ATTACHMENT NO. 2.21
ATTACHMENT NO. 5.51

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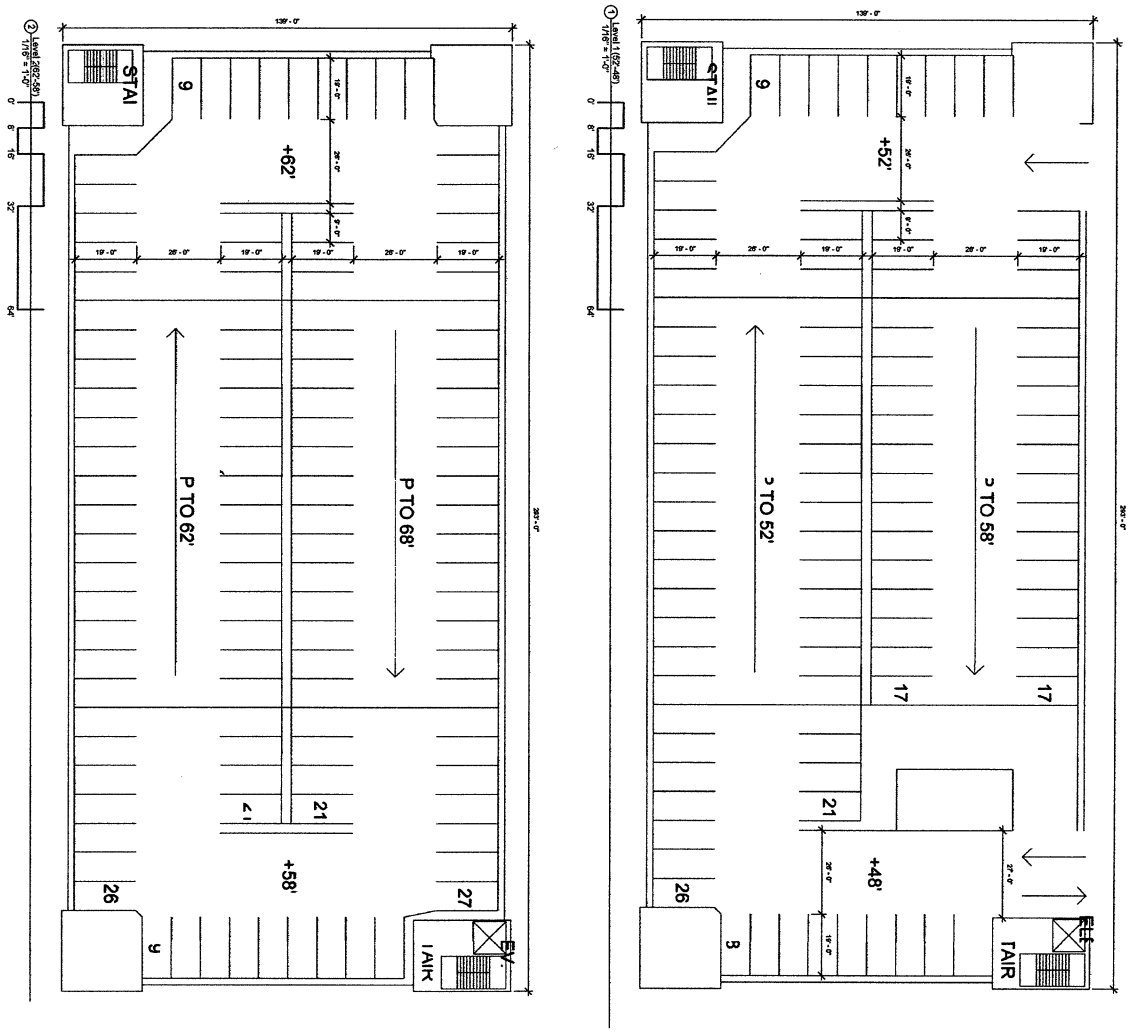

First Christian Church

1207 Main Street, Huntington Beach

Sheet No.		DATE	
G1	Parking Structure Levels 1 and 2	06.27.2007	ENTITLEMENT PACKAGE

PROJECT CODE 104-03

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First Christian Church

1207 Main Street, Huntington Beach

Sheet No.	Parking Structure Level 3	PROJECT CODE	DATE
G2	ENTITLEMENT PACKAGE	104-03	06.27.2007

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ATTACHMENT NO. 2.22

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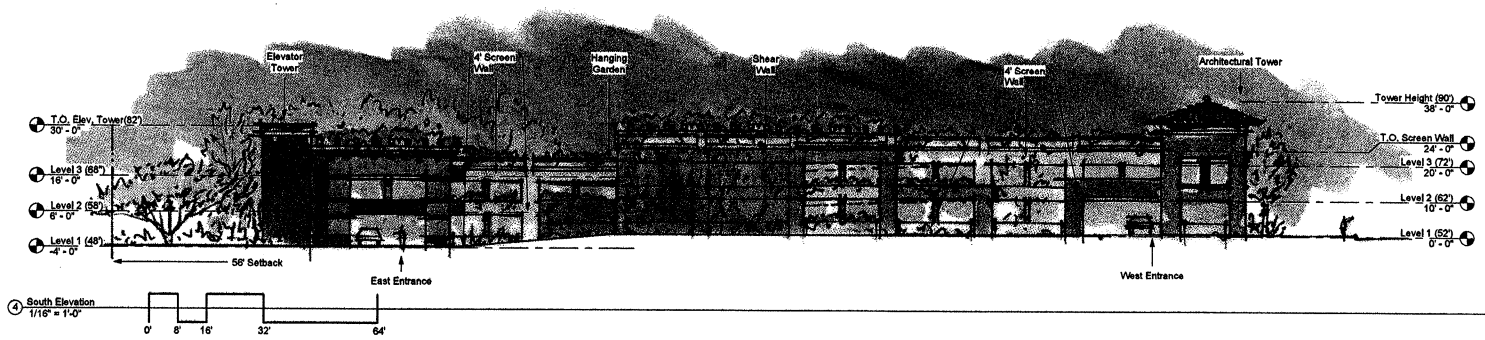

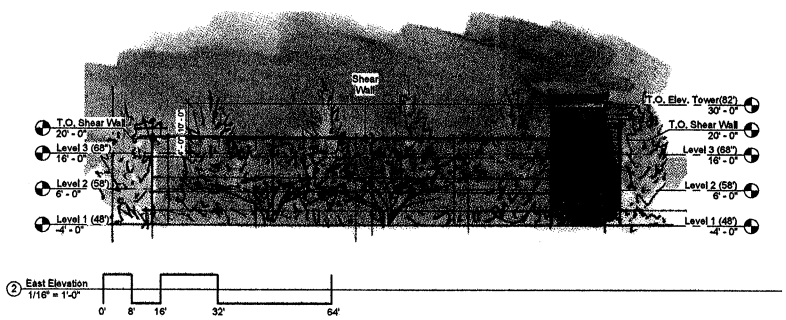

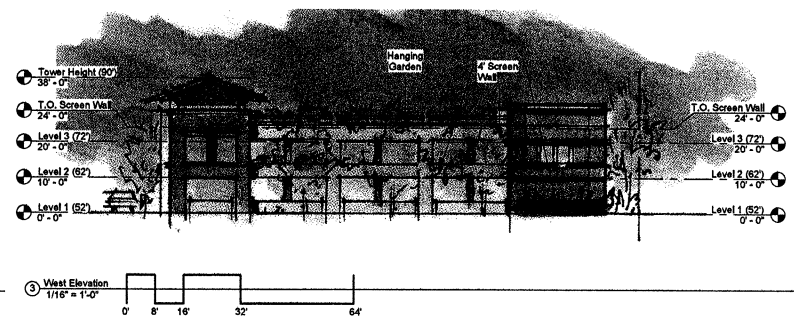

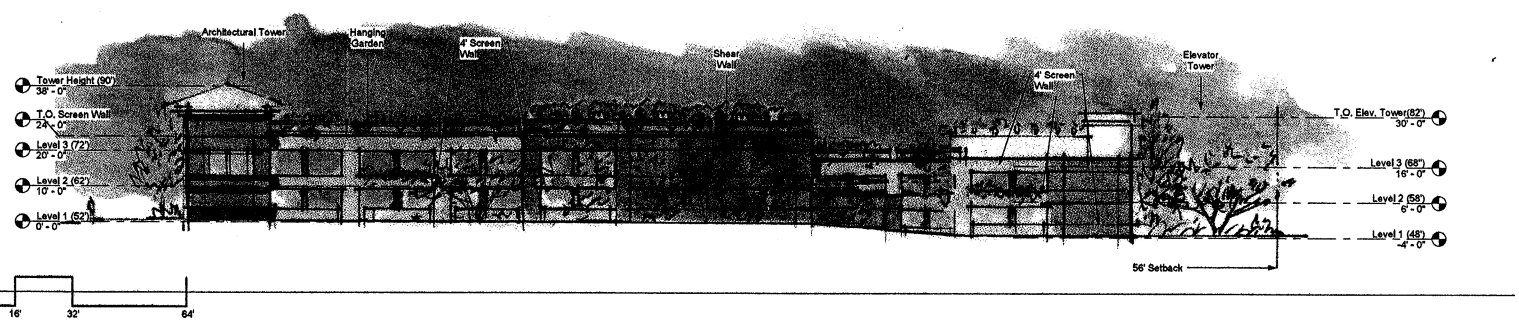

ATTACHMENT NO. 2.23

ATTACHMENT NO. 5.53

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ENTITLEMENT PACKAGE

DATE 06.29.2007

PROJECT CODE 104-03

First Christian Church

Parking Structure Elevations

Sheet No. G3

Attachment D

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First Christian Church, Huntington Beach
List of Weekly Events*
Revised - June 19, 2007

	Location		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
Event/Activity	**Existing**	**Future**	**Event Time**	**Attendance**	**Event Time**	**Attendance**	**Event Time**	**Attendance**	**Event Time**	**Attendance**	**Event Time**	**Attendance**	**Event Time**	**Attendance**	**Event Time**	**Attendance**
Worship Services																
Traditional	Worship Center	Worship Center	9:00 am - 10:00 am	600											6:00 pm - 7:00 pm	270
			10:30 am- 11:30 am	710												
Overdrive (Contemporary)	A-Frame Chapel	Multipurpose Building	9:00 am - 10:00 am	61												
			10:30 am- 11:30 am	112												
Classic	Small Chapel	A-Frame Chapel	9:00 am - 10:00 am	28												
			10:30 am- 11:30 am	22												
Sunday School - Adults**	Worship Center (Meeting Hall)	Worship Center (Meeting Hall)	9:00 am - 10:00 am													
			10:30 am- 11:30 am													
Sunday School - Children (K-5)	Existing Childrens and Youth Buil	New Children's Building	9:00 am - 10:00 am	123											6:00 pm - 7:00 pm	28
			10:30 am- 11:30 am	192												
Small Groups - Men	Worship Center (Meeting Hall)	Worhsip Center (Meeting Hall)			6:00 am - 7:30 am	10	7:00 pm - 9:00 pm	10								
Small Groups - Women	Worship Center (Meeting Hall)	Worship Center (Meeting Hall)					9:00 am - 11:30 am	80	9:00 am - 11:30 am	80	9:00 am - 11:30 am	100				
	Worship Center (Meeting Hall)	Worship Center (Meeting Hall)					7:00 pm - 9:00 pm	100								
Small Groups - Adults	Worship Center (Meeting Hall)	Worship Center (Meeting Hall)							10:00 am - 11:30 am	10					9:00 am - 11:00 am	10
Team Meetings	Worship Center (Meeting Hall)	Worship Center (Meeting Hall)			7:00 pm - 8:00 pm	20	7:00 pm - 8:00 pm	20	7:00 pm - 8:00 pm	20						
Children's Ministries	Existing Children's Building	New Children's Building					7:00 pm - 8:30 pm	20			7:00 pm - 8:30 pm	40				
Jr. High Group	Youth Building	Multipurpose Building	9:00 am - 10:00 am	31							7:00 pm - 8:30 pm	60				
			10:30 am- 11:30 am	37												
High School Group	A-Frame Chapel	Multipurpose Building							7:00 pm - 8:30 pm	60						
Music Ministry - Rehearsal	Worship Center	Worship Center									7:15 pm - 8:30 pm	40				
Pre-School***	Existing Children's Building	New Children's Building			9:00 am - 2:00 pm	125	9:00 am - 2:00 pm	125	9:00 am - 2:00 pm	125	9:00 am - 2:00 pm	125	9:00 am - 2:00 pm	125		
Church Administrative Offices	Worship Center	Administration Building			8:30 am - 5:00 pm	25	8:30 am - 5:00 pm	25	8:30 am - 5:00 pm	25	8:30 am - 5:00 pm	25	8:30 am - 5:00 pm	25		
Special Events ****																
Funerals	Worship Center	A-Frame Chapel				350		350		350		350		350		350
Weddings	Worship Center	A-Frame Chapel				350		350		350		350		350		350
Total Daily Attendance				**1916**		**880**		**1080**		**1020**		**1090**		**850**		**1008**

Notes:

* Events schedule reflects a typical week during the months of September through June when the preschool is in session. The church's weekly average combined attendance for its three worship services is 2,300

** Attendance for Adult Sunday School is included in Worship Center attendance

*** The pre school has a total enrolment of 200 students, but not all students attend class every day. Attendance number reflects average daily attendance including 15 staff members

**** Women's Tuesday Evening Meetings are held on a monthly basis.

***** Special Events are not regularly scheduled events. They may take place any day of the week except Sundays. Activities associated with special events will conclude by 10:00 pm. Attendance figures listed on this table are for planning purposes only and do not reflect actual attendance figure

ATTACHMENT NO. 5.54
ATTACHMENT NO. 2-24

VISIONEERING studios

First Christian Church of Huntington Beach
Conditional Use Permit Application – Revised Project Narrative
Revised – July 10, 2007

Existing Conditions

First Christian Church, Huntington Beach (FCCHB) is located at 1207 Main Street. It occupies a 7.5 acres campus consisting of seven (7) existing buildings and 431 on-site parking spaces.

The proposed master plan of improvements consists of the following:

1. Demolition of four existing buildings (Church School, Children's Ministry, Youth Ministry, and Small Chapel), and the Large Chapel's existing restroom facilities.
2. Removal of the existing modular structures currently used for adult Sunday School classes.
3. Construction of three new buildings (Children's Building, Multipurpose Building, Administrative/Café Building)
4. Renovation of existing A-Framed Chapel
5. Renovation and expansion of the worship center's nursery and bathroom facilities
6. Landscape/Hardscape Improvements designed to create high quality outdoor gathering places, improve pedestrian circulation, and make the church campus more functional and welcoming to church members and visitors alike.
7. Re striping of existing parking lot in order to increase its capacity and improve circulation.
8. Construction of a multi-level parking structure.

Proposed Use

Table A describes the new buildings and modifications of existing buildings contained within the Master Plan scope. Attachment A shows how the church's existing activities will be housed within the new and existing buildings upon the project's completion.

Table A
First Christian Church, Huntington Beach - Master Plan Scope

Building	Status	Size (sf)	Planned Use/Improvement
A Worship Center	Existing	25,500	No change to existing seating capacity. The worship center will not be modified as part of this project scope.
B Children's Building	Planned	17,411	Children's Sunday School (preschool – 6th grade), and midweek preschool.
C Multi-Purpose	Planned	10,268	Flexible meeting space for Jr. High and High School groups and other large groups/ functions.
D Chapel	Existing	5,717	Remodel existing A-Framed structure into a traditional chapel suitable for classic worship services, weddings and funerals.

ATTACHMENT NO. 3.1
ATTACHMENT NO. 5.55

E	Administrative, Café	Planned	13,621	Church administrative offices, café, kitchen, church resource center.
F	Nursery Expansion	Planned	4,252*	Expanded existing nursery and restroom facilities in the worship center. Improvements include a combination of new construction and remodeling of existing facilities.
G	Parking Structure	Planned	299 spaces (Estimated)	Above ground parking structure to accommodate peak parking requirements for concurrent worship services in existing worship center and replacement venues.

***Note:** Nursery Expansion square footage includes 1,027 sf of new construction and remodel of 3,180 sf of existing nursery and restroom space in the Worship Center.

The project will include a series of outdoor public space and landscaping improvements in addition to the items listed in Table A. The completed campus will include a new pedestrian walkway, or "Village Gateway" from Main Street where the existing Small Chapel is located. A Chapel Garden will be located at the site of the existing Classroom Building and allow for direct pedestrian access into the campus from 14th Street. A new "Tidal Court" will serve as the main gathering area for before and after church functions and will be open to the public. The court will be located between the existing Worship Center, Multipurpose Building, A-Frame Chapel, and Administration/Café Building. The court will include chairs and tables to support the café and hardscape improvements suitable for informal gatherings. The "Wave Walk" will serve as the main pedestrian connection between the church's parking lot and the new and existing buildings. These outdoor areas will be enhanced by the use of decorative paving, landscaping (including native drought-tolerant plant materials), and signage.

The church will not hold regularly scheduled outdoor gatherings on its campus, nor will the Tidal Court function as an amphitheater. Additionally, the church will not have outdoor amplified music.

Project Sequencing

The construction of the new buildings is scheduled to begin in fall 2007. The construction is anticipated to last between 18 to 24 months. The project will be built in the following sequence:

1. Remove existing modular buildings
2. Construct new Children's Building
3. Demolish existing Church School Building
4. Construct new Multipurpose Building and Nursery Expansion
5. Demolish existing Youth Building and Small Chapel
6. Renovation of A-Frame Chapel
7. Construct new Administration/Café Building
8. Construct Parking Structure

ATTACHMENT NO. 3.2

ATTACHMENT NO. 5.56

Parking

The church's parking demand is based on the assumption that it will stage three concurrent worship services in separate venues (Existing Worship Center, Renovated A-frame Chapel, and Multipurpose/Overdrive Building) upon the project's completion. The concurrent services will generate a parking demand of 555 parking spaces as per city code. This demand will be met through a combination of on-site and shared use spaces during the project construction phase and upon project completion as allowed by the City of Huntington Beach Zoning Ordinance 231.06.

Shared Parking

The church has entered into shared use agreements with both Smith Elementary School and Huntington Beach High School for the use of their respective parking lots. Each lot's location, capacity, and distance from the church are listed in Table B and shown in Attachment B.

Table B
Shared Parking Lots

Off Site Lot	Capacity	Distance from Church (Feet)
Smith Elementary School	47	220
Huntington Beach High School	298	570

Both off-site lots will be used during the project construction phase to meet the church's required parking capacity. A Variance Request has been filed with the city for the use of the Huntington Beach High School lot since it exceeds the city's 250 foot requirements for shared use parking. The church will operate shuttles between the High School lot and its campus in order to mitigate the distance between the two. The church is intends to continue to use the Smith Elementary School lot after the project's completion to meet a portion of its parking demand.

Table C shows how the church intends to meet its parking requirement both before and after the completion of the parking structure. The parking structure will be located on a portion of the church's existing surface parking lot. The number of surface parking spaces will decrease as a result of the structure.

Table C
Final Parking Supply

Parking Lot	Parking Capacity	
	Without Parking Structure	With Parking Structure
FCCHB Surface Parking	404	234
FCCHB Structured Parking		299
Smith Elementary School	47	47
Huntington Beach High School	298	
Total	**749**	**580**

ATTACHMENT NO. 3.3
ATTACHMENT NO. 5.5.7

The peak parking period for the church and the two school lots are compatible in that the lots are not in use during Sunday mornings. As a result, the joint use of the lots by the church and the schools will not result in any operational conflicts. Evidence of the agreements will be files with the appropriate city and county offices as required by the Huntington Beach Zoning Ordinance 231.06.0.

The parking structure's design will meet all requirements dealing with height, setbacks, and screening of parked cars. The parking structure's perimeter will be landscaped to screen the structure from adjacent streets and neighboring land uses. It will be secured when not in use to prevent unauthorized use or activities.

Trip Generation

A trip generation analysis prepared for this project estimates that the new facilities will generate a total of 283 new trips on Sundays of which 60 inbound and 55 outbound trips will take place during the Sunday morning peak hour. This estimate was developed for the project using the Institute of Traffic Engineers (ITE) Trip Generation Manual (7th Edition) and was based on a total Sunday attendance of 1,655. This number is less that the total occupancy for the three venues in which concurrent worship services will take place on Sunday mornings (existing Worship Center, Renovated A-Frame Chapel, and Multipurpose Building). The church agreed to reduce its maximum Sunday attendance in order to achieve a reduced number of automobile trips during the Sunday peak period. The reduced attendance figures agreed upon by the church are listed in Attachment C.

Hours of Operation

FCCHB holds three weekly worship services (Saturday 6:00 pm, and Sunday 9:00 and 10:30 am) and operates a 200-student preschool during the week. The church has an average weekly attendance (three services) of 2,300, and has 25 fulltime employees. The church's administrative office hours are 8:30 am to 5:00 pm, Monday through Friday, and the preschool meets from 9:00 am to 2:00 pm, Monday through Friday (September through June). The church plans to operate the new café/book store between the hours of 7:00 am to 9:00 pm Monday to Saturday, and from 8:00 am to 7:00 pm on Sundays. Weddings and related activities, along with other special events held at the church will end by 10:00 pm.

A more detailed list of weekly church activities is contained in Attachment D.

Special events like weddings and funerals will typically take place in the renovated chapel. As many as one wedding per week and one funeral per month may take place in this venue. Both weddings and funerals may take place on any day of the week with the exception of Sundays. Most weddings will be scheduled for Saturdays. Any wedding and funeral with projected attendances in excess of 350 people will take place in the Worship Center, although these events are uncommon and may occur on a sporadic basis.

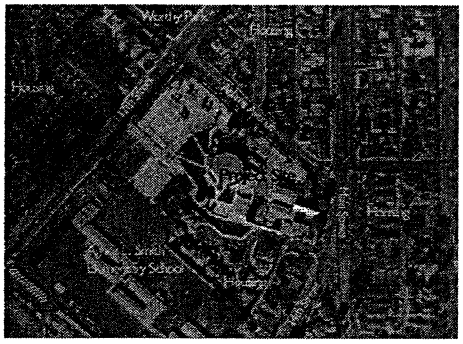
ATTACHMENT NO. 3.4
ATTACHMENT NO. 5.58

Reasons for Initiating Application

The church's existing Youth, Classroom, and Small Chapel are both functionally and economically obsolete. They do not meet the church's current or future ministry needs, and the cost of retrofitting these buildings is approximately the same as constructing new ones in order for them to meet current building codes. The project will upgrade the quality of the church's meeting, kitchen, and resource facilities; consolidate the office space for the church's administration; and improve the campus' overall aesthetic in order to make it a more inviting and community-serving facility.

Neighboring Land Uses

FCCHB is located within a portion of the City of Huntington Beach dominated by residential land uses. Single family homes are located across 17th Street, Adams Avenue, Main Street, and Loma Avenue. Worthy Park is located directly north of the intersection of Adams Avenue and 17th Street from the project site. Agness L. Smith Elementary School, and a private home is located adjacent to and south of the project site.



Population Served

HBCC is the largest Protestant church within the city of Huntington Beach. It has a full compliment of adult, youth, and children ministry programs along with operating an accredited preschool program. The church's attendees reside within Huntington Beach and neighboring cities of Fountain Valley, Westminster, Costa Mesa, and Seal Beach.

Hazardous Waste and Substance

A Phase I Environmental Assessment Report prepared on behalf of HBCC found the site to be free of any hazardous waste or substance. The report's executive summary is attached hereto.

ATTACHMENT NO. 35
ATTACHMENT NO. 5.59

Attachment No. 4

SUGGESTED CONDITIONS OF APPROVAL/ PROJECT IMPLEMENTATION CODE REQUIREMENTS*

*applicable to potential environmental impacts

SUGGESTED CONDITIONS OF APPROVAL

1. Attendance/ seating capacity for Sunday services shall not exceed 1,655 persons.

PROJECT IMPLEMENTATION CODE REQUIREMENTS

1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design with the following modifications:
   a. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing proposed screening must be submitted for review and approval with the application for building permit(s).
   b. Energy saving lamps shall be used for all outdoor lighting. All outside lighting shall be directed to prevent "spillage" onto adjacent properties. The type and location of all exterior lighting shall be on the site plan and elevations.
   c. Bicycle parking facilities shall be provided in accordance with the provisions of HBZSO Section 231.20 – *Bicycle Parking.*

2. Prior to issuance of demolition permits, the following shall be completed:
   a. The applicant shall follow all procedural requirements and regulations of the South Coast Air Quality Management District (SCAQMD) and any other local, state, or federal law regarding the removal and disposal of any hazardous material including asbestos, lead, and PCB's. These requirements include but are not limited to: survey, identification of removal methods, containment measures, use and treatment of water, proper truck hauling, disposal procedures, and proper notification to any and all involved agencies.
   b. Pursuant to the requirements of the South Coast Air Quality Management District, an asbestos survey shall be completed.
   c. The City of Huntington Beach shall receive written verification from the South Coast Air Quality Management District that the Notification procedures have been completed.
   d. All asbestos shall be removed from all buildings prior to demolition of any portion of any building.
   e. Applicant shall provide a consulting arborist report on all the existing trees. Said report shall quantify, identify, size and analyze the health of the existing trees. The report shall also recommend how the existing trees that are to remain (if any) shall be protected and how far construction/grading shall be kept from the trunk. Existing mature trees that are to be removed must be replaced at a 2 for 1 ratio with a 36" box tree or palm equivalent (13'-14' of trunk height for Queen Palms and 8'-9' of brown trunk). (Resolution 4545)

3. Prior to issuance of a grading permit, a Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05/ZSO 230.84) The following improvements shall be shown on the plan:
   a. Curb, gutter and sidewalk along the Main Street and Adams Avenue frontages, per City Standard Plan Nos. 202 and 207. (ZSO 230.84)

ATTACHMENT NO. 5.60

b. Sidewalk along the 17th Street frontage, per City Standard Plan Nos. 202 and 207. (ZSO 230.84)

c. The existing driveway approaches on Adams Avenue shall be removed and replaced with an ADA compliant driveway approaches per City Standard Plan No. 209 or 211. (ZSO 230.84)

d. ADA compliant access ramps at the southwest corner of Main Street and Adams Avenue and at the northwest corner of Main Street and Loma Avenue per Caltrans Standard Plan A88A. (ZSO 230.84, ADA)

e. A new sewer lateral shall be installed connecting to the main in Adams Avenue or Loma Avenue. If the new sewer lateral is not constructed at the same location as the existing lateral, then the existing lateral shall be severed and capped at the main or chimney. (ZSO 230.84)

f. All existing non-conforming water appurtenances (including meter boxes and backflow protection devices) serving the development shall be upgraded to conform to the current Water Division Standards. (ZSO 255.04E)

g. The existing domestic water services currently serving the existing development may potentially be utilized if they are of adequate size, conform to current standards, and are in working condition as determined by the Water Inspector.

h. Alternately, a new separate domestic water service(s), meter(s) and backflow protection device(s) may be installed per Water Division Standards and shall be sized to meet the minimum requirements set by the California Plumbing Code (CPC). The new domestic water service shall be a minimum of 2-inch in size. (ZSO 230.84)

i. The existing irrigation water service(s) currently serving the existing development may potentially be utilized if they are of adequate size, conform to current standards, and are in working condition as determined by the Utilities Division. If the property owner elects to utilize the existing water service(s), all non-conforming water meters and backflow protection devices shall be upgraded to conform to the current Water Division Standards. Alternatively, a new separate irrigation water service(s), meter(s) and backflow protection device(s) may be installed per Water Division Standards. The new irrigation water service shall be a minimum of 1-inch in size. (ZSO 232)

j. A separate irrigation water service and meter shall be installed per Water Division Standards. The water service shall be a minimum of 1-inch in size. (ZSO 232)

k. Separate backflow protection devices shall be installed per Water Division Standards for domestic, irrigation, and fire water services serving the new building(s). (Resolution 5921 and Title 17)

l. All existing domestic water facilities (including water services, meters, backflow protection devices, etc.) that are not utilized shall be abandoned and removed per Water Division Standards. (ZSO 255.04E)

m. If fire sprinklers are required by the Fire Department for the proposed development, a separate dedicated fire service line shall be installed. (ZSO 230.84)

n. The existing fire backflow protection device shall be removed and replaced with a backflow protection device that conforms to the current Water Division Standards. (ZSO 230.84)

o. A water utility easement shall be dedicated to and accepted by the City of Huntington Beach, covering the public water facilities and appurtenances located within the project site. The easement shall be a minimum total width of 10 feet clear (5 feet either side of the water pipeline or appurtenance), unobstructed paved or landscaped surface, pursuant to Water Division Standards. Where access is restricted or impacted by structures, walls, curbs, etc., the easement width shall be 20 feet to allow for equipment access and maintenance operations. No structures, parking spaces, trees, curbs, walls, sidewalks, etc., shall be allowed within the easement. No modifications to the water facilities and pavement located within the easement shall be allowed without proper notification and written approval from the City in advance. Such modifications may include, but are not limited to, connections to the water system, pavement overlay, parking lot re-striping, and parking lot reconfiguration. Utilities Division personnel shall have access to public water facilities and appurtenances at all times.

ATTACHMENT NO. 5.61

p. The Property Owner(s) shall enter into a Special Utility Easement Agreement with the City of Huntington Beach, for maintenance and control of the area within the public water pipeline easement, which shall address repair to any enhanced pavement, etc., if the public water pipelines and/or appurtenances require repair or maintenance. The Property Owner(s) shall be responsible for repair and replacement of any enhanced paving due to work performed by the City in the maintenance and repair of any water pipeline. The Special Utility Easement Agreement shall be referenced in the CC&R's. (Resolution 2003-29)

q. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Public Works Department for review and approval by the Public Works and Planning Departments. (ZSO 232.04)

r. All landscape planting, irrigation and maintenance shall comply with the City Arboricultural and Landscape Standards and Specifications. (ZSO 232.04B)

s. Landscaping plans should utilize native, drought-tolerant landscape materials where appropriate and feasible. (DAMP)

t. The Consulting Arborist (approved by the City Landscape Architect) shall review the final landscape tree planting plan and approve in writing the selection and locations proposed for new trees and the protection measures and locations of existing trees to remain. Said Arborist report shall be incorporated onto the Landscape Architect's plans as construction notes and/or construction requirements. The report shall include the Arborist's name, certificate number and the Arborist's wet signature on the final plan. (Resolution-4545)

u. Storm Drain, Storm Water Pollution Prevention Plans (SWPPP) and Water Quality Management Plans (WQMP) conforming with the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and approval. (DAMP)

v. A SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of the development. The plan shall incorporate all necessary Best Management Practices (BMP's) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all de-watering operation flows, and for nuisance flows during construction. (DAMP)

w. The applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. (DAMP)

x. A Project WQMP shall be submitted to the Public Works Department for review and approval and shall include the following:

- Discusses regional or watershed programs (if applicable).
- Addresses Site Design BMP's (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
- Incorporates the applicable Routine Source Control BMP's as defined in the DAMP.
- Incorporates Treatment Control BMP's as defined in the DAMP.
- Generally describes the long-term operation and maintenance requirements for the Treatment Control BMP's
- Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMP's

ATTACHMENT NO. 5.62

- Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMP's
- Includes an Operations and Maintenance (O&M) Plan for all structural BMP's
- Upon approval of the WQMP, three signed copies and an electronic copy on CD (.pdf or .doc format) shall be submitted to the Public Works Department.

y. A suitable location, as approved by the City, shall be depicted on the grading plan for the necessary trash enclosure(s). The area shall be paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, and screened or walled to prevent off-site transport of trash. The trash enclosure area shall be covered or roofed. Connection of trash area drains into the storm drain system is prohibited. (DAMP)

z. A detailed soils and geological/seismic analysis shall be prepared by a registered engineer. This analysis shall include on-site soil sampling and laboratory testing of materials to provide detailed recommendations for grading, overexcavation, engineered fill, dewatering, settlement, protection of adjacent structures, chemical and fill properties, liquefaction, retaining walls, streets, and utilities. (MC 17.05.150)

aa. If soil remediation is required, a remediation plan shall be submitted to the Planning, Public Works and Fire Departments for review and approval in accordance with City Specifications No. 431-92 and the conditions of approval. The plan shall include methods to minimize remediation-related impacts on the surrounding properties; details on how all drainage associated with the remediation efforts shall be retained on site and no wastes or pollutants shall escape the site; and shall also identify wind barriers around remediation equipment. (MC 17.05.150/FD Spec. 431-92)

bb. The applicant's grading/erosion control plan shall abide by the provisions of AQMD's Rule 403 as related to fugitive dust control. (AQMD Rule 403)

cc. The name and phone number of an on-site field supervisor hired by the developer shall be submitted to the Planning and Public Works Departments. In addition, clearly visible signs shall be posted on the perimeter of the site every 250 feet indicating who shall be contacted for information regarding this development and any construction/grading-related concerns. This contact person shall be available immediately to address any concerns or issues raised by adjacent property owners during the construction activity. He/She will be responsible for ensuring compliance with the conditions herein, specifically, grading activities, truck routes, construction hours, noise, etc. Signs shall include the applicant's contact number, regarding grading and construction activities, and "1-800-CUTSMOG" in the event there are concerns regarding fugitive dust and compliance with AQMD Rule No. 403.

dd. The applicant shall notify all property owners and tenants within 300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading

4. Prior to issuance of an encroachment permit, Traffic Control Plans, prepared by a Licensed Civil or Traffic Engineer, shall be prepared in accordance with the latest edition of the City of Huntington Beach Construction Traffic Control Plan Preparation Guidelines and submitted for review and approval by the Public Works Department. (Construction Traffic Control Plan Preparation Guidelines)

5. Prior to issuance of building permits, the following shall be completed:

   a. Joint use parking shall require a Joint Use Parking Agreement between property owners to be recorded prior to issuance of permits or occupancy. The legal instrument shall be submitted to the Planning Department a minimum of 30 days prior to building permit issuance. A copy of the legal instrument shall be approved by the City Attorney as to form and content and, when approved, shall be recorded in the Office of the County Recorder. A copy of the recorded agreement shall be filed with the Planning Department. The recorded agreement shall remain in effect in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.

ATTACHMENT NO. 5.63

b. An interim parking and building materials storage plan shall be submitted to the Planning Department to assure adequate parking and restroom facilities are available for employees, customers and contractors during the project's construction phase and that adjacent properties will not be impacted by their location. The plan shall also be reviewed and approved by the Fire Department and Public Works Department. The applicant shall obtain any necessary encroachment permits from the Department of Public Works.

c. A Mitigation Monitoring Fee shall be paid to the Planning Department. *(This fee pertains to projects with a negative declaration or an EIR. The current fee is $285 for negative declarations and mitigated negative declarations).*

d. All new commercial and industrial development and all new residential development not covered by Chapter 254 of the Huntington Beach Zoning and Subdivision Ordinance, except for mobile home parks, shall pay a park fee, pursuant to the provisions of HBZSO Section 230.20 – *Payment of Park Fee*. The fees shall be paid and calculated according to a schedule adopted by City Council resolution (*City of Huntington Beach Planning Department Fee Schedule*).

e. A Precise Grading Permit shall be issued.

f. Traffic impact fees for non-residential developments shall be paid at a rate of $146 per net new added daily trip. The rate is subject to an annual adjustment on December 1st. (MC 17.65)

6. During demolition, grading, site development, and/or construction, the following shall be adhered to:

a. Construction equipment shall be maintained in peak operating condition to reduce emissions.

b. Use low sulfur (0.5%) fuel by weight for construction equipment.

c. Truck idling shall be prohibited for periods longer than 10 minutes.

d. Attempt to phase and schedule activities to avoid high ozone days first stage smog alerts.

e. Discontinue operation during second stage smog alerts.

f. Clearly visible signs shall be posted on the perimeter of the site identifying the name and phone number of a field supervisor to contact for information regarding the development and any construction/ grading activity.

g. All Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays.

h. The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material in excess of 5000 cubic yards is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works. (MC 17.05.210)

i. Water trucks will be utilized on the site and shall be available to be used throughout the day during site grading to keep the soil damp enough to prevent dust being raised by the operations. (WE-1)

j. All haul trucks shall arrive at the site no earlier than 8:00 a.m. or leave the site no later than 5:00 p.m., and shall be limited to Monday through Friday only. (MC 17.05)

k. Wet down the areas that are to be graded or that is being graded, in the late morning and after work is completed for the day. (WE-1/MC 17.05)

l. The construction disturbance area shall be kept as small as possible. (EC1)

m. All haul trucks shall be covered or have water applied to the exposed surface prior to leaving the site to prevent dust from impacting the surrounding areas.

ATTACHMENT NO. 5.64

n. Prior to leaving the site, all haul trucks shall be washed off on-site on a gravel surface to prevent dirt and dust from leaving the site and impacting public streets.

o. Comply with appropriate sections of AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. (AQMD Rule 403)

p. Wind barriers shall be installed along the perimeter of the site.

q. Remediation operations, if required, shall be performed in stages concentrating in single areas at a time to minimize the impact of fugitive dust and noise on the surrounding areas.

r. All construction materials, wastes, grading or demolition debris and stockpiles of soils, aggregates, soil amendments, etc. shall be properly covered, stored and secured to prevent transport into surface or ground waters by wind, rain, tracking, tidal erosion or dispersion. (DAMP)

7. New structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released until the following has been completed:

a. All building spoils, such as unusable lumber, wire, pipe, and other surplus or unusable material, shall be disposed of at an off-site facility equipped to handle them.

b. Complete all improvements as shown on the approved grading, landscape plans. (MC 17.05)

c. Existing curb, gutter and sidewalk must be removed and replaced per City Standard Plan Nos. 202 and 207. Existing street tree(s) to be inspected by the City Inspector during removal of concrete and prior to replacement thereof. Tree replacement or root/tree protection, will be specified upon the inspection of the root system. (Resolution 4545)

d. All landscape irrigation and planting installation shall be certified to be in conformance to the City approved landscape plans by the Landscape Architect of record in written form to the City Landscape Architect prior to the final landscape inspection and approval. "Smart irrigation controllers" and/or other innovative means to reduce the quantity of runoff shall be installed. (ZSO 232.04D)

e. Applicant shall provide City with CD media TIFF images (in City format) and CD (AutoCAD only) copy of complete City Approved landscape construction drawings as stamped "Permanent File Copy" prior to starting landscape work. Copies shall be given to the City Landscape Architect for permanent City record.

f. Demonstrate that all structural Best Management Practices (BMP's) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.

g. Demonstrate all drainage courses, pipes, gutters, basins, etc. are clean and properly constructed.

h. Demonstrate that applicant is prepared to implement all non-structural BMP's described in the Project WQMP.

i. Demonstrate that an adequate number of copies of the approved Project WQMP are available for the future occupiers.

ATTACHMENT NO. 5.65

Attachment No. 5
Summary of Mitigation Measures

Description of Impact	Mitigation Measure
The proposed project may increase the percentage of impervious surfaces on the site and therefore is expected to increase storm water run-off and impact downstream public storm drain facilities.	1. The project shall provide: (1) on-site attenuation of increased storm water flow and/or (2) construction of upsized storm drain facilities in Main Street per the City adopted 2005 Drainage Master Plan.
Noise generated in the children's play areas may exceed the City's noise limits	2. A 7-ft. tall noise barrier (masonry wall) shall be constructed along the southerly side of the children's play areas.

ATTACHMENT NO. 5.66

RESPONSE TO COMMENTS FOR DRAFT
MITIGATED NEGATIVE DECLARATION NO. 06-008

I. This document serves as the Response to Comments on the Draft Mitigated Negative Declaration No. 06-008. This document contains information available in the public record related to Conditional Use Permit No. 06-035 (First Christian Church Remodel/ Expansion) as of August 8, 2007 and responds to comments in accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines.

This document contains five sections. In addition to this Introduction, these sections are Public Participation and Review, Comments, Responses to Comments and Appendix.

The Public Participation section outlines the methods the City of Huntington Beach has used to provide public review and solicit input on the Draft Mitigated Negative Declaration No. 06-008. The Comments section contains those written comments received from agencies, groups, organizations, and individuals as of August 8, 2007. The Response to Comments section contains responses to each comment.

It is the intent of the City of Huntington Beach to include this document in the official public record related to the Draft Mitigated Negative Declaration No. 06-008. Based on the information contained in the public record, the decision-makers will be provided with an accurate and complete record of all information related to the environmental consequences of the project.

II. PUBLIC PARTICIPATION AND REVIEW

The City of Huntington Beach notified all responsible and interested agencies and interested groups, organizations, and individuals that a Draft Mitigated Negative Declaration had been prepared for the proposed project. The City also used other methods to solicit input during the review period for the preparation of the Draft Mitigated Negative Declaration No. 06-008. The following is a list of actions taken during the preparation, distribution, and review of the Draft Mitigated Negative Declaration No. 06-008.

1. Notice of Draft Mitigated Negative Declaration No. 06-008 was published in the Huntington Beach Independent on May 24, 2007. Upon request, copies of the document were distributed to agencies, groups, organizations, and individuals.
2. Notice of Draft Mitigated Negative Declaration No. 06-008 was provided by mail to property owners, interested parties, and commercial and multi-family tenants within a 500-ft. radius of the project site on May 21, 2007.
3. Notice of Draft Mitigated Negative Declaration No. 06-008 was posted at the County Recorders Office on May 22, 2007 for a period of 20 days.
4. The Comment Period for Draft Mitigated Negative Declaration No. 06-008 was extended from June 12, 2007 to July 2, 2007. Notice of the extended comment period was published in the Huntington Beach Independent on June 28, 2007 and provided by mail to property owners, interested parties, and commercial and multi-family tenants within a 500-ft. radius of the project site on June 14, 2007.

ATTACHMENT NO. 5.07

5. Draft Mitigated Negative Declaration No. 06-008 was amended and recirculated for public comment for a period of 20 days commencing July 19, 2007 and ending August 8, 2007. Notice of the Recirculated Draft Mitigated Negative Declaration (D-MND) No. 06-008 was published in the Huntington Beach Independent on July 19, 2007 and provided by mail to property owners, interested parties, and commercial and multi-family tenants within a 500-ft. radius of the project site on July 16, 2007.

III. COMMENTS

Copies of all written comments received as of August 8, 2007 are contained in Appendix A of this document. All comments have been numbered with the commenter's initials and are listed on the following pages. Responses to Comments for each comment which raised an environmental issue are contained in this document.

IV. RESPONSE TO COMMENTS

The Draft Mitigated Negative Declaration No. 06-008 was distributed to responsible agencies, interested groups, organizations, and individuals. The report was made available for public review and comment for a period of 20 days beginning on May 24, 2007 to July 2, 2007. The Recirculated Draft Mitigated Negative Declaration No. 06-008 was made available for public review and comment from July 19, 2007 to August 8, 2007.

Copies of all comment letters received as of August 8, 2007 are contained in Appendix A of this report. Comments have been numbered with the commenter's initials and responses correspondingly numbered. Responses are presented for each comment which raised a significant environmental issue.

Several comments do not address the completeness or adequacy of the Draft Mitigated Negative Declaration No. 06-008, do not raise significant environmental issues, or request additional information. A substantive response to such comments is not appropriate within the context of the California Environmental Quality Act (CEQA). Such comments are responded to with a "comment acknowledged" reference. This indicates that the comment will be forwarded to all appropriate decision makers for their review and consideration.

CEQA defines substantial evidence for purposes of supporting a fair argument triggering the need for an EIR or mitigation as follows:

Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.

ATTACHMENT NO. 5.6B

MND NO. 06-008 – COMMENT REFERNCE LIST

The authors of all comments received during the public review periods, along with the corresponding reference initials used for numbering the responses, are listed below:

Comment Author	Comment Reference Initials
Austin, Ronald and M.L. Williams-Austin	RA
Blackburn, Tracy and John	TB
Bloomfield, Nancy and Fred	NB
Briers, Deborah and John	DB
Butland, Phyllis and Jon Rader	PB
Courdy, Dave	DC
DiBenedetto, Michele and Brian Haner	MD
Environmental Board	ENVB
Essner, Roz and Howard Ross	RE
Felts, Loren	LF
Gallagher, J.W.	JG
Gan, Deirdre and Todd	DG
Gelfand, Sander and Shirley	SG
Gray, Karen and David	KG
Hunt, Mathew and Kathleen	MH
Kent, Kyoko	KK
Keisel, Richard and Jean	RK
Kluewer, Stephen and Karen	SK
Langistine, John	JL
Le, Kim	KL
Lubin, Dick	DL
McCurdy, Rita	RM
McGowan, Alan	AM
Peterson, Robert and Judith	RP
Ross, Lawrence and Donna	LR
Schiller, Seth	SS
Stafford, Steve	SST
Treiman, David	DT
Treiman, Lee	LT
Troxell, Ron	RT
Walker, Betty	BW
Walt, John	JW

ATTACHMENT NO. 5.69

APPENDIX A – RESPONSE TO COMMENTS

RA1 Comment acknowledged

RA2 Comment acknowledged

RA3 The café and bookstore represent accessory uses which are permitted with approval of a conditional use permit.

RA4 The recirculated D-MND identifies parking structure height dimensions (28 ft. to 38 ft.) consistent with the revised/current project plans and concludes no significant impact. The Police Department has advised that there is no basis for concerns regarding crime in the proposed parking structure.

RA5 **Comment acknowledged**

RA6 The Trip Generation Study (Kimley Horn, March 2007) concluded that the proposed project would generate a less than significant increase in traffic. The Exterior Noise Analysis concluded that exterior traffic noise levels would be in compliance with the City's Noise Ordinance and identified mitigation to noise impacts generated by the new children's play area. The church's trash disposal service has agreed to adjust its trash collection time to 10:00 am, upon the church's request, in order to reduce early morning noise impacts resulting from the trash collection.

RA7 See response to RA1

RA8 See response to RA3

RA9 See response to RA4, PB2.

RA10 See response to RA5

TB1 The church's peak travel period is Sunday mornings, which is typically the period of least travel on local streets. Additionally, the project's Trip Generation Study (Kimley-Horn, March 2007) concluded that the church's weekday activities will not generate a significant number of additional trips. As a result, the project will not significantly increase congestion on neighboring intersections during the weekday peak travel periods.

TB2 The project narrative indicates that the various activities at the church would occur between the hours of 7:00 a.m. and 10:00 p.m. The uses proposed are permitted in the PS zone with approval of a conditional use permit. The project site is not in nor subject to the Residential Low Density zoning regulations.

TB3 The Police Department has advised that there is no basis for concerns regarding crime in the proposed parking structure.

NB1 See response to RA6

ATTACHMENT NO. 5.70

DB1 See response to RA6

DB2 Comment acknowledged

DB3 The project will replace existing buildings which are more than 50 years old, with new buildings featuring a contemporary design. Existing buildings to be demolished are not listed in the General Plan as historically significant. The project design was reviewed by the Design Review Board and recommended for approval.

DB4 Comment acknowledged

PB1 The recirculated D-MND identifies parking structure height dimensions (28 ft. to 38 ft.) consistent with the revised/current project plans.

PB2 The applicant has submitted a photometric plan indicating that lighting on the project site will not significantly impact adjoining properties. This plan was used as the basis for the conclusions in the draft mitigated negative declaration.

PB3 See response to RA3

PB4 The parking structure will be constructed at grade. The parking structure's design conforms to the City's Zoning Ordinance, Chapter 231.8.G "Design Standards – Parking Structures" which requires that parked cars at all levels be screened by landscaping and decorative screen walls. Furthermore, the parking structure's design was reviewed and recommended for approval by the City's Design Review Board. The Police Department has advised that there is no basis for concerns regarding crime in the proposed parking structure. Moreover, the church has indicated that the parking structure will be secured in such a way as to not allow entrance into the parking structure while not in use for church activities and will monitor the structure in order to assure against any misuse or unlawful activities.

PB5 The outdoor gathering area adjacent to the planned new Multipurpose building was labeled as an amphitheater on the site plan initially submitted to the City as part of the CUP application. Based on the revised plans and project narrative, this area will not function as an amphitheater in that the church will not program outdoor meetings or gatherings but rather is proposed to be used by both church attendees and community members as an informal gathering area on Sundays and during the week. The church has agreed to not have outdoor amplified music in order to limit noise impacts on neighboring residential areas.

PB6 The total height of the renovated A-Frame Chapel's proposed steeple will be 96 feet including a 12-foot tall cross. The steeple and renovations will improve the chapel's appearance, and by extension the appearance of the entire church campus. The parking structure will include design and landscape elements required by the City's Zoning Ordinance intended to enhance its visual quality. The project will not include an amphitheater or an outdoor sound system.

DC1 The parking structure is proposed at a 56 foot (landscaped) setback from the nearest residential property line to the southeast and features a solid wall with no openings on the southeast side of the structure. In addition, the project proposes a row of trees along the southeasterly property line intended to screen views between the parking structure and the adjacent residential property.

ATTACHMENT NO. 5.71

DC2 The noise study prepared for the project concluded that the parking structure, as designed with a solid wall with no openings into the parking garage on the southeast side will not result in significant noise impacts to adjacent properties.

DC3 Comment acknowledged

DC4 Comment acknowledged

DC5 Comment acknowledged

MD1 The Police Department has advised that there is no basis for concerns regarding crime in the proposed parking structure. Moreover, the church has indicated that the parking structure will be secured in such a way as to not allow entrance into the parking structure while not in use for church activities and will monitor the structure in order to assure against any misuse or unlawful activities. The church's peak Sunday morning operating period and the schools weekday peak period do not overlap. Weekday activities at the church are limited to small group gatherings, church administration activities, the church's existing preschool, the café, and occasional special events (weddings and funerals); and therefore will not pose a safety risk to local school children. The church has stated its intent to work with the local schools to address any safety concerns that may arise as a result of the church's operations.

MD2 See response to RA6

MD3 Comment acknowledged

ENVB1 The applicant has submitted a plan outlining proposed "green" design and construction methods.

ENVB2 Comment acknowledged

ENVB3 The project developer is required to submit a Project WQMP to the Public Works Department for review and approval which incorporates best management practices for minimizing runoff.

ENVB4 The project is subject to compliance with all applicable plumbing code, water quality management plans and storm water pollution prevention plans.

ENVB5 Comment acknowledged

RE1 The revised project narrative included as an attachment to the recirculated draft negative declaration includes the proposed café/bookstore hours (7:00 a.m. – 9:00 p.m. Mon. through Sat. and 8:00 a.m. to 7:00 p.m. on Sunday). The noise study identified all noise sources deemed to be potentially significant.

RE2 The Public Works Departmetn concluded that a condition of approval limiting occupancy to 1,655 persons will ensure no significant traffic impacts (based on the traffic generation study prepared for the project) and that such a limit will avoid the need for additional traffic impact analysis to determine whether or not a significant traffic impact may result from a higher occupancy. The occupancy limit would be enforced by the City in the same manner as all occupancy limits applicable to all assembly buildings are enforced Citywide.

RE3 The recirculated D-MND identifies parking structure height dimensions (28 ft. to 38 ft.) consistent with the revised/current project plans.

RE4 The recirculated D-MND includes all pages missing from original document.

ATTACHMENT NO. 5.12

RE5 The original site plan submitted identified a gathering area located in front of the new Multipurpose building as an amphitheater. Based on the revised project plans and narrative, this area will not function as an amphitheater in that the church will not program formal outdoor events in this area or the central court. Additionally, the church agreed not to have outdoor amplified music on the church campus.

RE6 The renovated A-Framed worship center will have a new steeple along its Main Street frontage. The steeple will be topped by a 12-foot cross, bringing its total height to 96 feet.

RE7 The church currently has 431 parking spaces. The church will need to provide 555 parking spaces in order to meet its parking requirements based on the City's code. This demand will be met by the 234 surface spaces in the re-striped lot, the 299 space garage, and 47 spaces shared with Smith Elementary School. This will result in a capacity of 580 spaces for the Sunday morning peak period.

RE8 The Police Department has advised that there is no basis for concerns regarding crime in the proposed parking structure. Moreover, the church has indicated that the parking structure will be secured in such a way as to not allow entrance into the parking structure while not in use for church activities and will monitor the structure in order to assure against any misuse or unlawful activities.

RE9 Comment acknowledged

RE10 See response to RE1

RE11 See response to RE2

RE12 See response to RE3

RE13 Comment acknowledged

LF1 All references to the "project" are inclusive of all proposed and existing-to-remain structures and uses.

LF2 Comment acknowledged

LF3 Comment acknowledged

LF4 Comment acknowledged

LF5 Comment acknowledged

LF6 The City has no record of prior code violations or noise complaints associated with the church.

LF7 Comment acknowledged

LF8 Comment acknowledged

LF9 The church will have no outdoor sound system.

JG1 Comment acknowledged

JG2 The project will result in an increase in the amount of open space on the church campus as well as upgrading its quality through a series of urban design and landscaping improvements. The design and colors of the new buildings were approved by the church, and reviewed and recommended for approval by the city's Design Review Board.

JG3 The parking structure will not contribute to increased traffic on local streets, but rather is required to meet the church's parking requirements. The Trip Generation Study prepared for this project (Kimley-Horn, March 2007) concluded that the project would not generate a significant number of additional trips during the church's Sunday morning peak period, or during weekdays.

JG4 Comment acknowledged

DG1 Comment acknowledged

DG2 The project's Trip Generation Study (Kimley-Horn, March 2007) indicates that the project will result in an increased assembly capacity of 185. This same study concluded that the project would not generate a significant number of additional trips during its Sunday morning peak period.

DG3 The outdoor gathering area adjacent to the planned new Multipurpose Building was initially labeled as an "amphitheater" in the entitlement drawing set submitted to the City. This area is proposed to function as an informal gathering area and will not be used to stage organized events. Furthermore, the church has agreed, as part of the project's Noise Study (Kimley-Horn, April 2007) to not have outdoor amplified music. The café will be an indoor facility complete with seating. Outdoor seating will be provided adjacent to the café in the central court. The noise study concluded that the outdoor gathering areas will not be significant noise sources.

DG4 See response to PB4

DG5 Comment acknowledged

SG1 Comment acknowledged

SG2 The church is subject to compliance with applicable parking requirements, entitlement conditions of approval, mitigation measures, etc. at all times. Violations of applicable codes, conditions of approval, mitigation measures may result in the revocation of the conditional use permit.

SG3 Comment acknowledged

SG4 Comment acknowledged. Also see response to RA3, DG3

SG5 Traffic and noise studies were completed for the proposed project by qualified engineers. The studies concluded that the project will not result in significant traffic or noise impacts.

SG6 Comment acknowledged

SG7 Comment acknowledged

KG1 The parking structure's design conforms to Huntington Beach Zoning Ordinance Chapter 231.18.G which requires structures to provide a 10-foot-wide perimeter landscape planter, and to screen all parked cars on each level with landscaping or decorative screen walls. The parking structure's design was reviewed and approved by the Huntington Beach Design Review Board. The church has indicated that access to the parking structure will be limited to Sunday mornings and other church related functions that require its use, that gates will be placed at the structure's entrances which will be locked when the structure is not in use and that the church will monitor the parking structure in order to assure that no unlawful activities occur within the structure.

KG2 The proposed Administration/Café building is 2 stories, not 3 stories. The operation of the café was analyzed in the project's Trip Generation Study (Kimley-Horn, March 2007) as part of the church's weekday operations. The café will not serve as an assembly area for Sunday worship services therefore it was not included in the analysis of the Sunday peak hour trip generation. Based on this analysis the project will generate a traffic impact deemed to be less than significant by the City. The project's Exterior Noise Analysis (Kimley-Horn, April 2007) found that vehicular traffic, construction and demolition, the children's play area, amplified music, and the parking structure are the only potentially significant noise sources that the project would generate. The church agreed to not have outdoor amplified music as a result of this analysis. Consequently, the café's operation is not anticipated to generate a significant noise impact. The church states that the café will be open between the hours of 7:00 am to 9:00 pm Monday through Saturday and 8:00 am to 7:00 pm on Sundays. All church activities will end by 10:00 pm.

KG3 The area previously identified in the proposed site plan as an amphitheater will not function as such, but rather will be an informal outdoor gathering area. The church will not program formal outdoor gathering in this pace nor have amplified outdoor music. The children's play areas will have a 7-foot tall sound barrier wall along their Loma Avenue frontage in order to mitigate potential noise impacts.

KG4 Comment acknowledged

KG5 Comment acknowledged

KG6 Comment acknowledged. Although CEQA does not dictate the precise format required for an initial study, the initial study must contain certain information to satisfy legal requirements. The City has adopted an initial study checklist which is consistent with the sample environmental checklist form included in the CEQA guidelines and which satisfies the legal requirements of CEQA.

KG7 The predominate height of the parking structure will be 28 feet, a height which is generally compatible with that of a typical two story single-family dwelling. The parking structure is proposed to be constructed at the existing parking lot grade and not on a hill or to-be-elevated grade.

MH1 The proposed bookstore hours are 7:00 am to 9:00 pm Monday through Saturday and 8:00 am to 7:00 pm on Sundays. The Recirculated Draft Mitigated Negative Declaration includes a statement on the proposed bookstore hours in the project description.

MH2 The recirculated D-MND identifies parking structure height dimensions (28 ft. to 38 ft.) consistent with the revised/current project plans.

MH3 See response to RE8

MH4 See response to DG2, DT21

MH5 The project's construction is anticipated to last 24 months. The noise study prepared for this project (Kimley-Horn, April 2007) indicates that compliance with all provisions of the City's Municipal Code (Section 8.40.090(b)) will mitigate negative impacts resulting from the project's construction.

KK1 Comment acknowledged

KK2 See response to SG5, RE8, MD1

KK3 The City's Design Review Board reviewed the project's design and recommended it for approval at its May 10, 2007 meeting. The Draft Mitigated Negative Declaration does not support the assertion that the project will negatively affect the value of surrounding properties and no evidence to the contrary has been presented.

KK4 Comment acknowledged

RK1 Comment acknowledged

SK1 Comment acknowledged

SK2 The church held a community meeting to advise surrounding residents of proposed plans for the church expansion and remodel in August 2006 and provided notice of the meeting to property owners and tenants within a 500 foot radius of the project site, at the request of City staff. The City has not issued permits for the project.

SK3 The proposed café and bookstore are intended primarily to support church functions and not as stand alone commercial enterprises in a similar manner that a cafeteria serves a school. The café and bookstore will be operated by the church and not a separate commercial entity. The property is not zoned residential.

SK4 The church will secure the parking structure in order to restrict access into the structure while it is not in use with roll-up gates, as depicted on the project plans. The parking structure has been designed to minimize visual impacts to neighboring properties by limiting, in large part, its height to approximately one-half of the site's 50-foot limit, and by providing generous set backs from neighboring residential properties. The parking structure will provide sufficient parking to meet the church's parking requirements per the City's codes. There are no parking restrictions on neighboring public streets (Adams, Ave., 17th St., Main St., and Loma Ave.). The church may work with its neighbors to develop a "good neighbor" program that would encourage its members to not park in residential streets on Sunday mornings. Church attendees parking on the structure's top level will only have to go down two levels, not three as stated in the comment.

SK5 Comment acknowledged

SK6 The City issued permits to remove existing temporary classroom buildings only.

SK7 CEQA does not require that the City verify consistency between plans submitted to the City and plans independently posted by First Christian Church on their website. A copying error occurred during the initial printing of Draft Mitigated Negative Declaration No. 06-008. The City distributed only a few copies before the error was corrected, but it appears that additional copies were distributed by others. The error was subsequently corrected and the comment period was extended an additional 20 days, followed by recirculation of an amended Draft Mitigated Negative Declaration No. 06-008 and an additional 20-day public comment period.

SK8 See response to RE8, KG1

SK9 A remnant portion of a public roadway easement exists along the south side of the property adjacent to San Nicolas Circle, which extends from the terminus of Loma Ave. approximately 100 ft. west. The Public Works Department has initiated the process to vacate this easement. There are no public roadway easements in place which allow traffic flow between Loma Ave. and 17th Street.

SK10 Draft Mitigated Negative Declaration No. 06-008 was prepared by City staff and is supported by a traffic generation analysis prepared by a licensed traffic engineer, which concludes that a condition of approval limiting occupancy to 1,655 persons will ensure no significant traffic impacts.

SK11 The City does not have codes or ordinances which require that use of the site be limited to a "non-profit" use and has no authority under the law to require that the church maintain "non-profit" status. The "for-profit" or "non-profit" status of the church has implications for tax assessment purposes only, and is not a matter subject to land use regulation or impact analysis under the provisions of the California Environmental Quality Act. The church has historically operated a pre-school which generates profit for the church and the proposed café and bookstore are permitted as accessory uses to a religious assembly use. The church has eliminated their proposal for an amphitheater.

JL1 See response to RE7. The church proposes to provide parking in excess of the minimum required by code at all times. The church is requesting approval of joint use parking which would allow parking spaces at HB High School to meet, in part, the minimum parking requirements for the church until such time as the parking structure is completed.

JL2 See response to KG2

KL1 None of the new buildings contained in this project's scope (Children's, Multipurpose, or Administration/Café), or the renovated A-Frame Chapel will consist of three stories. These buildings will each have, at most, a second story. Also, see response to RE8, KG1, PB5, DC2, MD1

DL1 In an effort to improve parking and traffic conditions along Loma Ave. and St. Nicholas Circle, the preschool is proposed to be relocated into the new Children's building. This building will not have any entrances off of Loma Ave. as does the current building. This will make it more convenient for parents to drop off or pick up their children from the church parking lot. Additionally, there will be no direct pedestrian access from Loma Ave. to the children's building. The church will advise its attendees not to park on Loma Ave. or St. Nicholas Circle on Sunday mornings in order to reduce any impact on the community during its peak Sunday operating period. The City does not allow the church to place signs of any kind on public streets. The church has stated its intent to advise its attendees to not park on neighboring residential streets.

DL2 The church is required to comply with all applicable City codes and ordinances in planning and building this project. The City has neither received nor been granted any special consideration for this project.

DL3 The completed project will have a parking demand of 555 spaces based on the City's code. This required capacity will be met by reconfiguring the existing surface parking lot, shared use of the Smith Elementary School parking lot along 17th Street, and the construction of a single 299 space three-level parking structure.

DL4 Comment acknowledged

RM1 Comment acknowledged. Also see response to SK3.

AM1 Comment acknowledged

AM2 See response to TB1, RE2, RE7

ATTACHMENT NO. 5.77

AM3 Comment acknowledged

RP1 Comment acknowledged. Also see response to RA6, DC1, DC2, SK4, DT21

LR1 The outdoor amphitheater, tower and pop jet fountains are not part of the current proposal.

LR2 See response to SK3, RE1

LR3 Comment acknowledged

LR4 See response to RE2, SG5, DG2

LR5 See response to TB3, PB4, DC1, DC2, MD1

SS1 See response to RE2, SG5, DG2, DT21

SS2 See response to MD1

SS3 Comment acknowledged

SST1 The church has entered into a contractual agreement with Huntington Beach High School for the shared use of its southern parking lot consisting of 298 spaces. This agreement is limited to Sunday mornings only as the lot will be required to support school activities during week days. The church will file an agreement for review with the City as required by City code. The executed agreement between the church and Huntington Beach High School for the use of its south parking lot is for Sunday mornings only. The church's parking lot will be used to accommodate wedding parties and other special events. The church is working with the high school and City to determine if the executed contract between the church and the high school allows the church to use Estate Circle to access the lot on Sunday mornings. The high school will allow access to the south lot from Main Street if it is determined that the church will not be able to access the lot from Estate Circle.

SST2 See response to PB4

SST3 The church secured the services of independent consultants to produce technical studies to assess the project's potential impacts on its surroundings as directed by the City. The City incorporated the findings of these studies into the project's environmental assessment. The assessment identifies specific mitigation measures required of the church in order to lessen the project's potential impact on the community. The church has agreed to incorporate these mitigations in the project's scope.

SST4 The demolition activities that occurred on church property were limited to removal of temporary classroom buildings, paving and landscaping. The church obtained a demolition permit for this specific activity. No further demolition or construction activities will take place on the project site until the church secures the required demolition and construction permits from the City. The church has stated its intent to notify its neighbors in advance of any future construction activities that will take place on the church property.

DT1 Draft Mitigated Negative Declaration No. 06-008 was amended to address plan revisions, omissions and errors, properly advertised and recirculated for a 20-day public review and comment period.

DT2 The amended/current plans and project narrative included as attachments to Draft Mitigated Negative Declaration No. 06-008 include the bookstore and the proposed hours.

DT3 See response to KG2, KG3

DT4 See response to DT1

DT5 See response to DT2

DT6 The Tidal Plaza represents a passive open space not intended for formal gatherings or events, and therefore does not represent a significant noise source.

DT7 See response to DT1

DT8 See response to DT1

DT9 See response to DT1

DT10 See response to SK7

DT11 See response to DT1

DT12 The Little Squirts Court is located in excess of 150 feet from any other property. The noise study did not identify this space as a significant noise source.

DT13 See response to PB5

DT14 The project does not propose an outdoor sound system.

DT15 See response to SK3. The comment states that mitigation should be required but does not identify what impacts warrant mitigation.

DT16 The proposed café and bookstore are approximately 2,817 sq. ft. (kitchen and dining area combined) and 943 sq. ft. respectively. The project proposal includes an outdoor dining area outside of the proposed café.

DT17 See response to RE1

DT18 See response to DT44

DT19 The Traffic Generation Study prepared for the project acknowledges that the proposed project includes a café and resource center (i.e., bookstore). The study did not identify these uses as significant traffic generators. The study considers the peak traffic generation for the proposed project and concludes that the project, as proposed, will not generate a significant traffic impact.

DT20 The tower feature on the proposed Café/Admin. building represents an area which is approximately 24 ft. by 24 ft. and constitutes only a small fraction of the building area volume. The 42 ft. height dimension represents the height of the peak of a pitched roof and a height which is 16% lower than the maximum height permitted in the zone (50 ft.). This architectural feature provides visual interest and varied roof lines consistent with the City's Urban Design Guidelines. Based on these factors and the recommendation for approval by the Design Review Board, the height of the tower was determined to not represent a significant aesthetic impact.

DT21 An air quality analysis was prepared for the proposed project by an independent consulting firm. The analysis concluded that there would be no significant operational air quality impacts associated with the proposed project. The CEQA Air Quality Handbook *Projects of Significance Table* lists restaurants in excess of 23,000 sq. ft. as re-

sulting in a potentially significant air quality impact. The combined floor area of the proposed café and kitchen, including storage areas, is 2,817 sq. ft.

DT22 Mitigation measures are appropriate only where the Environmental Assessment concludes that significant environmental impacts will result from the proposed project. The application of mitigation measures to other completely dissimilar projects (i.e., Target, Walmart) does not serve as a basis to require mitigation measures for the proposed project. Draft Mitigated Negative Declaration No. 06-008 concluded that potentially significant impacts may result in the areas of noise and hydrology and identifies appropriate mitigation measures. Moreover, CEQA does not mandate similar mitigation for all similar projects.

DT23 See response to DT1

DT24 The plans reviewed in conjunction with Draft Mitigated Negative Declaration No. 06-008 and the requested entitlements represent conceptual plans and are not intended nor required to represent detailed working drawings with precise details for all project features. Notwithstanding, the heights of all proposed buildings are noted on the project plans and the proposed operating hours are identified in the project narrative and in Draft Mitigated Negative Declaration No. 06-008. A submitted photometric plan addresses on-site lighting and the church has indicated their intent to secure the parking structure when not in use with roll-up gates, as noted on the project plans.

DT25 The noise analysis report prepared for the project identified weddings, church services, meetings and daycare as proposed uses and concluded that these activities would not generate significant noise related impacts.

DT26 The church would be permitted use of the property consistent with the approved condition use permit and the approved plans. Temporary outdoor special events may also be permitted in accordance with the provisions of the Huntington Beach Zoning & Subdivision Ordinance via the issuance of temporary activity permits and/or temporary use permits.

DT27 The church use would be subject to compliance with all conditions and provisions of an approved conditional use permit. Provisions of conditional use permits, along with applicable provisions of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Code are enforced by the Code Enforcement Division of the Planning Department. The City investigates all complaints received and issues notices of violation and administrative citations as necessary. A conditional use permit may be revoked by the Planning Commission based on violations of conditions of approval or City codes.

DT28 The fact that the applicant initially proposed to amend their existing entitlements and later, as the scope of the project changed, opted to file a new conditional use permit application is not a matter that must be addressed by the draft negative declaration since it does not raise significant environmental issues.

DT29 Comment acknowledged. The project will be required to comply with the City's Noise Ordinance, which specifies hours for construction for residential areas.

DT30 See response to DT1

DT31 Comment acknowledged

DT32 See response to DT1

DT33 The requested CUP is not available for public review because it has not been granted (i.e., there is no CUP to review). However, the CUP application file is and has been available to anyone who requests to review it. The CUP staff report is available six days prior to the public hearing.

DT34 See response to RE5, DT1

DT35 Technical studies submitted by the applicant were reviewed by City staff. The Draft Mitigated Negative Declaration reflects the City's independent judgment of potential impacts associated with the proposed project. Although the Planning Commission *may* impose conditions of approval which are more restrictive than applicable code requirements and/or mitigation measures to address issues of concern, there is no such law or ordinance that requires more restrictive requirements; moreover, there is no accepted planning principal or general rule-of-thumb that suggests that all projects requiring a conditional use permit shall arbitrarily be subject to requirements that are more restrictive than the Code. In fact, the converse is generally the accepted practice: that is, that applicable codes and ordinances are adequate to protect public, health safety and welfare and that more restrictive requirements would be applied on a case-by-case basis, as appropriate to address unique circumstances. The analysis completed for the proposed project is comparable to that prepared for other church master plan projects, and the City believes that adequate information is available to assess potential impacts. Upon learning of inconsistencies and/or missing information, the City revised and recirculated the Draft Mitigated Negative Declaration.

DT36 See response to RE5, DT35

DT37 The pop jet fountains, which were part of the original project proposal, have been eliminated from the amended/current project proposal. Mitigation in the form of a block wall along the southerly side of the designed play areas located near the southerly property line is suggested due to the proximity of the residents to the south. A sound wall is not needed along the north side of the play areas because the nearest adjacent property to the north is located at a distance in excess of 300 feet (approximately twice the distance of the nearest adjacent property to the south).

DT38 See response to PB5

DT39 An outdoor dining area is proposed adjacent to the proposed café. Also see response to KG2.

DT40 The California Environment Quality Act (CEQA) defines "significant effect on the environment" as: "a substantial, adverse *change* in any of the physical conditions within the area affected by the project . . . " Therefore, the conclusion of the noise study, that design features of the parking structure will reduce noise to levels similar to the current condition, and therefore that no significant noise impacts associated with the parking structure will result, is based on a proper application of CEQA and a proper interpretation of "significance". Also see PB4, MD1, DC2

DT41 The noise study prepared for the project identifies all noise sources deemed to be potentially significant. Also see response to DT26. Draft Mitigated Negative Declaration No. 06-008 need not consider unauthorized activities by others that are not intended or proposed in conjunction with the project. Also see response to DT27.

DT42 The Huntington Beach Noise Ordinance establishes standards for noise levels in residential zones which are distinct from standards in non-residential zones. Permitted

noise levels are established with the intent to protect public health, safety and welfare, are deemed to be acceptable community noise standards, and therefore serve as thresholds of significance for purposes of noise impact analysis. The noise analysis prepared for the project applies the noise standards that are applicable to the project based on the surrounding land uses.

The geotechnical study prepared for the project concludes that the foundations for the proposed development may be supported on shallow footings established in compacted fill or competent native terrace deposits. The geotechnical study does not identify the need for deep foundations, mat foundations, quasi-rigid foundations, or other ground modification such as stone columns or compaction grouting which would result in excessive ground borne vibration.

See response to RA6. The noise study prepared for the project includes an analysis of traffic related noise, which concludes that the increase in traffic generated by the project would result in a sound variation from the existing condition which is not detectable by the average human ear; and therefore that the project-generated traffic noise level increase is not significant.

DT43 The project plans indicate that the trash enclosure will remain at its current/ existing location. See response to DT40. Also see response to RA6. A cumulative impact analysis requirement under CEQA requires that the lead agency determine whether a significant impact will result from the cumulative impact of all noise sources resulting from the proposed project. The California Environment Quality Act (CEQA) defines "significant effect on the environment" as: "a substantial, adverse *change* in any of the physical conditions within the area affected by the project . . . " Since the noise analysis concludes that the proposed project will not generate significant noise impacts and trash collection noise at the site represents the existing condition, no cumulative impacts were identified. Also, the church has indicated its intent to replace its trash containers with ones that have rubber lids in order to reduce the noise they make during trash collection. The church decided to not relocate the trash enclosure from its current location adjacent to the Worship Center along Adams Avenue because they are almost completely hidden from public view at this location, and relocating them to another part of the campus would not eliminate any noise generated by trash collection but instead shift it to another part of the church campus where it would potentially be located closer to other residences.

DT44 Supplies are currently delivered to the church on a regular basis. The floor plan for the proposed Administrative/ Café building shows a receiving area accessible via a standard, swinging door. There is no roll-up door, loading dock or truck access to the building, which is separated from vehicular access ways by a curb and raised walkway. Nothing in the project plans or the nature of the proposed use suggests that large trucks, nighttime deliveries, an excessive number of deliveries or environmental impacts may result from deliveries to the proposed site. The comment requests mitigation but does not identify what impact needs mitigation.

DT45 See response to DT28. The proposed project and requested entitlements, if approved, would supersede any prior entitlements. The City is required to consider the requested application as a new application. Conditions associated with prior entitlements and pertaining to buildings proposed to be demolished and uses that are proposed to be modified, need not be considered as part of an environmental assessment of the proposed project. Draft Mitigated Negative Declaration No. 06-008 analyzes the

proposed project; it does not reanalyze a previously approved project. The Design Review Board does not make formal findings in conjunction with its review of projects.

DT45a The amended/current plans eliminated a 64 ft. tall tower depicted on previous plan submittals. All of the proposed and existing-to-remain buildings comply with the 50 ft. height limit applicable in the PS zone, with the exception of the 96 ft. tall steeple and cross addition proposed for the existing Chapel – which may exempted from the 50 ft. height limit pursuant to the provisions of HBZSO Section 230.72 – *Exceptions to Height Limits*. The parking structure proposed in conjunction with the church master plan is a permitted use on the subject site. The Draft Mitigated Negative Declaration analyzes potential impacts associated with the structure in accordance with CEQA. See Response to DC1, KG1, KG7

DT45b See response to PB2

DT45c See response to DT88, DT97

DT45d See response to DT88

DT45e Pursuant to the provisions of CEQA, if the initial study identifies potentially significant effects on the environment but revisions in the project plans or restrictions agreed to by the applicant would avoid the effect, mitigation measures are not required to address the otherwise potentially significant impact. The applicant has agreed to and is proposing to limit concurrent attendance as recommended by the traffic generation analysis in order to avoid the need for further traffic impact analysis that would determine whether or not traffic related impacts may otherwise result. A condition of approval limiting concurrent attendance as proposed by the applicant is recommended by staff.

DT45f The project, as proposed, provides parking in excess of the minimum required by Code. Moreover, no evidence has been presented which would suggest the City's parking standard is inadequate.

DT46 Comment acknowledged. The City of Huntington Beach Fire Department, which employs hazardous materials experts, has reviewed the proposed project and determined that standard City requirements applicable to capped oil wells and methane provides adequate protection to ensure no associated significant environmental impacts.

DT47 See response to RE8

DT48 The potential for flood related impacts has been analyzed by the City's engineers and appropriate, standard mitigation is suggested. The conclusions and suggested mitigation measures are based on expert analysis, engineering science and available data with respect to the adequacy of the existing storm drain system.

DT48a The amended/current plans depict the location of the trash enclosure serving the project site at its current, existing location. As noted in Draft Mitigated Negative Declaration No. 06-008, the developer will be required to submit a Water Quality Management Plan and Stormwater Pollution Prevention Plan which address potential sources of pollutants on site, including the trash enclosure.

DT49 See response to DT44. The entire public record associated with the proposed project is and has been made available for public inspection upon request.

DT50 See response to DT21. The City has adopted the AQMD's thresholds as its own thresholds of significance for purposes of environmental impact analysis. Also see response to DT27.

DT51 See responses to DT30 – DT50.

DT52 See response to DT1

DT53 See response to DT2

DT54 See response to DT3

DT55 See response to DT4

DT56 See response to DT5

DT57 See response to DT6

DT58 See response to DT7

DT59 See response to DT8

DT60 See response to DT9

DT61 See response to DT10

DT62 See response to DT11

DT63 See response to SK7

DT64 See response to DT12

DT65 See response to DT13

DT66 See response to DT14

DT67 See response to DT15

DT68 See response to DT16

DT69 See response to DT17

DT70 See response to DT18

DT71 See response to DT19

DT72 See response to DT20

DT73 See response to DT21

DT74 See response to DT22

DT75 See response to DT23

DT76 See response to DT24

DT77 See response to DT25

DT78 See response to DT26

DT79 See response to DT27

DT80 See response to DT28

DT81 See response to DT29

DT82 Comment acknowledged

ATTACHMENT NO. 5.84

DT83 The California Environmental Quality Act requires an Environmental Impact Report when there is substantial evidence that the project may produce significant adverse environmental impacts. The size or scope of the project alone does not serve as a basis to require an environmental impact.

DT84 See response to DB3

DT85 Whether the proposed café is or is not comparable to a Starbucks is not a basis to determine whether or not the project may have significant adverse environmental impacts. Provisions of CEQA are such that each project's potential to generate significant adverse environmental impacts is evaluated independently. CEQA does not require or suggest that mitigation measures applied to one project shall, or should be, arbitrarily applied to any other.

DT86 Comment acknowledged

DT87 Comment acknowledged

DT88 The comment states that there is currently both excessive traffic and speeding on Adams Avenue. Generally, excessive traffic and speeding do not co-exist and there is no evidence presented to support that either of these conditions predominate. Moreover, under the provisions of CEQA, the applicant is not required to mitigate existing conditions. The project does not propose any roadway improvements or modifications which "divert traffic from Loma to Adams and to 17th". However, the entrance to the Children's building will be relocated (relative to the existing Children's building) in part to encourage access to the building via the church's parking lot, instead of via (on-street parking on) Loma Avenue, which may reduce vehicular traffic to and from the site along Loma Avenue. Also see responses to RA6, TB1, RE2

DT89 See response to DT21. The State has not made any findings that the proposed project may have a potentially significant air quality impact nor made any other findings or comments concerning the proposed project.

DT90 The project does not propose an amphitheater, outdoor sound system, parties, picnics, concerts, use of the parking lot for play, sports activities or unauthorized uses such as fireworks and auto racing. Use of leaf blowers on the site is subject to compliance with the City's leaf blower ordinance. The proposed parking areas are consistent with the existing parking areas and therefore are not anticipated to generate additional noise impacts. No change to the location of the existing trash enclosure is proposed.

DT91 See response to PB5

DT92 The applicant has stated that no outdoor sound system will be installed. CEQA defines substantial evidence for purposes of supporting a fair argument triggering the need for an EIR or mitigation as follows:

Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.

DT93 The Little Squirt's Court is located at a distance of approximately 250 feet from any adjacent property, in a court yard area central to the church campus. The noise study prepared for the project indicates that children's play areas were analyzed and sug-

gests mitigation for those areas deemed to present potentially significant noise impacts.

DT94 See response to RA3, RE1, MH1, SK3, SK11, DT16

DT95 See response to DT16.

DT96 Notwithstanding the applicant's request, which specifies the proposed hours of operation for the bookstore (see response to RE1) and various other uses on the site (see response to TB2), there are currently no restrictions on the proposed project, since the proposed project has not been approved. Any restrictions applicable to the project would be imposed by the Planning Commission, at a public hearing, in conjunction with the approval of the project.

DT97 The Trip Generation Study (Kimley Horn, March 2007) concluded that the proposed project would generate a less than significant increase in traffic. The study was peer reviewed by the Public Works Department, which concluded, accordingly, that no further traffic impact analysis is warranted.

DT98 The amended/current project plans include height dimensions for all proposed buildings and were made available for public review and comment for a minimum of 20 days. Also see response to DT20.

DT99 See response to DT21.

DT100 The California Environmental Quality Act requires mitigation when there is substantial evidence that the project may produce significant adverse environmental impacts. The study concludes that mitigation is necessary to address certain noise and hydrology related impacts. Those aspects of the project which have been determined to not generate significant adverse environmental impacts do not require mitigation.

DT101 The church would be permitted to conduct all activities which are authorized by the conditional use permit. For example, the applicant is proposing to have weddings and funerals concluding no later than 10:00 p.m. Accordingly, if the applicant's request is approved, weddings and funeral concluding no later than 10:00 p.m. would be permitted, unless otherwise prohibited or restricted by conditions of approval. Uses which are not approved as part of the conditional use permit would not be permitted. The City may also approve Temporary Activity Permits and Temporary Use Permits for certain other special events pursuant to the provisions of the Huntington Beach Zoning & Subdivision Ordinance.

DT102 See response to TB2, DT27.

DT103 Draft Mitigated Negative Declaration No. 06-008 and the noise study prepared for the project includes an analysis of construction related noise impacts. Whether a construction project of similar duration is or is not "common" (however this term may be defined) is not a basis for determining whether or not the proposed project may have an environmental impact. The City may impose restrictions on construction hours which are more restrictive than the City's ordinance as a condition of approval.

DT104 An air quality analysis was prepared for the proposed project by an independent consulting firm. The analysis concluded that there would be no significant operational air quality impacts associated with the proposed project. Also see DT50.

DT105 Comment acknowledged

LT1 Comment acknowledged. Also see response to DT14.

RT1 See response to RE4, RE5

BW1 Comment acknowledged

BW2 Comment acknowledged

BW3 See response to RE2

BW4 Comment acknowledged

JW1 Comment acknowledged

ATTACHMENT NO. 5.87

1706 S[illegible]ley St.
Huntington Beach, CA 92648

29 June, 2007

Mr. Ron Santos,
Associate Planner
City of Huntington Beach Planning Department,
2000 Main St,
Huntington Beach, CA 92648

JUN 29 2007

Dear Mr. Santos

This letter is an addendum to our letter of 8 June, 2007

I have reviewed the modified plans for the First Christian Church project at 1207 Main St. that you provided me yesterday. There are several areas of concern:

1. The architectural design theme, with the exception of the chapel, is not in keeping with the aesthetics of the surrounding neighborhood. It appears in general to be more appropriate for a shopping mall than a neighborhood church. RA1
2. There are outdoor play areas that we were told would be removed. RA2
3. A full kitchen café and a retail bookstore are still included. These are commercial in nature and would appear to be a clear zoning violation. RA3
4. The parking structure is considerably higher than the value (24') that you used when you determined that it had no significant negative impact .The structure has towers of 32' and 40' and a shear wall of 28' in height. These heights, combined with the fact that the structure is sited on the highest elevation on the property give maximum negative impact on sightlines and aesthetics. These issues, the concentration of traffic and the safety problems which accompany all parking structures (crime, drugs, teen hangouts) make this structure totally inappropriate for inclusion in a residential neighborhood! RA4

I note that the parking structure is only required to accommodate the peak parking requirements for concurrent services in the existing worship center and replacement venues. By the varied nature of the activities planned in the various venues, it would seem highly unlikely that they all would be full at the same time. Herein lies a simple solution to the parking issue. If the FCC would take steps (multiple services, staggered times for events etc), as many other churches have done, their current surface parking and arrangement with Smith school would provide more than adequate parking. This would cause no apparent problem for FCC the majority of the time and at most be a minor inconvenience on occasion. In addition, this would reduce the peak traffic problems and have the added bonus of saving the parisioners lot of money! RA5

Thank you for giving these comments your attention.

Respectfully,

R R Austin M.L. Williams-Austin

Ronald R. Austin and M.L.Williams-Austin

ATTACHMENT NO. 5-88

1706 Shipley St.
Huntington Beach, CA 92648

8 June, 2007

Mr. Ron Santos
Associate Planner,
City of Huntington Beach Planning Department,
2000 Main St.,
Huntington Beach CA 92648

Dear Mr. Santos

This letter is to express our opposition to the proposed expansion by the First Christian Church at 1207 Main St., Huntington Beach.

We already suffer daily from excessive noise and traffic at that site due to trash collection, school activities and frequent other functions. The proposal for a major expansion and in particular, a multi-level parking structure in the midst of a residential area are very disturbing!

The planned expansion would change this facility further into a commercial enterprise, far removed from the concept of a neighborhood church!

Please be aware that we will take all possible steps to prevent this expansion from going forward as planned and destroying what ambiance and tranquility we have left in our neighborhood.

RA 6

Respectfully,

R R Austin M L Williams-Austin

(Ronald R. Austin & M. L. Williams-Austin)

ATTACHMENT NO. 5.89

1706 Shipley St.
Huntington Beach, CA 92648

July 27, 2007

Mr. Ron Santos
Associate Planner,
City of Huntington Beach Planning Department,
2000 Main St.
Huntington Beach, CA 92648

Dear Mr. Santos

This letter is regarding the modified plans for the First Christian Church (FCC) project at 1207 Main St. in Huntington Beach. There are still many areas of concern!

1. The architectural design theme, with the exception of the chapel, is more appropriate for a shopping mall than a neighborhood church and does not blend with the aesthetics of the surrounding neighborhoods. RA7

2. A full kitchen café and a retail bookstore are still included. These are commercial in nature, are inappropriate for a residential neighborhood and must be a clear zoning violation. RA8

3. The modified (slightly!) parking structure is still destined to be a major eyesore. It is sited on the highest elevation on the property and as such will have maximum negative impact on sightlines and aesthetics. In addition, the lighting that will be necessary for the structure does not appear to be covered in the plans. These issues, the concentration of traffic and the safety issues which accompany all parking structures (crime, drugs, teen hangouts) make this structure totally inappropriate for inclusion in a residential neighborhood! I seriously question your judgment that this structure would have no or minimal impact on the environment! The impact would be major and continuous! RA9

I note that the parking structure is only required to accommodate the peak parking requirements for concurrent activities in the existing worship center and replacement venues. The varied nature of the venues would make it unlikely that all would be full to capacity at the same time. It would seem to be a simple accommodation for FCC to stagger services and venue scheduling (as other churches do) so that the existing surface parking and the arrangement with Smith school would continue to meet city requirements. This would have the added bonus of reducing peak traffic congestion and the accompanying noise and pollution. RA10

Please give these comments your serious attention.

Respectfully,

Ronald R. Austin and M.L. Williams-Austin

City of Huntington Beach

AUG - 2 2007

ATTACHMENT NO. 5.90

City of Huntington Beach

JUN 15 2007

John and Tracy Blackburn
1717 Aspenwood Lane
Huntington Beach, CA 92648

Ron Santos
Associate Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

June 12, 2007

Dear Mr. Santos

We recently received your letter regarding the proposal by First Christian Church to expand and reconstruct their existing church complex and the impact that it might have on our neighborhood.

We live on Aspenwood Lane, thus one of our biggest concerns is traffic and the related problems of congestion and noise. The intersections at 17th and Adams and Adams and Main Street are already at capacity during the morning and afternoon rush. I would like to invite members of the planning commission to try and exit our small street on to Adams Ave. between 8:00am and 8:45am on any weekday morning. I can tell you it is quite stressful if not borderline unsafe. Adams Ave., from 17th to Main, can barely handle the current traffic count. Think what a mess it will be with a three level parking structure and a 24/7 venue which the church is proposing.

TB1

As neighbors of the church we have no problem with a remodel and an expansion to accommodate more parishioners. It sounds like, however, that First Christian wants to expand traditional church activities to a 24/7 venue that goes beyond what our residential and low density zoning would permit. A three story parking structure cannot in anyway contribute to the aesthetics of a residential neighborhood. Additionally, the city needs to consider the safety and crime issues that are related to an open parking structure.

TB2

TB3

We hope that these concerns can be addressed by the city and that First Christian can be persuaded to scale back it's overly ambitious expansion plans.

Sincerely,

John Blackburn

Tracy Blackburn

ATTACHMENT NO. 5.91

Ron Santos, Associate Planner
City of Huntington Beach Planning Deparment
2000 Main Street
Huntington Beach, CA 92648

RE: Draft Mitigated Negative Declaration No. 06-008

We, Fred and Nancy Bloomfield, 19728 Seashore Circle, H.B., are writing to protest the construction of a parking structure on the First Christian Church property. A multi=level parking stucture is not an appropriate use of land located in a residential area. It will increase traffic on Seventeenth Street and increase the noise level of the area.

NB1

We hope the Planning Commission and the City Council will not allow this project to go forward.

Thank You,

Fred Bloomfield
Nancy Bloomfield

Nancy & Fred Bloomfield
19728 Seashore Circle HB

City of Huntington Beach

JUN 26 2007

ATTACHMENT NO. 5.92
BLOOMFIELD

John & Deborah Briers
7312 Veering Circle
Huntington Beach, CA 92648
(714) 536-2947

City of Huntington Beach

JUN 29 2007

June 27, 2007

Mr. Ron Santos
Associate Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, CA 92648

Re: First Christian Church Reconstruction and Expansion Project

Dear Mr. Santos,

Our home on Veering Circle is directly across from the parking lot at First Christian Church. Like many of our neighbors, we are concerned primarily about the expansion of this neighborhood church. Regardless of the zoning, FCC is sandwiched between single-family homes and schools and any expansion needs to recognize the limitations of their site. DB1

My primary concern is traffic. With kids at Smith, Dwyer and Huntington Beach High School, my children and I walk across 17th multiple times on a daily basis (at Adams) and any increase in activity will impact a traffic situation that is already very dangerous. While I also intend to contact the HB Police Department, something needs to be done to improve pedestrian safety at this intersection. Cars barely stop at all, rushing to break between pedestrians, and pay little attention to the crosswalk. My six-year-old daughter and I have been almost hit several times crossing there because people are rushing and not paying any attention to people in the crosswalk.

The church's intended coffee and gift shop would bring additional car trips through that intersection at peak hours. Any expansion would further aggravate a dangerous situation.

I am relieved that the church has willingly agreed to scale back their plans with regard to the outdoor amphitheater and tower; however, a three-story parking structure has no place in a residential neighborhood. Especially when peak church hours coincide with times when the neighboring school parking lots are empty which would make a shared parking situation ideal. DB2

I am also concerned that the overall architectural aesthetic is too commercial for our residential neighborhood. The surrounding homes and schools are primarily historical in nature and the church's plans show something modern and industrial. I have worked in the field of architecture for ten years and the proposed design for the church does not enhance the fabric of the community. Instead, it will detract from the special historic character that has evolved and makes this neighborhood such a wonderful place to live. DB3

The concerned citizens in the surrounding homes appreciate the attention you are giving to this proposed project and recognize that FCC is making concessions. However, I implore you to further look at the traffic situation at 17th and Adams. Additionally, the materials and colors for the new church should be toned down to more appropriately reflect the neighborhood. DB4

Sincerely,

Deborah Briers

Deborah Briers

ATTACHMENT NO. 5.93

Jon A. Rader and Phyllis Butland
19822 Waterview Lane
Huntington Beach, CA 92648
July 2, 2007

City of Huntington Beach
JUL 02 2007

Mr. Ron Santos
Associate Planner
City of Huntington Beach Planning Department
2000 Main St.
Huntington Beach, CA 92648

Dear Mr. Santos,

This letter is in response to the City of Huntington Beach's notice to interested parties regarding the expansion/remodel plans of the First Christian Church of Huntington Beach. We have several new concerns in the light of the Church's revised plans, submitted on June 28th, and they follow below.

We oppose the parking structure planned by the FCC in our residential neighborhood. The Church's revised plans show that the parking structure is huge. It is 293 feet long by 139 feet wide. The front of the structure facing 17th Street will have an **architectural tower that is 40 feet high**. The back of the structure has a 32 feet high elevator tower.

In the aesthetics section of the environmental report for this project it said:
"The project will introduce a three-level parking structure to the site, which is expected to have a less than significant impact since ***the structure will have a maximum height of 24 feet***, (our italics) will be surrounded by a tree-lined landscape planter on all sides and will be setback from the adjacent residential property by approximately 40 feet."

PB1

The environmental report also said that no significant impacts in outdoor lighting are expected in this project. However, whatever lighting is employed will indeed necessarily, have an impact on homes nearby. It will essentially be a large, elevated, floodlit place to shine bright lights into our homes and bedrooms.

PB2

In addition to these issues of the parking structure, we are very disturbed about the plans for the so-called "café" listed in the expansion plan. The word "café" suggests that it would be a coffee-serving venue, perhaps with sandwiches and snacks on offer. In fact, this church "Café" will seat 80 people indoors and more outdoors, have a full commercial kitchen dedicated to it, be an open-to-the-public, for profit, all-day-until- 9:00 P.M., 7-days-a-week **restaurant**. It is a full-blown restaurant that does not belong in a residential neighborhood.

Our neighborhood will undoubtedly be subjected to the smells of cooking food from before the restaurant opens each day, until it closes at night. We live in a breezy neighborhood, where all Church neighbors will have times when the wind is blowing restaurant smells their way. How can it be argued that this Church in a residential neighborhood is zoned for a commercial, for profit, "café"?

PB3

Please take these questions and comments into account as you review the project.

Thank you,

Jon A. Rader and Phyllis Butland

ATTACHMENT NO. 5.94

Jon A. Rader and Phyllis Butland
19822 Waterview Lane
Huntington Beach, CA 92648
June 11, 2007

City of Huntington Beach

JUN 12 2007

Mr. Ron Santos
Associate Planner
City of Huntington Beach Planning Department
2000 Main St.
Huntington Beach, CA 92648

Dear Mr. Santos,

We are residents of Beachwalk and our home backs up to 17th Street near the First Christian Church, and are responding to the City of Huntington Beach's letter to interested parties regarding the proposed expansion of the church. There are several aspects of the plans that are very troubling to us.

One problem is the three-level parking structure that will be placed on a raised elevation on the church property, immediately next to the elementary school. This structure must necessarily be unsightly, being placed in such a very prominent place. Efforts expressed in the proposal to use plantings to tone down the view of this concrete behemoth will be in vain. This parking structure **does not belong** in a residential neighborhood, where it can provide an attractive hideaway for homeless persons and teens, and possibly pose a safety threat to the elementary school. PB4

For years our neighbors and we have been tolerant of the traffic, noise of the sound system, crowds, and smells of animals and idling vehicles before Christmas each year when the First Christian Church holds its Christmas pageant. Now, by studying the proposed expansion plan, it is clear that we will be contending with all but the animal smells year round. With the outdoor sound system playing to those in the proposed amphitheater and, necessarily, to all the neighbors for at least a mile around, we will be experiencing a great loss of quality of life. PB5

On Page 23 of your impact report, item VIII Aesthetics, item c) you have judged as "Less Than Significant Impact" the item that the project will "Substantially degrade the existing visual character or quality of the site and its surroundings." We cannot agree with this finding. A three-story church building with a 96-foot cross, huge outside constructions planned, including a three-level parking structure on a hill, an outdoor amphitheater with an outdoor sound system will have a huge impact on the character of our residential neighborhood. PB6

Please take these comments into account as you review the project.

Thank you,

Jon A. Rader and Phyllis Butland

ATTACHMENT NO. 5.95

June 25, 2007

Ron Santos, Associate Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: FIRST CHRISTIAN CHURCH PARKING STRUCTURE

My wife and I live at 812 San Nicolas Circle, which is the last house on the street that overlooks the parking lot of the First Christian Church. After reviewing the plans for the expansion/remodel, we have concerns regarding the parking structure. Our main concern is the height and size of such a large structure so close to the back of our house. Our balcony and all our back windows look out over this area and we worry that the parking structure will have a significantly negative impact on our view. (Of course, the noise generated from the structure is also a concern, but I'm hoping that your studies have already addressed this issue and determined that it will be acceptably low.)

DC1

DC2

In looking over the plans, it appears that the parking needs are calculated on a somewhat "worst case" scenario (heavy attendance at three concurrent services). It seems reasonable to assume that most weeks the parking demands would be lower. In fact, it may be that this "worst case" scenario might only occur rarely, if ever. This especially seems true considering that many church attendees will be parking on the many nearby streets as they do now. At the meeting held at the church on Monday, June 18, to discuss the expansion/remodel it appeared to be unanimous that nearby residents, including ourselves, would prefer church-goers park in front of our homes for a couple of hours on Sunday over a massive parking structure. If the church expects heavy attendance (e.g., Easter, Christmas, etc.), they could use the High School parking lot in conjunction with a shuttle (as they plan to use during construction).

DC3

It appears that the construction schedule calls for the parking structure to be built last after all of the other elements have been completed. In between these two phases seems to present an excellent opportunity to re-evaluate the parking situation before requiring the church to construct a large structure that seems to be opposed by many, if not all, nearby residents.

DC4

It will be quite frustrating to look at a massive parking structure every day that is empty 90% of the time, and rarely, if ever, fills up, realizing that we could have either eliminated or reduced the size of the structure with minimal adverse impacts.

DC5

Sincerely,

Dave Courdy
812 San Nicolas Circle
Huntington Beach, CA 92648

(562) 626-7849
(714) 536-1662 - evenings and weekends

ATTACHMENT NO. 5.96