east.

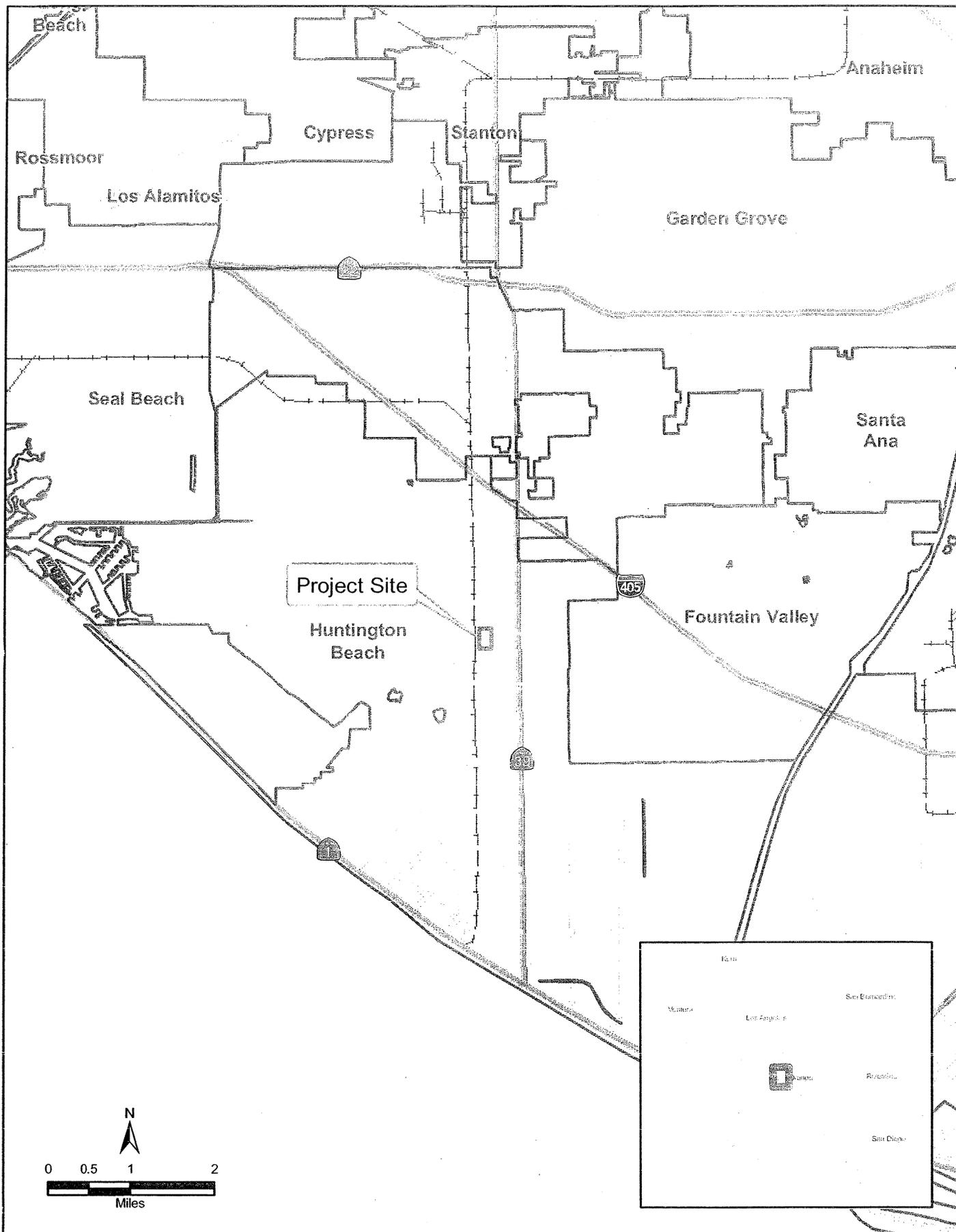
**9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION**

See the *References/Earlier Analysis* section in the back of this document for a complete list of related documents.

**10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED AND PERMITS NEEDED (I.E., PERMITS, FINANCING APPROVAL, OR PARTICIPATING AGREEMENT)**

- County of Orange, Health Care Agency, Division of Environmental Health, Solid Waste Local Enforcement Agency (Revised Solid Waste Facilities Permit);
- California Regional Water Quality Control Board [National Pollutant Discharge Elimination System (NPDES) permit];
- State Water Resources Control Board (General Construction Activity Stormwater Permit); and
- South Coast Air Quality Management District (Permit to Construct and Permit to Operate).

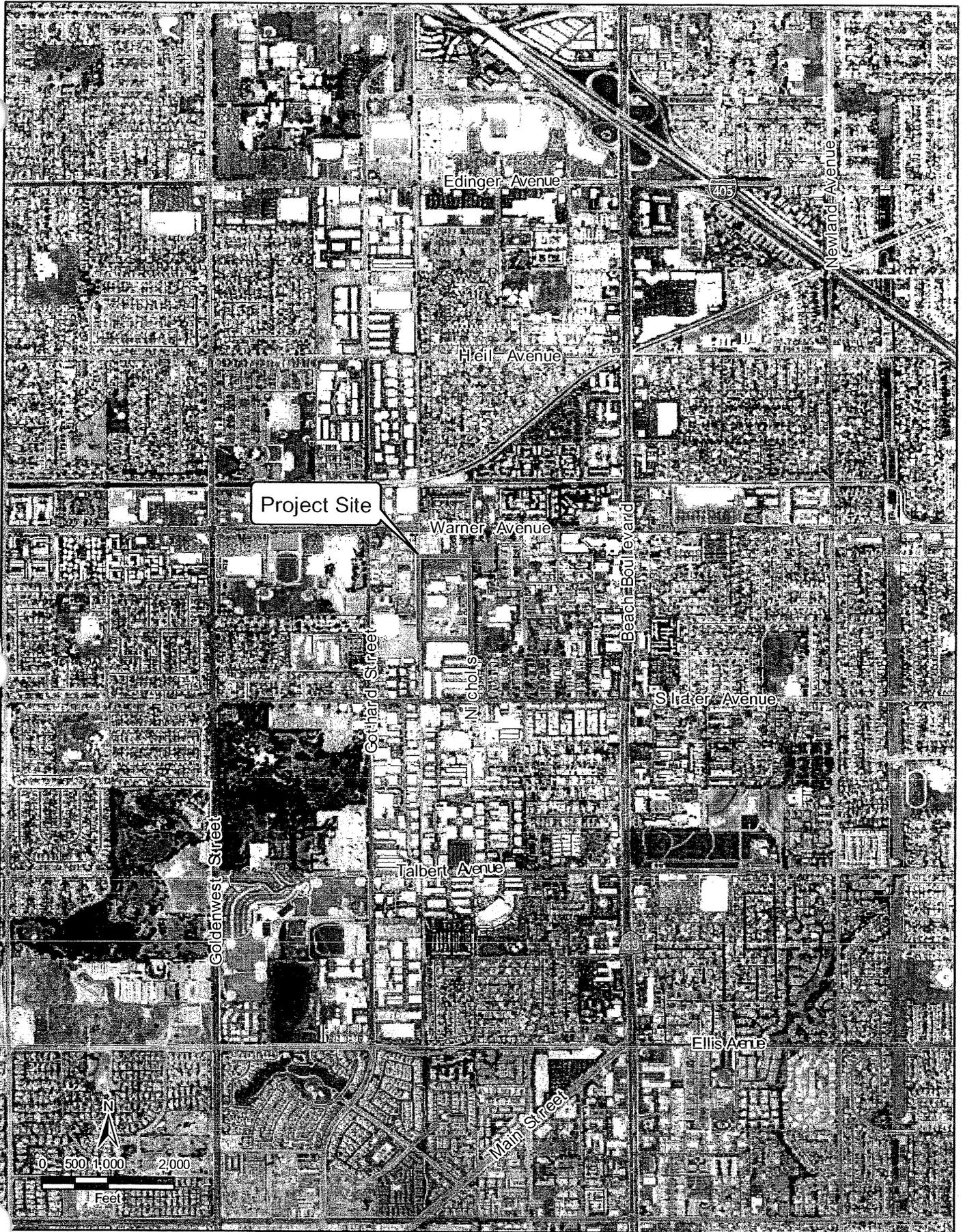
The project site does not contain jurisdictional waters of the United States or the State of California and is not located within the Coastal Zone. Therefore, approval of the proposed project would not require approval from the U.S. Army Corps of Engineers, the California Department of Fish and Game,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



SOURCE: ESRI Streetmap USA (2007)

**Figure 1**  
**Regional Vicinity Map**  
**City of Huntington Beach Rainbow Disposal Transfer**  
**Station and Material Recovery Facility Improvements Project**

ATTACHMENT NO. 5.12



SOURCE: ESRI Streetmap USA (2007); ESRI USA Imagery (2/15/07, 0.3m)

**Figure 2**  
**Project Location Map**  
**City of Huntington Beach Rainbow Disposal Transfer**  
**Station and Material Recovery Facility Improvements Project**  
**ATTACHMENT NO. 513**



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “potentially significant impact” or is “potentially significant unless mitigated,” as indicated by the checklist on the following pages.

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

**DETERMINATION**

(To be completed by the lead agency)  
On the basis of this initial evaluation:

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

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

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

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

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

R. Ramos  
Signature  
**RICKY RAMOS**  
Printed Name

11.20.08  
Date  
**SENIOR PLANNER**  
Title

## EVALUATION OF ENVIRONMENTAL IMPACTS

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

(Note: Standard Conditions of Approval—The City imposes standard conditions of approval on projects that 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. 8 (Project Implementation Code Requirements).

**Sample Question:**

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>
<i>Would the proposal result in or expose people to potential impacts involving: Landslides? (Sources: 1, 6)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Discussion:***

*The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map, showing that the site is located on a flat area.*

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

**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, 4, 26) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The City manages land development and growth through two main documents: the general plan and the zoning ordinance. According to the City of Huntington Beach General Plan, the project site is designated as I-F2-d (Industrial—0.5 floor area ratio—design overlay) and zoned Industrial General (IG). The objective of the Industrial designation is to “provide for the continuation of existing and the development of additional industrial uses that capitalize upon the existing and emerging types of industries, offer opportunities for the clustering of key economic sectors, and maintain the character and quality of the City” (General Plan). Permitted uses include the continuation of existing and development of new manufacturing, research and development, professional offices, supporting retail, restaurants, financial institutions, and similar uses in areas designated on the Land Use Plan map.

The project involves modernizing and improving the existing transfer station and material recovery facility, which would continue to offer essential solid waste services to the City. The new buildings would allow recycling and waste-handling activities that currently take place outdoors to be located in enclosed buildings. The buildings would include new dust and odor control systems and innovative stormwater treatment systems. The total buildout would be 311,707 square feet (with several structures dispersed over the 17-acre site). The Design Overlay permits underlying land uses in accordance with special design standards (City of Huntington Beach 1996). Rainbow was granted Conditional Exception (variance) No. 91-41 (1991), which authorized a reduction in required landscaping to 3.8% of the net site area and a greater building height of 55 feet for a portion of the MRF. The IG zoning development standards include a landscaping requirement of 8%, while the project now proposes 5.3% which exceeds the requirement of 3.8% under the existing 1991 variance. In addition, the IG zoning designation permits a maximum height for structures of 40 feet to top of highest roof, while the project proposes some structures of up to 42 feet – 6 ¼ inches to top of highest roof (44 feet to the top of the parapet). The project is otherwise consistent with the IG zoning requirements. The existing 1991 variance still applies to the project landscaping, but does not apply to the proposed increase in building height for the new structures. Therefore, Rainbow will apply for another variance regarding the proposed increase in building height. Refer to Figure 3, Project Site Plan, for the Zoning Conformance Matrix.

The proposed project is consistent with allowable uses under the general plan. According to

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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the City HBZSO, "The IG district provides sites for the full range of manufacturing, industrial processing, resource and energy production, general service, and distribution" (City of Huntington Beach 1994). Although the project is an allowed industrial use, Rainbow is classified as a Utility (Major) and is therefore subject to a Conditional Use Permit.

The proposed project is consistent with the general plan and the zoning ordinance, with the exception of the existing variance. It would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

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

**Discussion:**

According to the City's General Plan, there are no habitat conservation plans or natural community conservation plans that are applicable to the project site; therefore, no impacts are anticipated.

- c) Physically divide an established community? (Source: 4)

**Discussion:**

The project involves modernizing and improving the existing facility, which would continue to offer essential solid waste services. Acquisition of undeveloped land would not be required to accommodate the proposed improvements. No residential or business relocations or acquisitions would be required. Because the transfer station/material recovery facility is an existing facility, no physical division would be created by the proposed project. Implementation of the proposed project would not diminish access to, or restrict use of, project-adjacent land uses, nor would the project physically divide an established community.

**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: 4, 5, 26)

**Discussion:**

The proposed facility modification would accommodate the additional development/population growth accounted for in the general plan. However, the facility would not create new employment opportunities or create jobs that would induce people to move to the area. As stated earlier, in the project description, the number of employees is expected to decrease with

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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buildout of the project, even though daily throughput is expected to increase. This is due to planned modifications to operations and equipment, including the automation of functions now performed largely by hand. The proposed project would be located within a developed urbanized area with adequate infrastructure to serve the project, and no new off-site infrastructure would be required; therefore, the project would not induce growth, either directly or indirectly, creating a need to extend major infrastructure. The pattern and rate of population and housing growth in the City would be expected to remain consistent with that anticipated by existing plans for the area.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- (Sources: 4, 5)

**Discussion:**

The project involves improvements to an existing transfer station and material recovery facility that does not have existing residential uses on-site. In addition, acquisition of land would not be required to accommodate the proposed improvements. The project would not result in the displacement of any existing housing. No impacts would occur.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
- (Sources: 4, 5)

**Discussion:**

The proposed project involves improvements to an existing transfer station and material recovery facility that does not have existing residential uses on-site. In addition, acquisition of land would not be required to accommodate the proposed improvements. The project would not result in the displacement of any existing housing or people. No impacts would occur.

**III. GEOLOGY AND SOILS.** Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 1, 6)

**Discussion:**

The Alquist-Priolo (AP) Earthquake Fault Zoning Act was passed in 1972 to mitigate the

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less-than- Significant Impact	No Impact
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hazard of surface faulting to structures for human occupancy. Surface rupture is the most easily avoided seismic hazard. The primary purpose of the AP Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the surface. The City of Huntington Beach is located in a seismically active region of Southern California, and several active faults are located within and near the City. The subject site is not located within an AP Special Studies Zone; however, the project site is located approximately 2 miles east of the north branch of the Newport-Inglewood AP Earthquake Fault Zone, according to the State of California Special Studies Zones map. Estimated possible magnitudes for future ruptures on this fault are between 6.0 and 7.4. No known active or potentially active faults or splays are known to cross the proposed site. No evidence was found of faults traversing the site during the geotechnical investigation.

- ii) Strong seismic ground shaking?      
(Sources: 1, 6)

**Discussion:**

The site is located within 2 miles of the main trace of the north branch of the active Newport-Inglewood AP Earthquake Fault Zone. The proposed site would likely be subject to severe ground shaking during the life span of the proposed improvements. To reduce impacts from ground surface rupture and seismic ground shaking, the new structures would be designed, engineered, and constructed to adhere to the applicable seismic building and safety standards of the 2007 California Building Code.

In addition, to reduce potential impacts to less than significant, the following mitigation measure shall be implemented:

- **GEO-1:** All new structures and site preparation (i.e., grading, trenching, fill, etc.) shall be designed and constructed in accordance with the geotechnical recommendations presented in the January 16, 2006 Geotechnical Assessment Report and any addendum thereto prepared for the project. Rainbow shall submit building plans for review and approval to the City of Huntington Beach Building and Safety Department and shall submit and gain approval of utility plans with the Public Works Department prior to issuance of a grading permit.

- iii) Seismic-related ground failure, including liquefaction?      
(Sources: 1, 6)

**Discussion:**

Liquefaction occurs when saturated, cohesionless soils transform from a solid to a liquid state as a result of increased pore pressure and reduced effective stress during ground shaking. A soil's potential for liquefaction during an earthquake is dependent upon several factors. These factors include, but are not limited to, magnitude and proximity of an earthquake, duration of shaking, subsurface soil types, grain size distribution, clay content, elevation of groundwater

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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table, and soil stress history. According to the Geotechnical Assessment Report, the City is underlain by shallow, near-surface water, which poses some potential for liquefaction within depths of 1 to 50 feet and hazards to construction within depths of 1 to 30 feet. After review of existing subsurface soil and groundwater conditions, and considering the in-place density of the soil, there is a very low potential for liquefaction of the soil underlying the site. Impacts are considered less than significant.

- iv) Landslides? (Sources: 1, 6)

**Discussion:**

The project site and surrounding area are generally flat and present very little to no potential for landslides. According to the City's General Plan, the project site is located in an area of "low potential" for unstable slopes; therefore, the potential for seismically induced slope instability is considered low to remote.

- b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 5, 6)

**Discussion:**

The entire project site has been graded and is covered primarily with buildings and paved parking. The site also includes limited landscaping. Grading at the project site would consist of minor cut-and-fill work to prepare the ground surface for the new concrete slab-on-grade construction and the deep excavation for the new loading ramp adjacent to Transfer Building 2. Excavation for the loading ramp would create approximately 600 cubic yards of excess dirt, which would be exported off-site. As such, grading and excavation at the site would expose soil to erosional processes during construction. However, impacts would be minimized through the implementation of the best management practices (BMPs) identified in the Construction Stormwater Pollution Prevention Plan (SWPPP). In addition, mitigation measure GEO-1 (previously listed in Section III(ii)) would also mitigate potential impacts to less-than-significant levels.

- 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, 6)

**Discussion:**

According to the City's General Plan, the project site is underlain by shallow, near-surface waters within depths of 10 to 30 feet. According to the Geotechnical Assessment Report prepared for the project, given the type and density of the materials and depth to groundwater, there is a very low potential for lateral spreading at the proposed site in the event of a severe seismic event. As discussed earlier, there is a very low potential for liquefaction at the site.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Impacts would be considered less than significant.

- |  |                          |                                     |                          |                          |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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, 6) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

**Discussion:**

An expansion test was performed to determine the expansion potential of the soils at the site. There appears to be clayey soils in the area, which can be characterized as expansive soils. The near-surface clay material at the north end of the project site is in the "high" expansion range. On-site soils have a higher sand content and therefore a lower expansion index. Potential soil-related hazards would be mitigated by adherence to provisions of the 2007 California Building Code and implementation of mitigation measure GEO-1, identified above in Section III(ii).

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 (Source: 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

No septic tanks or alternative wastewater disposal systems are proposed as part of the project; therefore, no impacts are anticipated.

**IV. HYDROLOGY AND WATER QUALITY.**

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Sources: 1, 5, 30) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

With the exception of limited perimeter landscaping, the entire project site and surrounding area are completely paved with impervious asphalt and/or covered with buildings. Therefore, operational discharge would be similar to the existing conditions. However, construction and excavation activities would disturb existing paved areas, potentially resulting in short-term sedimentation impacts. The total area of project disturbance is estimated to be 5 acres. Impacts would be mitigated through the implementation of BMPs identified in the construction SWPPP and overall compliance with the NPDES permit requirements. Following construction, the site would be completely covered by buildings, paving, or landscaping, thus eliminating the potential for siltation. Per the County Drainage Area Management Plan and requirements of the City of Huntington Beach, the site currently uses a low-filtration system that collects and filters the first 0.70 inch of rain and discharges it to the public storm drain under Nichols Street prior to conveyance to the East Garden Grove Wintersburg Channel, located 600 feet north of

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Warner Avenue. The existing system would accommodate the proposed improvements. Rainfall above 0.70 inch would be discharged directly to the Nichols Street storm drain. The City's standard requirements for operation include provisions for preparation of a Water Quality Management Plan (WQMP) and water treatment BMPs for overall compliance with NPDES. These actions would ensure that water quality impacts would be less than significant. See Attachment No. 12 for a description of the stormwater treatment system.

- 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, 5)

**Discussion:**

At present, the City receives 67% of its water from groundwater wells. The Metropolitan Water District of Southern California (MWD) has three lines that supply the City with the remaining 33%. The proposed project would not substantially deplete groundwater supplies. The proposed project would not involve direct withdrawal of groundwater, nor would it substantially interfere with recharge capabilities. The existing 17-acre site is developed with buildings, pavement, and limited landscaping; therefore, with only limited perimeter landscaping, the site does not have the capacity to serve as a substantial groundwater recharge area. Implementation of the proposed project is not expected to increase demand on existing groundwater sources, nor would it substantially affect the amount of groundwater pumped from local wells. Therefore, impacts would be less than significant.

- 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, 5, 26)

As stated earlier, the site is fully developed with buildings, pavement, and landscaping. The proposed project would not substantially alter drainage on the site. Low filtration would be provided for the project in accordance with the County Drainage Area Management Plan and requirements of the City of Huntington Beach. Impacts would be minimized through the implementation of BMPs identified in the construction SWPPP and overall compliance with NPDES permit requirements. See response to IV(a) for more in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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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 of surface runoff in a manner that would result in flooding on or off-site? (Sources: 1, 5, 26) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The site is fully developed with buildings, pavement, and landscaping. Therefore, the project would not substantially alter the existing hydrology of the site, and the amount of surface runoff would not increase substantially and cause flooding.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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, 5, 26, 30) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

Stormwater runoff from impervious areas of the project site, such as the ones in the proposed project, can include pollutants. During project site grading and construction, short-term runoff impacts would be minimized through the incorporation of BMPs and adherence to the SWPPP that would be prepared for the project. As stated earlier, in IV(a), low filtration would be provided for the project in accordance with the County Drainage Area Management Plan and requirements of the City. The project would comply with all wastewater discharge requirements and water quality objectives of state and federal agencies as part of the City's Code Requirements and Standard Conditions of Approval. See the previous responses in this section for more information regarding runoff and water quality protection.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? (Sources: 1, 5, 30) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The proposed project would not degrade water quality. Stormwater runoff generated from the project site would be treated to acceptable levels on site prior to discharge. The project would comply with all wastewater discharge requirements and water quality objectives of state and federal agencies as part of the City's Standard Conditions of Approval. Impacts are considered less than significant. See Discussion for IV(a) for more in this regard.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? (Source: 7, 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

The project site is located outside the 100-year flood inundation zone. The proposed project would not include housing. Therefore, no impacts would occur.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? (Source: 7, 26) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

The project site would be located outside the 100-year flood inundation zone. No impacts would occur.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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? (Source: 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The flood risk and potential flood level assessments for the City include the possibility of the failure of Prado Dam, which, though located in Riverside County, provides the primary flood protection means for downstream areas, including the City of Huntington Beach. The levees constructed along the Santa Ana River also minimize flood risks for areas within the City, including the proposed project site. In 1997, and continuing through 2002, the Federal Emergency Management Agency (FEMA) revised the flood maps for areas within the City of Huntington Beach in recognition of improvements to the channel for the Santa Ana River. These revisions have actually reduced the anticipated flood level. Additionally, channelization of the Santa Ana River from Weir Canyon Road to the Pacific Ocean has increased the capacity of the channel; the channel can now convey the water volume associated with a 190-year flood event. Therefore, the possibility of significant risk of loss, injury, or death from flooding would be negligible, and the impacts would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| j) Inundation by seiche, tsunami, or mudflow? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The project site is located in a relatively flat area that is not expected to generate or be exposed to mudflows. Due to the lack of land-locked bodies of water (i.e., ponds or lakes) in proximity to the project site, the potential for seiches is considered to be nonexistent. According to the City's General Plan, the project site is not within a tsunami impact area. Due to the elevation of the proposed site improvements and the distance from the ocean (approximately 3 miles), damage to the improvements is considered unlikely in the event of a tsunami, and the impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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- k) Potentially affect stormwater runoff from construction activities? (Sources: 1, 5)

**Discussion:**

Construction activities could increase erosion potential during grading and excavation and while hauling materials on and off the site. As a result, on-site soils could be prone to soil erosion impacts, especially during heavy rains. Normal construction techniques, including erosion control and sweeping, would ensure that these impacts would not reach significant levels. Impacts would be minimized through the implementation of BMPs identified in the construction SWPPP and overall compliance with NPDES permit requirements. The impacts would be less than significant. There are no project-specific conditions that would require mitigation over and above standard implementation of the SWPPP and compliance with NPDES. See the previous responses in this section for more information regarding runoff and water quality protection.

- l) Potentially impact stormwater runoff from post-construction activities? (Sources: 1, 5)

**Discussion:**

As stated earlier, stormwater runoff from impervious areas of the project site can include pollutants. However, the proposed project would not substantially alter the existing drainage pattern of the site. Stormwater runoff from the project site would be treated to acceptable levels on-site prior to discharge. Low filtration would be provided for the project in accordance with the County Drainage Area Management Plan and requirements of the City of Huntington Beach. The project would comply with all discharge requirements and water quality objectives of state and federal agencies as part of the City's Code Requirements. See the previous responses in this section for more information regarding runoff and water quality protection.

- m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 1, 5, 8)

**Discussion:**

The proposed project has the potential to discharge stormwater pollutants from material storage; vehicle or equipment fueling; vehicle or equipment maintenance, including washing; waste handling; household hazardous materials handling; or storage, delivery, loading, or other outdoor work areas. Stormwater runoff generated on the project site would be treated to acceptable levels on-site prior to discharge. Low filtration would be provided for the project in accordance with the

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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County Drainage Area Management Plan and requirements of the City of Huntington Beach. To minimize impacts, Rainbow would comply with all wastewater discharge requirements and water quality objectives of state and federal agencies as part of the City's Code Requirements. In the event of a hazardous waste spill or incident, Rainbow would follow procedures listed in the WQMP (i.e., contract with an outside company that specializes in spill response, cleanup, and disposal).

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 1, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

Refer to response IV(c).

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Source: 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

Refer to response IV(d).

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

Refer to response IV(c).

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 1, 9, 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The project is in the South Coast Air Basin (SCAB). The SCAB is designated as a nonattainment area for ozone, PM10 (particulate matter less than 10 micrograms in diameter), and PM 2.5 (particulate matter less than 2.5 micrograms in diameter). Construction activities have the potential to increase airborne particulate matter. However, the project must comply with SCAQMD Rule 403, Control Measures for Construction Emissions of PM10. Compliance with Rule 403 would mitigate construction impacts; no additional mitigation is required (SCAQMD Rule 403 standards are contained in Attachment No. 9). The proposed

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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project would have an impact on future operational activities, such as the frequency of disposal services and scheduling. However, the disposal trucks use natural gas, which is a clean-burning fuel. While increases, related to facility expansion, in the levels of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), PM10, and PM 2.5 would occur with operation of the proposed project, these emissions would not exceed SCAQMD thresholds based on the air quality report (Attachment 2); therefore, operational impacts are considered less than significant.

- b) Expose sensitive receptors to substantial pollutant concentrations?      
 (Sources: 9, 21)

**Discussion:**

Some population groups, such as children, the elderly, and acutely ill and chronically ill persons, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others. Sensitive receptors located approximately 1 mile from the project site include Oakview Elementary School (60 feet east), a hospital (1 mile from the site at Talbert and Beach), a convalescent hospital (1.5 mile from the site), and a park (60 feet from the site). Because exposure to diesel exhaust during the construction period would be well below the 70-year exposure period, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. Operational activities would involve the use of compressed natural gas (CNG) trucks (which decrease exposure to carcinogenic diesel particulate matter) and require fewer employee vehicle trips; therefore, project-related emissions impacts during operation would not be significant. Project-related emissions impacts during both construction and operation would be less than significant.

- c) Create objectionable odors affecting a substantial number of people?      
 (Sources: 9, 21, 24)

**Discussion:**

The SCAQMD guide requires odor impacts to be screened based on the distance of an emitting source from nearby sensitive receptors. Construction activities are not considered an odor source. Large amounts of solid waste, which may generate objectionable odors, would be handled within the enclosed buildings at the proposed project site. The proposed project would be designed and operated to meet all SCAQMD and CIWMB regulations for particulate and odor control. All residual, nonrecyclable wastes would be delivered to the landfill daily as required by regulation. In accordance with 14 CCR 17513, no MSW would be stored on-site longer than 48 hours. Waste would typically be transferred from the tipping floor within 24 hours. To access the record of odor complaints reported to SCAQMD, a search of the SCAQMD web site was conducted to find any available information about any complaints recorded during the last 5 years. The Public Inquiry System, used to gather information regarding Notices of Violation and Notices to Comply, did not have any records of complaints concerning the Rainbow facility during the last 5 years (SCAQMD 2008). Furthermore, the

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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proposed project will enclose several operations that currently occur outdoors. Enclosed facilities will shield neighboring sensitive receptors better than the current facilities. Therefore, the project is not expected to create objectionable odors. Odor impacts would be considered less than significant, and no mitigation is required. Although the odor impacts would be less than significant, the project must comply with SCAQMD Rule 410, which is contained in Attachment No. 10.

- d) Conflict with or obstruct implementation of the applicable air quality plan?      
 (Sources:1, 9 )

**Discussion:**

The Air Quality Management Plan (AQMP) for the South Coast Air Basin establishes a program of rules and regulations directed at attainment of state and national air quality standards. The AQMP control measures and related emissions-reduction estimates are based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. The City of Huntington Beach and other jurisdictions served by Rainbow have anticipated and planned for population growth in their general plans. The purpose of the proposed project is to expand and modernize the Rainbow facility so that projected growth in solid waste can be accommodated. Because SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the proposed project would be consistent with the projections in the AQMP. The proposed project would not directly result in population or employment growth, but will accommodate projected growth. In fact, the project would result in a net reduction in the number of on-site employees (50 fewer staff members due to equipment efficiency). The project is consistent with the City's General Plan. The project does not exceed applicable thresholds established by SCAQMD. Therefore, project development would not conflict with or obstruct implementation of the AQMP.

- e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? (Source: 9)

**Discussion:**

Cumulative impacts on air quality could occur as a result of air pollutant emissions from mobile, area, and stationary sources attributed to buildout of the proposed project in combination with other cumulative projects. However, cumulative thresholds for air quality are the same as those used when considering a project-specific air quality impact because the thresholds are related to a project's contribution to the regional air quality baseline (as determined by SCAQMD's modeling, which considers general plan land use designations for jurisdictions within its borders). If a project would result in exceedances of daily regional

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

emission limits, then it can be considered to contribute to cumulatively considerable air quality impacts. With respect to the proposed project, none of the criteria pollutants produced during construction and project operation would exceed significance thresholds. As displayed in the Air Quality Assessment Report (Attachment 2), emissions calculated for construction are less than applicable SCAQMD significance thresholds. Although the project site is located in a region that is in nonattainment for ozone, PM10, and PM2.5, the emissions associated with the project would not be cumulatively considerable because the emissions would fall below SCAQMD significance thresholds. In addition, the project is consistent with the SCAQMD AQMP, which is intended to bring the South Coast Air Basin into attainment for all criteria pollutants. As such, cumulative impacts would be considered less than significant.

Climate Change

As shown in the air quality report (Attachment 2), the relative quantity of project-related greenhouse gas emissions during short-term construction and long-term operations would be negligible in comparison to statewide, and worldwide, daily emissions. The proposed project's amount of emissions, without considering other cumulative global emissions, would be insufficient and unable to cause substantial climate change directly. Thus, project emissions, in isolation, are considered less than significant. Furthermore, implementation of the proposed project, with the use of CNG trucks, would result in fewer carbon dioxide equivalent emissions compared to emissions when using diesel-powered trucks. Consequently, this impact is considered beneficial to air quality and climate change.

**VI. TRANSPORTATION/TRAFFIC.** Would the project:

- a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (Sources: 1, 10, 12, 26)

**Discussion:**

Construction

The project does not include off-site improvements. Therefore, adjacent roadways are not expected to be affected by road closures or detours. However, construction activities would generate construction-related traffic, including approximately 25 trips for soil export. Construction traffic would be dispersed throughout the day and would be spread out amongst the area intersections. In addition, the proposed project would be implemented in phases that would be in step with market demand (only one structure built at a time, with long periods of no construction); it would likely take up to 10 years for project buildout. Therefore, construction-related traffic impacts would be less than significant, and no mitigation is required.

If needed, soil import activity would consist of approximately 50 truck trips per day (a

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less-than- Significant Impact	No Impact
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combination of single- and double-load trucks) delivered at fifteen minute intervals for up to three months. This would create an impact on local traffic. The impact caused by trucks hauling soil would be temporary and would be considered less than significant, even in combination with other construction related traffic.

**Operations**

Rainbow generates 3,597 average daily trips under existing conditions. Operation of the proposed project is expected to result in the generation of an additional 574 average daily trips. Approximately 18% of these trips (106) are expected to occur during the AM peak hour; 6% of the daily trips (35) are expected to occur during the PM peak hour. The project is also expected to generate 86 daily trips to the CNG fuel island, 30 of which are expected to occur during the AM peak hour. Please refer to the Traffic Impact Analysis included as Attachment 3 for further discussion of trip generation calculations. The increase in traffic due to the project is considered a potential impact; however, the increase would not cause traffic operations to exceed the City's adopted operating standards (see discussion under section VI(b)). Thus, the operational impact is considered less than significant.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Sources: 1, 10)

**Discussion:**

Level of service (LOS) is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by traffic. Service levels range from A through F, with each level defined by a range of volume-to-capacity ratios (V/C). LOS A through C are considered good operating conditions, with only minor delays experienced by motorists. LOS D represents fair operating conditions in which drivers occasionally have to wait through more than one signal to proceed through an intersection. LOS E is considered "at capacity" conditions, and LOS F represents jammed conditions. The LOS for this project was analyzed by calculating intersection capacity utilization (ICU) at six arterial intersections used heavily by Rainbow.

The City's current policy for acceptable LOS is LOS D for signalized intersections and LOS C for roadway segment links. All six of the analyzed intersections are signalized and therefore subject to the LOS D threshold. An impact is considered significant if the project would cause roadways to exceed the City's adopted thresholds.

**Construction**

The project does not include off-site improvements. Therefore, adjacent roadways are not expected to be affected by road closures or detours. However, construction activities would generate construction-related traffic. The proposed project would be implemented in phases that would be in step with market demand (only one structure built at a time, with long periods of no construction); it would likely take up to 10 years for project buildout. Therefore, construction-related traffic impacts would be less than significant, and no mitigation is

ISSUES (and Supporting Information Sources):

Potentially Significant Impact      Potentially Significant Unless Mitigation Incorporated      Less-than-Significant Impact      No Impact

required.

Operations

Table 3 summarizes LOS for:

1. Baseline conditions (without project, based upon 2006 data);
2. Baseline conditions plus project; and
3. Projected 2011 conditions plus project.

**Table 3. LOS Conditions—Operations**

Intersection	Baseline				Baseline Plus Project				2011 Plus Project			
	AM		PM		AM		PM		AM		PM	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Warner Ave. (E-W)/Goldenwest (N-S)	0.58	A	0.73	C	0.58	A	0.73	C	0.61	B	0.77	C
Warner Ave. (E-W)/Gothard St. (N-S)	0.76	C	0.84	D	0.76	C	0.84	D	0.80	C	0.88	D
Warner Ave. (E-W)/Nichols St. (N-S)	0.61	B	0.62	B	0.63	B	0.62	B	0.66	B	0.68	B
Warner Ave. (E-W)/Beach Blvd. (N-S)	0.72	C	0.80	C	0.73	C	0.81	D	0.77	C	0.84	D
Slater Ave. (E-W)/Gothard St. (N-S)	0.62	B	0.71	C	0.63	B	0.71	C	0.66	B	0.75	C
Slater Ave. (E-W)/Nichols St. (N-S)	0.37	A	0.39	A	0.37	A	0.40	A	0.39	A	0.41	A

Notes:  
 2011 volumes are based upon a 1% average growth rate per year, as projected from 2006 baseline volumes.  
 ICU = intersection capacity utilization; LOS = level of service; E-W = east-west; N-S = north-south  
 Source: Paul E. Cook & Associates 2007.

Please refer to the Traffic Impact Analysis (Paul E. Cook & Associates 2007) included as Attachment 3 for further discussion of LOS calculations. Table 3 shows that all six of the analyzed intersections are currently operating within the adopted City standard of LOS D and that traffic generated by the proposed project through 2011 would not cause any of the intersections to exceed LOS D. Therefore, impacts would be considered less than significant.

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

**Discussion:**

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less-than- Significant Impact	No Impact
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Although the City is located within the Airport Environs Land Use Plan for the Joint Forces Training Center Los Alamitos, the project site is not located within 2 miles of any known public or private airstrip. There are several heliports in the City, which are used for air ambulance, business, emergency, and police uses, and John Wayne Airport is located in Santa Ana, approximately 7.5 miles east of the project site. The proposed project does not propose any structures with heights that would interfere with the existing airspace. Furthermore, neither construction nor operation of the project would affect air traffic patterns; therefore, no impacts would occur.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Source: 10)

**Discussion:**  
Construction

The project does not include off-site improvements, nor does it propose to alter existing roadways. Therefore, adjacent roadways are not expected to be affected by road closures or detours, and the project would not substantially increase hazards due to a design feature or incompatible uses.

Operations

Site design for new development would comply with City standards. No obstacles that would affect sight distance are expected to result from project construction. No sharp roadway curves currently exist in the project area, nor would such curves be created by the project; therefore, no operational safety impacts have been identified.

- e) Result in inadequate emergency access? (Sources: 1, 10)

**Discussion:**  
Construction

Construction of the project would be phased. In addition, access through the project area would be maintained for daily operations (i.e., truck transport). Emergency vehicles would use this same access and therefore would not be impacted with construction of the proposed project.

Operations

Site design for new development would comply with City standards, which include requirements for providing adequate emergency vehicle access to the site. Therefore, no operational emergency access impacts have been identified.

- f) Result in inadequate parking capacity? (Source: 11)

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

Construction

Construction trucks and construction workers who commute to and from the job site would increase the demand for parking in the area. Parking demand would be accommodated at construction staging areas on-site. Adequate onsite parking will be provided for all phases of construction. Therefore, construction-related parking impacts would be less than significant.

Operations

A parking study was conducted to evaluate the proposed changes in building conditions and operations at the facility. The study is based on a land use classification of Utility (Major) (Section 231.04 of the City Zoning Ordinance). This classification allows parking requirements for a major utility to be based on need, which would include the number of spaces required for employees per shift, the number of parking spaces required for visitors, and the number of spaces needed for vehicular equipment on-site. There are approximately 283 existing parking spaces at the project site. A parking survey was conducted at the facility during the week of February 20, 2006. According to the survey, the maximum total hourly demand for parking was 256 spaces on Wednesday, February 22, 2006, at 9:30 a.m. There is currently a surplus of 27 on-site parking spaces to meet the current maximum demand. However, as stated earlier in the project description, the number of employees is expected to decrease with buildout of the project due to planned modifications to operations and equipment, including the automation of functions now performed largely by hand. The employee-generated parking demand is expected to decrease by 25 spaces in the daytime, which is when the highest demand is placed on parking. Along with a reduction in the number of employees per shift, the truck fleet would be reduced by eight trucks, which would decrease parking demand further from existing conditions. The increased tonnage in the transfer station would not affect required parking since the number of employees would be reduced due to automation efficiencies.

At buildout, there would be 250 parking spaces. The parking study indicates that a maximum of 233 spaces would be required at project buildout, including the required spaces for the future office expansion. Therefore, it is projected that there would be a surplus of 17 on-site parking spaces to meet the maximum demand upon buildout. Therefore, no operational impacts on parking are anticipated.

- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1, 13 )

**Discussion:**

The City maintains a bikeway system with both on- and off-road facilities. In the study area, Class II bike lanes exist on Goldenwest Street (north of Warner Avenue), Gothard Street, and Slater Avenue as well as on Warner between Goldenwest and Gothard. Bike lanes have also been proposed for Goldenwest Street south of Warner Avenue. A Class I off-road trail runs south from Slater Avenue between Goldenwest and Gothard. The project does not include off-site improvements that could interfere with existing bike lanes, and no modifications are

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than- Significant Impact	No Impact
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required with respect to existing transit operations. Therefore, no impacts are expected.

**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, 5)

**Discussion:**

The proposed project site is void of wildlife habitat and does not contain any native vegetation. The project site does not have the potential to accommodate sensitive biological resources and is not located within or adjacent to an existing or proposed conservation area; therefore, impacts on candidate, sensitive, or special-status species are not expected.

- 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, 5)

**Discussion:**

No riparian habitat or other sensitive natural community exists on the project site. The site has been disturbed in the past in connection with prior industrial uses. As such, the project would not have any direct effect upon any riparian habitat or other sensitive natural communities.

- 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, 5)

**Discussion:**

There are no wetlands or other sensitive habitats located on the project site; therefore, no 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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- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

The proposed project would not disrupt wildlife movements or migratory patterns because the project site does not contain typical land features, such as canyons, watercourses, and ridgelines, favored by migrating wildlife. In addition, the project site is bordered by development and streets on all sides, preventing wildlife movement, and it does not connect similar habitat types that would necessitate wildlife to cross the project site to move between them. As such, the proposed project site does not function as a wildlife movement corridor, and the project would not substantially affect wildlife movement. No impacts are anticipated.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

The proposed project site is located within a fully urbanized setting. The site is completely void of wildlife habitat and does not contain any naturally occurring vegetation. Since the site is developed and void of biological resources, any local policies and laws protecting biological resources would not be applicable to the proposed project. No impacts are anticipated.

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

**Discussion:**

No habitat conservation plan or natural community conservation plan affects the proposed project site; therefore, 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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**VIII. MINERAL RESOURCES.** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1, 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

According to the City's General Plan, the project site is not located within an area containing known mineral resources; therefore, no impacts would occur.

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

**Discussion:**

As discussed in item VIII(a), above, the site does not maintain any natural mineral resources, nor is it located on a locally important mineral resource recovery site; therefore, no impacts would occur.

**IX. HAZARDS AND HAZARDOUS MATERIALS.**

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 14, 15, 27, 28, 29) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

A Phase I Environmental Site Assessment (ESA) was prepared in June 2004 for the project site and the results are included in Attachment No. 11. The site has a history of commercial and industrial uses, including a meat packaging facility, a lumberyard, used oil filter facility, and ice facility. Rainbow acquired a portion of the property in the late 1970s. The current administration building, vehicle repair shop, and transfer buildings were built around 1983, and the MRF was added in 1994. During Rainbow's ownership, various maintenance activities involving solvents, fuels, and waste oils have occurred at the site. A total of 12 underground storage tanks (USTs) have been documented to exist at the site, all of which have been removed and remediated. A release of diesel fuel occurred in 1984 from a diesel fuel pipeline near the transfer building. Rainbow purchased the parcel north of its existing site to clean up the spill. The northern half of the site went through investigation and remediation during the late 1980s and early 1990s to clean up the release and UST area. After remediation and extensive soil and groundwater monitoring investigations, it was determined in 1996 that contamination levels had reached acceptable levels, and a closure letter was issued on October 15, 1996, by the Santa Ana Regional Water Quality Control Board.

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

A Phase II site investigation was conducted at the site in 2007 and the results are summarized in Attachment No. 5. Water and soil sampling was conducted in areas of concern around the site. These samples were analyzed for the full list of volatile organic compounds (VOCs) by U.S. Environmental Protection Agency (EPA) Method 8260B and total petroleum hydrocarbons as gasoline and diesel (TPHg and TPHd) by Modified EPA Method 8015. No TPHg or TPHd was detected in the soil borings; three borings had low levels of VOC in the soil samples collected at depths of 5 feet and 10 feet below ground surface (bgs). No VOCs, TPHd, or TPHg were detected in the groundwater samples collected.

HBFD requested an additional soil investigation to meet the requirements of HBFD City Specification No. 431-92. In February and March 2007, additional soil investigations were conducted in 2007 for three proposed construction areas of the site identified as Component 1A, 1B, and 1C. Component 1A is located at the northwest corner of the site, Component 1B is located at the southeastern corner, and Component 1C is located at the northeastern corner. Results of the subsurface soil investigation revealed that arsenic was a chemical of potential concern (COPC) at the site based on its toxicity and the soil concentrations.

The metals with the exception of arsenic were below the preliminary remediation goals (PRGs) for industrial and residential land use promulgated by EPA Region 9. Arsenic concentrations were below the Total Threshold Limit Concentration (TTLC) and are consistent with background levels of arsenic at the site. Natural background concentrations of arsenic in California are often well above the health-based, direct-exposure goals in soil of 0.07 mg/kg for residential land use and 0.24 mg/kg for commercial and industrial land use. The data collected in the soil and ground water show concentration levels that are well below the action levels in the City of Huntington Beach Specification No. 431-92 (Environ 2007a).

Health risks are typically associated with long-term exposure to toxins (multiple years) and are not expected with even an acute short-term exposure. However, because the on-site soils contain arsenic, HBFD requested that a Health Risk Characterization (HRC) be prepared for Components 1A, 1B, and 1C. The HRC for the cumulative 6-month excavation period indicates that the Incremental Lifetime Cancer Risk (ILCR) for construction workers and downwind residents (children and adults) was de minimus (of no concern). Therefore, the impact would be less than significant.

In addition, the hazard index (HI) for short-term excavation/construction receptors was also less than EPA's acceptable HI; thus, there is no potential for noncancer health effects.

Upon further discussions between HBFD and Rainbow, it was determined that Rainbow would follow the format of a previously approved plan by Blasland, Bouck & Lee (BBL Plan) titled "*Proposed Arsenic Remedial Action Plan for Residential Development Properties in Huntington Beach, California*" and dated July 11, 1996. The subject report determined that a proposed cleanup level of 10 parts per million (ppm) was adequate to protect human health (the standard for arsenic was provided by HBFD). A Remedial Action Plan (RAP) was prepared following the BBL Plan and described planned soil sampling, remediation activities, and confirmation sampling. HBFD conditionally approved the RAP on June 21, 2007. Soil