



City of Huntington Beach Planning and Building Department

STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Jane James, Senior Planner *JJ*
DATE: February 9, 2010

SUBJECT: **NEGATIVE DECLARATION NO. 09-006, GENERAL PLAN AMENDMENT NO. 09-002, ZONING MAP AMENDMENT NO. 09-002, ZONING TEXT AMENDMENT NO. 09-007, CONDITIONAL USE PERMIT NO. 09-024 (WARD GARFIELD SPECIFIC PLAN/RECREATIONAL VEHICLE STORAGE)**

APPLICANT: Michael Adams, Michael Adams Associates, 21190 Beach Boulevard, Huntington Beach, CA 92648

PROPERTY

OWNER: Frank Salomone, Southern California Edison, 14799 Chestnut Street, Westminster, CA 92683

LOCATION: 19118 Ward Street, 92646 (43.60-Acre Site Southeast of the Intersection of Ward Street and Garfield Avenue)

STATEMENT OF ISSUE:

- ♦ Negative Declaration (ND) No. 09-006 analyzes the potential environmental impacts associated with construction of the project and legislative amendments.
- ♦ General Plan Amendment (GPA) No. 09-002 represents a request to amend the General Plan Land Use designation to add a Specific Plan suffix ("sp") to the existing Public land use designation.
- ♦ Zoning Map Amendment (ZMA) No. 09-002 represents a request to amend the existing zoning map from the current Residential Low Density designation to the Ward Garfield Specific Plan No. 16 designation.
- ♦ Zoning Text Amendment (ZTA) No. 09-007 represents a request to establish the Ward Garfield Specific Plan No. 16 document.
- ♦ Conditional Use Permit (CUP) No. 09-024 represents a request to construct an approximately 557-space recreational vehicle storage lot that consists of:
 - Remote controlled electronic sliding metal gate
 - 480 square foot modular office building
 - Five parking spaces for employees and visitors
 - Vehicle wash station
 - Dump station for gray and black water
 - Security lighting, landscaping, and fencing

◆ Staff's Recommendation:

Approve Negative Declaration No. 09-006 based upon the following:

- The project will have no significant adverse environmental impacts.

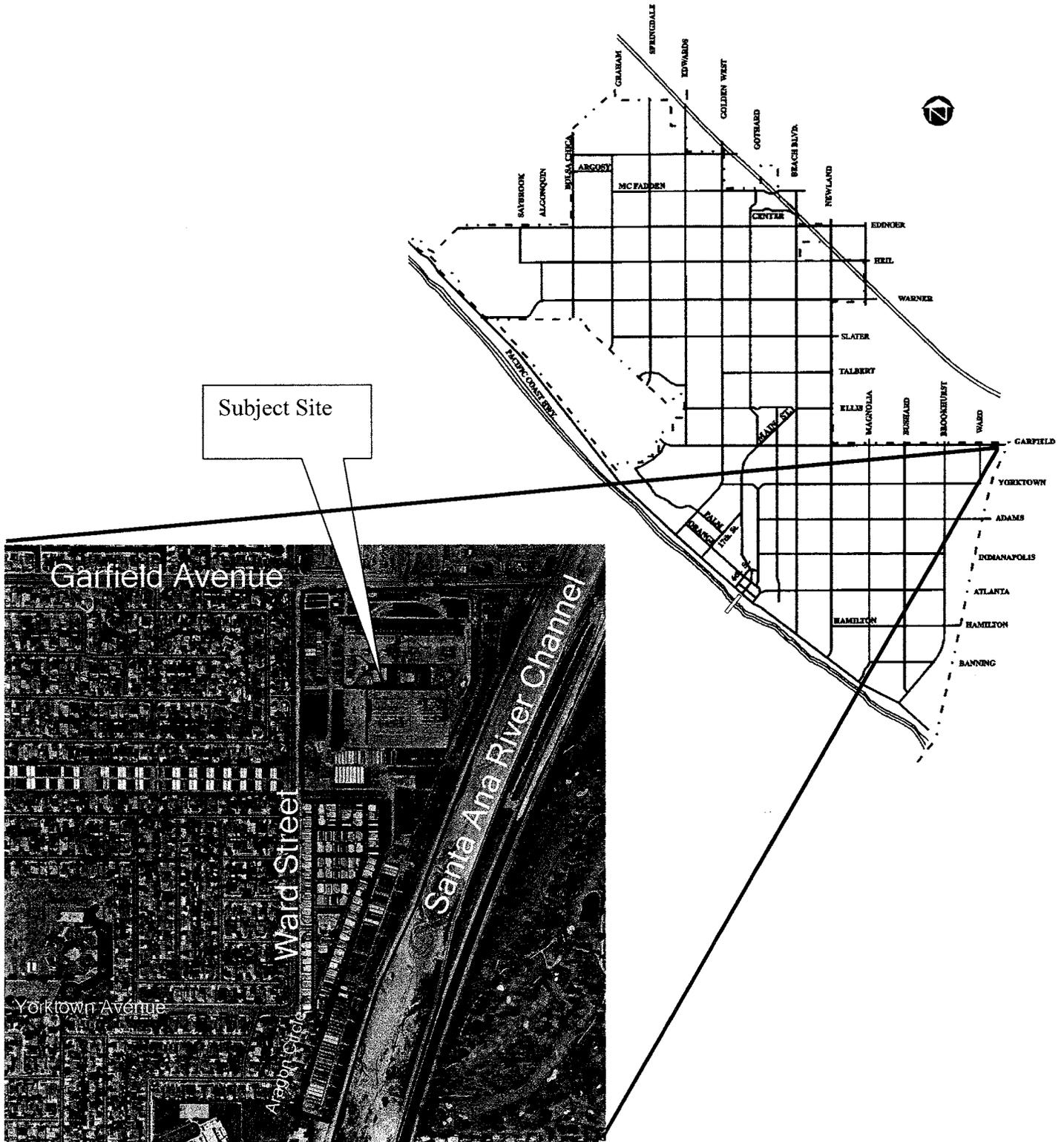
Approve General Plan Amendment No. 09-002, Zoning Map Amendment No. 09-002, Zoning Text Amendment No. 09-007, and Conditional Use Permit No. 09-024 based upon the following:

- The proposed General Plan amendment to add the "Specific Plan" suffix to accommodate the proposed specific plan document allows dual use of the Southern California Edison right-of-way without disrupting the utility service provider and is compatible with surrounding land uses.
- The project will provide needed storage for recreational vehicles while allowing continuation of existing electrical utilities and transmission infrastructure, landscape nursery, and wireless communication facilities.
- The project is designed to be compatible with adjacent land uses and with conditions of approval imposed will minimize potential impacts through site design, landscaping and screen fencing, operational standards, and compliance with applicable codes and regulations.

RECOMMENDATION:

Motion to:

- "Approve Negative Declaration No. 09-006 with findings (Attachment No. 1);"
- "Approve General Plan Amendment No. 09-002 by approving the draft City Council Resolution No. ____ (Attachment No. 2) and forward to the City Council for adoption;"
- "Approve Zoning Map Amendment No. 09-002 with findings for approval (Attachment No. 1) by approving the draft City Council Ordinance No. ____ (Attachment No. 3) and forward to the City Council for adoption;"
- "Approve Zoning Text Amendment No. 09-007 with findings for approval (Attachment No. 1) by approving the draft City Council Resolution No. ____ (Attachment No. 4) and forward to the City Council for adoption;"
- "Approve Conditional Use Permit No. 09-024 with findings and suggested conditions of approval (Attachment No. 1)."



VICINITY MAP

NEGATIVE DECLARATION NO. 09-006 / GENERAL PLAN AMENDMENT NO. 09-002 / ZONING MAP AMENDMENT NO. 09-002 / ZONING TEXT AMENDMENT NO. 09-007 / CONDITIONAL USE PERMIT NO. 09-024 (WARD GARFIELD SPECIFIC PLAN RV STORAGE – 19118 WARD ST)

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

- A. “Deny Negative Declaration No. 09-006 / General Plan Amendment No. 09-002 / Zoning Map Amendment No. 09-002 / Zoning Text Amendment No. 09-007 / Conditional Use Permit No. 09-024 with findings for denial.”
- B. “Continue Negative Declaration No. 09-001 / General Plan Amendment No. 09-002 / Zoning Map Amendment No. 09-002 / Zoning Text Amendment No. 09-007 / Conditional Use Permit No. 09-024 and direct staff accordingly.”

PROJECT PROPOSAL:

Negative Declaration No. 09-006 analyzes the potential environmental impacts associated with the establishment of a new Specific Plan zoning document and construction of a 557-space recreational vehicle storage lot (Attachment No. 10).

General Plan Amendment No. 09-002 represents a request to amend the General Plan land use designation from the existing P (Public) designation to the proposed P-sp (Public – specific plan overlay) designation. The amendment would recognize the proposed specific plan zoning document (Attachment No. 2).

Zoning Map Amendment No. 09-002 represents a request to amend the existing zoning map from the current RL (Residential Low Density) designation to the Ward Garfield Specific Plan No. 16 (SP 16) designation (Attachment No. 3).

Zoning Text Amendment No. 09-007 represents a request to establish the Ward Garfield Specific Plan No. 16 document (Attachment No. 4). The proposed Ward Garfield Specific Plan No. 16 proposes to designate three separate planning areas for the entire 43.60 acre site as follows:

Planning Area 1 (13.52 Acres): Huntington Beach RV Storage Facility

Planning Area 2 (12.95 Acres): Southern California Substation

Planning Area 3 (17.13 Acres): Village Nurseries

No changes to the hours of operation or the facility operations for Planning Area 2 or Planning Area 3 are proposed, other than to consolidate the current Village Nursery operations from Planning Area 1 to Planning Area 3.

Conditional Use Permit No. 09-003 represents a request to construct a recreational vehicle storage lot.

The proposed recreational vehicle storage lot will consist of 557 recreational vehicle (RV) parking spaces, a 480 sq. ft. modular rental office with restroom, landscaping, and associated perimeter fencing and lighting. There will be a dump station for grey and black water, a vehicle washing area, and a trash enclosure inside the facility. Existing transmission towers and electrical lines will continue to exist throughout the RV parking facility. The recreational vehicles may include campers, motor homes, boats, 5th wheels, trailers, toy haulers, jet skis and wave runners on trailers, and similar type vehicles and towing apparatus. The applicant does not propose to lease storage space to commercial vehicles, trucks, or

construction vehicles. Approximately six different parking stall sizes will be provided throughout the site ranging in size from 10 ft. by 20 ft. to 11ft. by 40 ft. No on-site living in the vehicles will be permitted and no vehicular repair will be allowed on-site. Approximately one person will be employed during regular business hours while a second person will perform security duties at other hours.

The new RV Storage facility is designed to provide access from Ward Street with a large off-street queuing area to an automated remote gate system. The remote gate system will be designed to allow tenants to activate the gate opening at a substantial distance away, while still traveling on Ward Street, so that it is open when they actually arrive. Furthermore, the gate will be setback approximately 120 feet from the street so that at least three large motor homes would be able to queue without impacting through traffic on Ward Street. Should the gate be closed and inoperable, vehicles are also provided with a sufficient turn around space to reenter the public street system without the need for backing up.

The proposed hours of operation for the RV storage office use are as follows:

Remote Gate Access Hours:

Monday through Friday from 7:00 AM to 7:00 PM

Saturday through Sunday from 7:00 AM to 5:00 PM

Office Hours:

Daily from 8:00 AM to 5:00 PM

Should a tenant desire to enter the site outside of the remote gate access hours, special arrangements may be made with the office personnel to accommodate those needs.

Approximately 8.8% of the site would be landscaped with the majority of the landscaping installed in more visible areas at the front entry and within the proposed ornamental fencing abutting existing residential properties. Construction is expected to take approximately two months.

The applicant has indicated a need for recreational vehicle storage in the City of Huntington Beach due to the regulations restricting parking of oversize vehicles for more than 72 hours on City streets. As homeowners can no longer store their vehicles on the street and have limited options for storing large vehicles on private property there is a need for designated storage within the community.

Background:

The project site consists of approximately 43.60 acres at the southeast corner of Ward Street and Garfield Avenue at the east end of the city. The site is owned and operated by Southern California Edison (SCE) who currently leases portions of the property to landscape nursery uses. A subdivision will be required to establish lease lines for the current and proposed uses. The subject property is located on one parcel as well as a portion of a second parcel.

The approximately 13 acre SCE Substation consists of transmission equipment and power distribution lines along with the substation office building. The onsite operations are power distribution services with approximately eight to ten employees. The facility is staffed between 7:00AM and 5:00PM daily. The office building is approximately 2,000 square feet in size. A separate service truck parking building is

also located on site. Access to the SCE substation is provided from Ward Street through the area leased to the nursery operation. No changes to the substation are proposed.

Village Nurseries Landscape Center has been in operation at the site since the 1970s (previously known as Nina's Nursery). The nursery has operated through 5-year renewable lease agreements with SCE and consists of wholesale and retail sales of in-ground and potted plants and trees. The business operates out of an open wood structure adjacent to two modular buildings joined to serve as an office. There are ten employees and laborers employed at the nursery.

The wholesale/retail nursery is open daily to the public with hours of operation generally between 7:00AM and 5:00PM. Customer access is provided from Garfield Avenue with business related access from Ward Street. On-site parking is currently provided along Garfield Avenue for approximately 20 cars. In addition, equipment stored at the site consists of cart movers, small trucks, and delivery equipment.

Village Nurseries will consolidate their operation into the area surrounding the SCE substation in order to accommodate the new recreational vehicle storage operation. No additional facilities are proposed for the nursery operation.

On September 22, 2009, the applicant held an open house meeting to introduce the project to area residents and interested parties. Notices were sent to property owners of record and occupants within 1,000 ft. radius of the subject property. There were approximately four members of the surrounding community in attendance. The applicant gave an overview of the project and answered questions. The neighbors that attended discussed compatibility between the proposed recreational vehicle storage and the adjacent mobile home park.

Study Session:

Compatibility issues between the proposed RV storage and the adjacent residential uses in terms of lights, hours of operation, on-site living, and vehicular repair were the primary issues raised at the Planning Commission Study Session meeting on Tuesday, January 12, 2010. A brief discussion was also held regarding the letters and type of comments received during the comment period for Negative Declaration No. 09-06. The compatibility issues are discussed in detail in the Analysis section of this report. The comment letters and their responses are discussed in the Environmental Status section below.

ISSUES:

Subject Property and Surrounding Land Use, Zoning and General Plan Designations:

| LOCATION | GENERAL PLAN | ZONING | LAND USE |
|---|---|---|---|
| Subject Property: | P (Public) | RL (Residential Low Density) | SCE Substation, transmission towers and lines; Village Nurseries; Wireless facilities |
| North of Subject Property (across Garfield) in the City of Fountain Valley: | Fountain Valley – Specific Plan | Fountain Valley – Specific Plan | Orange County Sanitation District |
| East of Subject Property: | Undesignated | Undesignated | Santa Ana River Channel |
| South and West (across Ward Street) of Subject Property: | RM-15 (Residential Medium Density) and RL | RMP (Residential Mobile Home Park) and RL | Mariner’s Point Mobilehome Park, Arevalos Park, and single family resid. |

A broad range of uses exist in the vicinity of the project site. The Orange County Sanitation District is located north of the subject property across Garfield Avenue in the City of Fountain Valley. The Santa Ana River Channel parallels the site to the east and a mix of residential units including mobile home park and single family dwellings are located west and south of the project site. A public park, Arevalos Park, is located under the SCE transmission lines further south of the proposed RV storage.

General Plan Conformance:

The project applicant proposes to amend the existing General Plan to add a Specific Plan suffix to the existing Public Land Use designation. The Public designation is consistent with the primary use of electrical substation and transmission towers and lines by SCE. The new “sp” suffix would then allow the proposed zoning map amendment and zoning text amendment for the ancillary uses of RV storage, landscape nursery, and wireless communication under Specific Plan No. 16 to proceed.

The proposed project and general plan land use designation (as amended) are consistent with the following applicable Goals, Objectives and Policies of the General Plan Land Use and Utilities Elements:

A. Land Use Element

Goal LU 7: Achieve a diversity of land uses that sustain the City’s economic viability, while maintaining the City’s environmental resources and scale and character.

Goal LU 10: Achieve the development of a range of commercial uses.

Objective LU 13.1: Provide for the continuation of existing and development of new uses, such as governmental administrative, public safety, human service, cultural, educational, infrastructure, religious, and other uses that support the needs of existing and future residents and businesses.

Policy LU 13.1.8: Ensure that the City's public buildings, sites, and infrastructure improvements are designed to be compatible in scale, mass, character, and architecture with existing buildings and pertinent design characteristics prescribed by this General Plan for the district or neighborhood in which they are located, and work with non-City public agencies to encourage compliance.

B. Utilities Element

Objective U5.1: Ensure that adequate natural gas, telecommunication, and electrical systems are provided.

The proposed project adds a vehicle storage use beneath the existing overhead power lines without disrupting SCE's ability to provide service to its customers. The new facility provides needed storage for recreational vehicles within the community given the City's restrictions on parking of oversized vehicles on City streets and on private property. The proposed specific plan development and design standards require an aesthetically pleasing building structure with enhanced landscaping and screening fencing.

Zoning Compliance:

The subject property is currently designated as RL (Residential Low Density) in the Huntington Beach Zoning & Subdivision Ordinance (HBZSO). The current land uses of electrical substation and transmission facilities as well as landscape nursery are not consistent with the residential designation.

The HBZSO classifies recreational vehicle storage under the Commercial land use category as follows:

Vehicle Storage. The business of storing or safekeeping of operative and inoperative vehicles for periods of time greater than a 24 hour period, including, but not limited to, the storage of parking tow-aways, impound yards, and storage lots for automobiles, trucks, buses and recreational vehicles, but not including vehicle dismantling.

The HBZSO allows Vehicle Storage uses in both General Commercial and Industrial zoning categories. However, amending the zoning map designation to either CG or I would allow numerous other land uses that are typically permitted in either category. The specific plan is proposed to allow very specific uses on the property and to exclude other typical commercial and industrial uses because they would not be appropriate adjacent to the residential and park uses nearby. The specific plan limits the allowable land uses to electrical substation and utilities, landscape nursery, RV storage, and wireless communication facilities. The other uses described above in the Vehicle Storage category, such as storage of parking tow-aways and impound yards, would not be permitted.

Although the HBZSO does not include specific development standards for recreational vehicle storage, the proposed SP 16 development standards meet or exceed similar standards of the HBZSO for general commercial construction for minimum building setbacks, landscape requirements, maximum building

height and maximum floor area ratio. One notable exception, however, is that the HBZSO does not permit modular buildings to be used in permanent facilities. The newly proposed SP 16 allows a modular building unit for the RV storage office building provided that permanent skirting is installed to give the appearance of permanent construction. Additionally, all the modular building elevations should be enhanced and all utilities including air conditioning units and electrical meters shall be screened from view.

The HBZSO requires parking at a ratio of 1 space/5,000 sq. ft. of lot area but no less than five total parking spaces. In this case, the 13.52 acre RV storage site would require 118 parking spaces. The proposed SP 16 depicts a minimum requirement of five parking stalls to accommodate the recreational vehicle storage business. Further discussion on the proposed parking can be found in the Analysis section of this report. No variance(s) to applicable development standards is requested or required. In addition, a list of City Code Requirements, Policies, and Standard Plans of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Code has been provided to the applicant (Attachment No. 9) for informational purposes only.

Urban Design Guidelines Conformance:

Storage of recreational vehicles is considered a commercial use and is permitted in both commercial and industrial zoning designations. The proposed RV storage project has been designed in accordance with the City's Urban Design Guidelines for industrial uses because most of the guidelines regarding screening of storage space and outdoor uses are listed there. The project includes an entryway that is substantially setback from the public street with enhanced landscaping concentrated toward the street frontage. The storage facility will be screened by new fencing surround the site and by increased landscaping along the west property line. Based on standards of the City's Urban Design Guidelines, the project design provides an appropriate dual use underneath the high tension power lines and also serves as a transition between the mobile home park and single-family homes to the south and west and the electrical substation to the north.

Environmental Status:

Staff has reviewed the environmental assessment and determined that no significant impacts are anticipated as a result of the proposed project that could not be mitigated to a level of insignificance with proper design, engineering, code requirements and conditions of approval.

On December 14, 2009 the Environmental Assessment Committee reviewed Environmental Assessment No. 09-006 and approved the processing of a negative declaration. Subsequently, Negative Declaration No. 09-006 (Attachment No. 10) was prepared pursuant to Section 240.04 of the HBZSO and the provisions of the California Environment Quality Act (CEQA). Staff determined that no potentially significant impacts are anticipated and that no mitigation measures are necessary.

The Planning Department advertised draft Negative Declaration No. 09-006 for thirty (30) days commencing on Thursday, December 17, 2009, and ending Friday, January 22, 2010. The required thirty day advertisement was extended by one week to allow additional review time during nationally observed holidays. A total of six comment letters were received; one from California Department of Transportation indicating that they have no comments, one from the Department of Toxic Substances Control indicating the project may require soils sampling and may require remediation if any contamination or hazardous wastes are encountered during construction; one from the Orange County Public Works requesting an

update to the greenhouse gas discussion and describing permitting requirements for hydrologic and hydraulic analyses; one from William Bruce concerning placement and height of the ornamental fencing, height of vehicles stored along the west property line, and hours of operation; and one from Tim and Debbi Henigman stating that the visual impacts to the adjacent residential areas are important to consider, that increases in noise and lighting will be significant impacts, and that fencing and high profile motor homes will visually impair current view opportunities (Attachment No.12). Land use compatibility issues are further discussed in the Analysis section of this report. Comments from the Environmental Board (Attachment No. 11) are discussed below.

Environmental Board Comments:

The Environmental Board was notified of draft Negative Declaration No. 09-006 at their January 7, 2010 meeting and provided a comment letter on January 23, 2009 (Attachment No. 10). The Environmental Board's letter includes the following comments:

- Proposed Usage – should be for RV storage only and shall not be used as a “bullpen” for construction or other heavy equipment vehicles.
 - The applicant has stated that leasing will be limited to recreational vehicles, such as, campers, motor homes, boats, 5th wheels, trailers, toy haulers, jet skis and wave runners on trailers, and similar type vehicles and towing apparatus and will not include commercial vehicles. Staff suggests a condition of approval that limits the type of vehicles allowed on site to recreational vehicles described above.
- Impact on Ward Street – Improvements to Ward Street are important but construction impacts should be considered.
 - Prior to issuance of an encroachment permit the Public Works Department will require submittal and approval of Traffic Control Plans, prepared by a Licensed Civil or Traffic Engineer, in accordance with the latest edition of the City of Huntington Beach Construction Traffic Control Plan Preparation Guidelines to minimize disruptions to traffic and adjacent properties to the greatest extent feasible.
- Sewer Main on Sunday Drive – Construction impacts should be considered.
 - See response to Impact on Ward Street above.
- Vegetation and “Heat Island” Issues – Effect of change from greenhouse structures to parking lot
 - According to the U.S. Environmental Protection Agency, the term "heat island" describes built up areas that are hotter than nearby rural areas. In this case, although the site will change from greenhouse structures to asphalt concrete (AC) paving the paved area will be occupied by large vehicles, usually light in color. The surface of the large AC pad, therefore, will be broken up by uses that also naturally reflect sunlight away from the ground. Landscaping will be planted around the perimeter of the site and concentrated at the entry way for additional absorption. Screen trees will be planted along the westerly property line to buffer the effects of the project to the adjacent residential uses.
- Entry Gate – A chain-guided, “wheel on rail” design may be too noisy
 - Based on staff's experience with past projects, sliding and swinging gates at project entries mostly create noise when the gate wheels roll over uneven surfaces like decorative pavers or bricks. It is usually not the electronic mechanism that creates that greatest nuisance but the bumping noise of

the wheels. In this case, smooth concrete is proposed at the entry and staff recommends a condition of approval for the applicant to provide details on the design of the proposed entry gate and to provide proof of the quietest design available.

Prior to any action on General Plan Amendment No. 09-002, Zoning Map Amendment No. 09-002, Zoning Text Amendment No. 09-007, and Conditional Use Permit No. 09-024, it is necessary for the Planning Commission to review and act on Negative Declaration No. 09-006. Staff, in its initial study of the project, is recommending that the negative declaration be approved with findings.

Coastal Status: Not applicable.

Redevelopment Status: Not applicable.

Design Review Board: Not applicable

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

Comments from other City Departments have been transmitted to the applicant separately and have been compiled into a code requirements letter transmitted to the applicant (Attachment No. 9). In addition, the evaluation of environmental factors included in draft Negative Declaration No. 09-006 reflect and is based in part on consultation with the Departments of Community Services, Fire, Police, and Public Works. Southern California Edison, a public utility company and the landowner of the subject site, has authorized submittal of the application to the City of Huntington Beach and has informed the City that they are a responsible agency. The applicant is simultaneously applying to SCE for approval of the proposed improvements for RV storage. Therefore, the proposed project is not anticipated to conflict with any policies or regulations of SCE.

The Public Works Department requires submittal and approval of a tentative parcel map and final parcel map prior to issuance of a grading permit for the project. Both Ward Street and Garfield Avenue are not improved to the ultimate right-of-way identified in the Circulation Element of the General Plan. Public Works has determined that dedication and improvements on Garfield Avenue are not required at this time, however, dedication and improvement along Ward Street is required. The applicant and property owner, SCE, have identified existing utility improvements at the substation that prevent improvement to the ultimate right-of-way width for Ward Street between the RV project entrance and Garfield Avenue. Public Works staff has agreed to a reduced street section improvement plan resulting in new curb, gutter, striping for two lanes, and a left turn pocket into the RV project entrance within the available right-of-way. The applicant has requested that construction of the sidewalk be delayed for three years after project opening and Public Works' recommended conditions of approval reflect concurrence with this request.

Public Notification:

Legal notice was published in the Huntington Beach/Fountain Valley Independent on January 28, 2010, and notices were sent to property owners of record and occupants within a 1,000 ft. radius of the subject property, individuals/organizations requesting notification (Planning Department's Notification Matrix), applicant, and interested parties.

As of February 2, 2010, one letter signed by twelve residents on Aragon Circle and one letter from a local real estate agent have been received (Attachment No. 13). The residents on Aragon Circle state that their "...property values will be adversely affected by the proposal, specifically by the noise, increased traffic, night time lighting, the potential for increased crime, restricted views, proposed fencing and the view of high profile RVs and boats from," their properties. The Aragon Circle residents further state that there should be no changes in land use for the area between Aragon Circle and the Santa Ana River Channel. The letter from the local real estate agent states that the proposed RV storage facility would diminish values of homes in the area, particularly on the east side of Aragon Circle.

Application Processing Dates:

DATE OF COMPLETE APPLICATION:

MANDATORY PROCESSING DATE(S):

Draft Negative Declaration: December 1, 2009

Within 180 days of complete application:
June 1, 2010

General Plan Amendment, Zoning Text Amendment,
Zoning Map Amendment: November 13, 2009

Not Applicable

Conditional Use Permit: November 13, 2009

Within 60 days from Neg Declaration Approval

Pursuant to the California Environmental Quality Act, the lead agency must complete and approve the project within 180 days (June 1, 2010) of accepting the application as complete.

ANALYSIS:

The primary issues for the Planning Commission to consider are the appropriateness of adding the "specific plan" suffix to the Public General Plan land use designation; the proposed zone change from Residential Low Density to Specific Plan No. 16; the new land use concepts, development standards, and overall language of the proposed Specific Plan; the land use compatibility of the proposed 557-space recreational vehicle storage with the surrounding properties; and compliance of the proposed 557-space recreational vehicle storage with the provisions of the HBZSO and the proposed Specific Plan.

General Plan Amendment:

The proposed General Plan Amendment would change the existing General Plan land use designation from P (Public) to P-sp (Public-specific plan overlay). General Plan Land Use Schedule Table LU-2a lists the typical permitted uses in the Public category as, "Governmental administrative and related facilities, such as public utilities, schools, public parking lots, infrastructure, religious and similar uses." The Public designation allows for continuation of the primary land use, electrical substation, towers, and transmission lines. The "sp" suffix allows the adoption of a specific plan to include ancillary uses of landscape nursery, wireless communication facilities and to establish a new use, recreational vehicle storage.

The subject site, along with the AES power plant and the other SCE transmission corridors are designated 4G on the General Plan Land Use Sub-Area Map. Sub-Area 4G specifies design and development standards in accordance with Policy LU 13.1.8, which seeks to, “Ensure that the City’s public buildings, sites, and infrastructure improvements are designed to be compatible in scale, mass, character, and architecture with existing buildings and pertinent design characteristics prescribed by this General Plan for the district or neighborhood in which they are located, and work with non-City public agencies to encourage compliance.” The adoption of the specific plan overlay and the specific plan zoning document furthers this goal by incorporating design and development standards into the zoning requirements to promote compatibility between uses.

Zoning Map Amendment:

The City’s Zoning Map would be changed to reflect the Specific Plan zoning designation for the 43.60 acres in the proposed Specific Plan boundary. The amendment to the Zoning Map will provide consistency with the proposed General Plan Land Use designation of P-sp (Public-specific plan overlay).

Development of the property under the existing Residential Low Density zoning is not likely as SCE has not indicated any proposal to remove or relocate the existing electrical utilities in the near future. Additionally, due to the unique narrow and long shape of the property and limited access to the public street system, residential development would be difficult to achieve. Thus, development of the property to the current RL zoning is not reasonably foreseeable.

Zoning Text Amendment

The proposed Zoning Text Amendment would adopt the Ward Garfield Specific Plan. The Specific Plan is intended to recognize the existing unique combination of utilities, landscape nursery, and wireless communication uses on-site while allowing for one additional use to be established. The Specific Plan contains the proposed zoning regulations for the Specific Plan area and would supersede the existing Residential Low Density zoning.

The Specific Plan divides the 43 acre site into three distinct planning areas and limits the allowable uses to four categories. The specific plan includes a discussion of the following issue areas: purpose of the specific plan; a description of the area; implementation procedures; access and circulation; public facilities, such as, water system, sewer system, storm drainage and water quality; utilities including electricity, natural gas, telephone, cable television, and solid waste disposal; design and development standards; definitions; and allowable uses.

The three Planning Areas are as follows:

Planning Area 1 (13.52 Acres): Huntington Beach RV Storage Facility

Planning Area 2 (12.95 Acres): Southern California Substation

Planning Area 3 (17.13 Acres): Village Nurseries

- Allowed Uses

The proposed SP 16 establishes the uses described above in each Planning Area. Wireless communication facilities already exist in Planning Area 2 and 3 and would be permitted in Planning Area 1 pursuant to the wireless communication development standards of the HBZSO. Recreational vehicle storage would be allowed pursuant to approval of a conditional use permit by the Planning Commission. Conditional Use Permit No. 09-024 is being processed concurrently with this application.

- Development Standards and Regulations

The development standards for building height, setbacks, parking, landscaping, and fencing within Planning Areas 2 and 3 are reflective of existing uses and operations in those areas and will not render the existing substation or the consolidation of the landscape nursery non-conforming. Other than the consolidation of the landscape nursery from Planning Area 1 into existing operations in Planning Area 3, the existing uses will continue their current operations and will not result in any noticeable changes to the surrounding community.

There are two issues within the proposed SP 16 that are different from the established requirements of the HBZSO. The first is parking and the second is the use of a modular office building in lieu of permanent construction.

According to the parking standards in the HBZSO for a vehicle storage lot, the proposed project would require 118 parking spaces. Based on input from the proponent, parking spaces are only necessary to accommodate office staff and the occasional visitor to the site. Parking to accommodate tenants of the vehicle storage areas is not necessary. In this case, a tenant arriving in a passenger car to retrieve a motor home, for example, would either temporarily park in a nearby empty stall or in the adjacent drive aisle and drive the motor home out of the parking space. The tenant would then park the passenger car in the vacated motor home space. The reverse process would occur when the motor home is returned for long-term storage. Vehicles picking up recreational vehicles such as boats or wave runners on trailers would simply hook up the trailer and drive away. Therefore, the applicant has proposed a minimum parking requirement of five parking stalls to serve the office use and staff supports this request.

The HBZSO only allows modular buildings for temporary construction offices. The applicant proposes to utilize a 480 sq. ft. modular or manufactured building for the office use on-site. The original submittal included a portable restroom facility on the exterior of the building but at staff's suggestion, the restroom has been relocated to the interior of the building. The proposed elevations of the modular building depict an architecturally enhanced structure with siding, covered porch, sloped roof, decorative columns, window trim, and stone skirting. The newly proposed SP 16 allows a modular building unit for the RV storage office building provided that permanent skirting is installed to give the appearance of permanent construction. Additionally, all the modular building elevations should be enhanced and all utilities including air conditioning units and electrical meters shall be screened from view. Staff supports the use of a modular building for the office use because of the enhanced elevations design proposed, consistent with the recommended specific plan.

Conditional Use Permit / Land Use Compatibility:

As already stated, no changes are proposed in Planning Areas 2 or 3 so discussion on compatibility is limited to the changes proposed within Planning Area 1. Furthermore, Planning Areas 2 and 3 are separated from other surrounding residential uses by Ward Street to the west and from the Orange County Sanitation District by Garfield Avenue to the north. Residential uses at Mariner's Point Mobile Home Park and eight single family residences on Aragon Circle directly abut the proposed RV storage facility in Planning Area 1 to the south and west. The change in land use from landscape nursery to vehicle storage has the potential to impact these residential uses with regards to hours of operation, lighting, fencing, noise, and visual appearance.

The facility will not be in operation during nighttime hours. The applicant's proposed hours of operation are listed above under Project Proposal. In general, upon leasing a space in the facility a tenant will be provided with a remote controlled gate opener to enter the site to store or retrieve vehicles. The opener will be programmed to open the facility at only the hours specified although tenants may make arrangements to enter the facility outside of the established hours. The remote controlled gate opener will be capable of activating the gate from a substantial distance away, while the vehicle is still traveling on Ward Street. This technology allows the gate time to fully open prior to the vehicle arriving on-site and eliminates vehicle idling noise within the driveway approach at the site entrance. No amplified or pager system is proposed, therefore minimizing annoyance to adjacent residences. As discussed under the response to the Environmental Board, staff recommends a condition of approval requiring the applicant to submit details on the design of the proposed entry gate and to provide proof of the quietest design available.

The proposed RV facility will introduce security lighting along the perimeter of the facility by mounting shielded light packs on the perimeter fencing. The proposed lighting uses "Dark Sky" technology that is designed to direct light down and in toward the facility and prevent light spillage onto the adjacent residential properties. An illustration of the proposed lighting technology is included on pages 39-40 of the draft SP 16. The wall mounted light packs will provide lighting without being intrusive on adjacent residential properties because they will be no higher than existing fencing surrounding the property and will direct lighting inward. No lights on light poles are proposed. The project will be subject to compliance with City codes requiring that lighting be shielded and directed so as to prevent glare and spillage onto adjacent residential properties. The Development Standards of SP 16 also require all on-site lighting to be dimmed to minimal security levels from 10:00 PM to 7:00 AM.

No on-site repair or maintenance of vehicles is proposed by the applicant and none will be permitted. Likewise, on-site living within the stored vehicles or camping on-site will be prohibited. Adjacent residents have indicated concern with testing of engines, revving of motors, turning on and off power and other noise intrusions. Because of the close proximity to residential units, staff recommends very specific conditions of approval to prohibit on-site repair, maintenance, testing or revving of engines and motors, vehicle dismantling, on-site living, and camping. Furthermore, staff recommends that all of the vehicles must be operable and that there shall be no storage of tow-aways, commercial vehicles, construction trucks or equipment within the facility.

Planning Area 1 is surrounded by existing chain link fencing on the north and east sides. An existing five to six foot high solid masonry wall surrounds Mariner's Pointe Mobile Park and the eight single family residences to the west. The applicant proposes to install a higher fence to secure the site and to screen the view of the parked vehicles from the residential properties. The applicant proposes a two to three foot high panel of ornamental fencing mounted on approximately six foot high posts immediately adjacent to the existing block walls within a planter on the westerly property line. The intent of the proposed fencing is to allow vines to grow through the ornamental fencing and provide a total screen fence of eight feet high. A five foot wide landscape planter is also proposed along the westerly property line. Staff is concerned that high profile vehicles will still be visible from the residential properties even with the eight foot high vine covered screen panels and five foot wide planter. Therefore, staff recommends a condition of approval that the applicant design the placement of screen trees to maximize their screening capability. For example, trees may be better clustered in groups adjacent to open areas of the residential lots rather than planted in a regimented fashion. Also, one tree planted behind a carport adjacent to the mobile home park will not have as much impact as two trees planted closer together at the sides of the carport. To further protect the views of the residential lots, staff recommends that the applicant limit the height of the stored vehicles along the entire westerly property line. To this end, all vehicle spaces along the west property line adjacent to the Mariner's Pointe Mobilehome Park and the eight single family residences on Aragon Circle shall be leased to vehicles with a maximum height of eight feet. The operator shall lease/fill the spaces adjacent to the residential units last and with only low-profile (less than eight feet in height) vehicles.

With the incorporation of these design elements and conditions of approval, staff finds the proposed use compatible with adjacent land uses.

Summary

Staff believes that the proposed project is compatible with surrounding uses in terms of hours of operation, landscaping, screening, access, design criteria, and other development standards with the recommended conditions of approval regarding operations at the site. Staff recommends approval of the Ward Garfield Specific Plan and the Recreational Vehicle Storage facility (General Plan Amendment No. 09-002, Zoning Map Amendment No. 09-002, Zoning Text Amendment No. 09-007, Conditional Use Permit No. 09-024, and Negative Declaration No. 09-006) because it would allow dual use of the SCE property and would carry out the goals, policies and objectives of the General Plan.

ATTACHMENTS:

1. Suggested Findings for Zoning Map Amendment No. 09-002 and Zoning Text Amendment No. 09-007 and Suggested Findings and Conditions of Approval for Conditional Use Permit No. 09-024
2. Draft City Council Resolution No. ____ for General Plan Amendment No. 09-002
3. Draft City Council Ordinance No. ____ for Zoning Map Amendment No. 09-002
4. Draft City Council Resolution No. ____ for Zoning Text Amendment No. 09-007
5. Existing / Proposed General Plan Designations (with surrounding designations)
6. Existing / Proposed Zoning Designations (with surrounding designations)
7. Project Narrative dated and received August 14, 2009
8. Project Plans dated and received January 14, 2010
9. Code Requirements Letters from Planning dated January 29, 2010 (for informational purposes only)

10. Draft Negative Declaration No. 09-006
11. Environmental Board comment letter received January 23, 2010
12. Other comment letters received (various dates) on Negative Declaration No. 09-006
13. Other comment letters dated and received February 2, 2010
14. Draft Ward Garfield Specific Plan No. 16 dated 12/11/09

SH:MBB:JJ:lw

ATTACHMENT NO. 1

SUGGESTED FINDINGS AND CONDITIONS OF APPROVAL

NEGATIVE DECLARATION NO. 09-006
ZONING MAP AMENDMENT NO. 09-002
ZONING TEXT AMENDMENT NO. 09-007
CONDITIONAL USE PERMIT NO. 09-024

SUGGESTED FINDINGS FOR APPROVAL - NEGATIVE DECLARATION NO. 09-006:

1. The Negative Declaration No. 09-006 has been prepared in compliance with Article 6 of the California Environmental Quality Act (CEQA) Guidelines. It was advertised and available for a public comment period of thirty (30) days. Any comments received during the comment period were considered by the Planning Commission prior to action on the Negative Declaration and General Plan Amendment No. 09-002, Zoning Map Amendment No. 09-002, Zoning Text Amendment No. 09-007, and Conditional Use Permit No. 09-024.
2. Elements of the project's design features, standard code requirements, and conditions of approval, avoid or reduce the project's effects to a point where clearly no significant effect on the environment will occur.
3. There is no substantial evidence in light of the whole record before the Planning Commission that the project, as mitigated through the code requirements and conditions of approval for Conditional Use Permit No. 09-024 will have a significant effect on the environment.

SUGGESTED FINDINGS FOR APPROVAL – ZONING MAP AMENDMENT NO. 09-002 AND ZONING TEXT AMENDMENT NO. 09-007:

1. Zoning Map Amendment No. 09-002 amends the existing zoning designations within the 43.60 acre project area from RL (Residential Low Density) to Ward Garfield Specific Plan No. 16. Zoning Text Amendment No. 09-007 establishes the Ward Garfield Specific Plan No. 16 document.

The proposed Specific Plan is consistent with the goals and policies of the Land Use Element of the General Plan by allowing dual use of the Southern California Edison right-of-way without disrupting electrical service and establishing recreational vehicle storage as a permitted use.

The Specific Plan also identifies design/architectural standards, consistent with the intent of the goals and policies of the Community District and Subarea Schedule pertinent to the adoption of the Specific Plan and consistent with the Urban Design Element. The Ward Garfield Specific Plan No. 16 is consistent with the objectives, policies, general land uses and programs specified in the General Plan as well as the proposed General Plan Amendment No. 09-002. The Specific Plan No. 16 allows the continuation of existing uses of electrical substation and transmission towers and lines, landscape nursery, and wireless communication facilities while establishing development standards for a new

recreational vehicles storage use. The development standards ensure that new construction will comply with the intent of the Specific Plan to achieve compatibility between the proposed use and surrounding uses.

2. In the case of general land use provisions, the Zoning Map and Zoning Text Amendments are consistent with the uses authorized in, and the standards prescribed for, the zoning district for which they are proposed. The proposed land uses identified in the Ward Garfield Specific Plan SP No. 16 allow for continued public uses in conjunction with limited commercial uses consistent with City standards and good zoning practice.
3. A community need is demonstrated for the change proposed. The proposed Specific Plan provides the standards and design guidelines necessary to develop a high quality recreational vehicle storage facility compatible with surrounding land uses. The Specific Plan will ensure a consistency in development standards, a high quality of architectural design, and landscape design requirements to achieve the desired compatibility with surrounding developments.
4. Adoption of the zoning map amendment and Specific Plan No. 16 will be in conformity with public convenience, general welfare and good zoning practice because the Specific Plan provides standards for future development that will transform the character of the project area in a beneficial way consistent with the goals of the City's General Plan. The Plan development standards work together to provide development that is compatible with and sensitive to the surrounding area and to development within the Specific Plan itself. The proposed standards pertaining to height, setbacks, parking, and type of building construction are not significantly different than existing code or what has been approved in the area in the recent past. The standards of the Specific Plan as they relate to land use allow for limited types of uses to be established in this unique area, which minimizes impacts.

SUGGESTED FINDINGS FOR APPROVAL - CONDITIONAL USE PERMIT NO. 09-024:

1. Conditional Use Permit No. 09-024 for the establishment, maintenance and operation of an approximately 557 space recreational vehicle storage facility with a 480 sq. ft. modular office building, remote controlled sliding gate, five parking spaces for visitors and employees, vehicle wash station, dump station for gray and black water, security lighting, landscaping, and fencing on 13.52 acres of a total 43.60 acre site will not be detrimental to the general welfare of persons working or residing in the vicinity or detrimental to the value of the property and improvements in the neighborhood in that the proposed project will provide additional screen walls, intensified landscaping, and limitations on heights of vehicles stored adjacent to residential properties. These design features and recommended conditions of approval provide an appropriate transition between residential and commercial uses. Based upon the conditions imposed, the proposed project will be compatible with the adjacent residential, public, and commercial uses.
2. The conditional use permit will be compatible with surrounding uses because the massing and scale is designed to be harmonious with adjacent land uses including a reduced height of stored vehicles nearest to adjacent single-family and mobile homes. The architectural design of the modular building provides a high quality residential feel and the site layout, including location of entry gate, dump

station, wash station, landscaping, and associated parking is in keeping with the surrounding residential and commercial developments. The recreational vehicle storage use will have minimal impact on City services because the use is mostly self-contained, operates during daytime hours, and onsite staff is available to tend to daily needs.

3. The proposed recreational vehicle storage facility will comply with the provisions of the newly established specific plan and other applicable provisions in Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance including minimum building setbacks, parking and landscape requirements; and maximum building height, fence height, and any specific condition required for the proposed use in the district in which it would be located.
4. The granting of the conditional use permit will not adversely affect the General Plan. It is consistent with the Land Use Element designation of Public-specific plan overlay on the subject property. The project helps to satisfy a growing need for recreational vehicle storage now that oversized vehicles are limited to on-street parking for 72 hours. In addition, it is consistent with the following goals and policies of the General Plan:

A. Land Use Element

Goal LU 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.

Goal LU 10: Achieve the development of a range of commercial uses.

Objective LU 13.1: Provide for the continuation of existing and development of new uses, such as governmental administrative, public safety, human service, cultural, educational, infrastructure, religious, and other uses that support the needs of existing and future residents and businesses.

Policy LU 13.1.8” Ensure that the City's public buildings, sites, and infrastructure improvements are designed to be compatible in scale, mass, character, and architecture with existing buildings and pertinent design characteristics prescribed by this General Plan for the district or neighborhood in which they are located, and work with non-City public agencies to encourage compliance.

B. Utilities Element

Objective U5.1: Ensure that adequate natural gas, telecommunication, and electrical systems are provided.

The proposed project adds a vehicle storage use beneath the existing overhead power lines without disrupting SCE's ability to provide service to its customers. The new facility provides needed storage for recreational vehicles within the community given the City's restrictions on parking of oversized vehicles on City streets and on private property. The proposed specific plan development and design standards require an aesthetically pleasing building structure with enhanced landscaping and screening fencing.

SUGGESTED CONDITIONS OF APPROVAL - CONDITIONAL USE PERMIT NO. 09-024:

1. The site plan, floor plans, and elevations received and dated January 14, 2010 shall be the conceptually approved design with the following modifications:
 - a. A total wall, fence, and screen wall height of eight feet from the highest adjacent grade shall be achieved between the recreational vehicle storage facility and the mobile home park and single family residential units along the westerly property line. The screen wall shall consist of a combination of the existing solid masonry wall and ornamental fencing or some other alternative agreed to by the residential property owners.
 - b. The applicant shall demonstrate that the electronic remote controlled sliding gate will operate on smooth concrete and shall be the quietest design available.
 - c. The applicant shall coordinate with the City's Landscape Architect for placement of trees along the westerly property line to achieve the maximum screening benefit possible. For example, trees shall be clustered to provide screening adjacent to open areas of the residential properties as a priority over placement behind carports or other solid structures.
2. Incorporating sustainable or "green" building practices into the design of the proposed structures and associated site improvements is highly encouraged. Sustainable building practices may include (but are not limited to) those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>) or Build It Green's Green Building Guidelines and Rating Systems (<http://www.builditgreen.org/index.cfm?fuseaction=guidelines>).
3. Prior to issuance of grading permits, the following shall be completed:
 - a. At least 14 days prior to any grading activity, the applicant/developer shall provide notice in writing to property owners of record and tenants of properties immediately adjacent to and across the street from within a 1,000-foot radius of the project site as noticed for the public hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning Department.
4. The use shall comply with the following:
 - a. Conditional Use Permit No. 09-024 shall not become effective until General Plan Amendment No. 09-002, Zoning Map Amendment No. 09-002, and Zoning Text Amendment No. 09-007 have been approved by the City Council, and is in effect.
 - b. Storage of vehicles shall be limited to recreational vehicles such as campers, motor homes, boats, 5th wheels, trailers, toy haulers, jet skis and wave runners on trailers, and similar type vehicles and towing apparatus. Leasing of storage space to commercial vehicles, delivery trucks, or construction vehicles shall be prohibited.
 - c. The hours of operation shall be limited to the following:

Remote Gate Access Hours:

Monday through Friday from 7:00 AM to 7:00 PM

Saturday through Sunday from 7:00 AM to 5:00 PM

Office Hours, Vehicle Wash Station and Dump Station Hours:

Daily from 8:00 AM to 5:00 PM

Should a tenant desire to enter the site outside of the remote gate access hours, special arrangements may be made with the office personnel to accommodate those needs.

- d. There shall be no loudspeaker or amplified announcements.
 - e. Light packs may be mounted on the perimeter fencing but shall be mounted no more than six feet off the ground. Lights shall be shielded on the top and shall be directed to cast light downward and inward toward the property so as to prevent glare and spillage onto adjacent residential properties.
 - f. Lights shall be dimmed to the lowest security level from 10:00 PM to 7:00 AM daily.
 - g. There shall be no on-site repair of vehicles, no on-site living, no on-site camping, no storage of tow-aways, no vehicle dismantling, and no operation of an impound yard.
 - h. Tenants shall be informed upon leasing of storage space that there shall be no revving or testing of engines or motors on the premises, and no idling of vehicles for more than five minutes is permitted.
 - i. Landscaping and/or vines shall be initially planted at the maximum size to create immediate screening and shall be permanently maintained for maximum screening potential throughout the ornamental fencing adjacent to the residential properties along the westerly property line.
 - j. All of the storage spaces along the entire westerly property line shall be limited to vehicles with a maximum height of eight feet. These spaces should be leased last by the project operator.
 - k. The architectural style, quality, and detail of the proposed elevations and skirting of the modular office building shall be permanently maintained.
5. The development services departments (Planning and Building, Fire, and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18.

INDEMNIFICATION AND HOLD HARMLESS CONDITION:

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

DRAFT

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF HUNTINGTON BEACH, CALIFORNIA, APPROVING
GENERAL PLAN AMENDMENT NO. 09-002**

WHEREAS, General Plan Amendment No. 09-002 proposes to amend the Land Use Element of the City’s General Plan to redesignate an approximate 43.60 acre piece of real property located at the southeast corner of Garfield Avenue and Ward Street, as more particularly described as Exhibits “A” and “B” attached hereto, from P (Public) to P-sp (Public-specific plan overlay).

Pursuant to California Government Code, the Planning Commission of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 09-002 and recommended approval of said entitlement to the City Council; and

Pursuant to California Government Code, the City Council of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 09-002; and

The City Council finds that said General Plan Amendment No. 09-002 is necessary for the changing needs and orderly development of the community, is necessary to accomplish refinement of the General Plan, and is consistent with other elements of the General Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach as follows:

SECTION 1: That the real property that is the subject of this Resolution (hereinafter referred to as the “Subject Property”) is generally located southeast of Garfield Avenue and Ward Street in the City of Huntington Beach, and is more particularly described in the legal description and sketch attached hereto as Exhibits “A” and “B”, respectively, and incorporated by this reference as though fully set forth herein.

SECTION 2: That General Plan Amendment No. 09-002, which amends the General Plan Land Use Designation for the subject from P (Public) to P-sp (Public-specific plan overlay), is hereby approved. The Director of Planning and Building is hereby directed to prepare and file an amended Land Use Map. A copy of said map, as amended, shall be available for inspection in the Planning and Building Department.

ATTACHMENT NO. 2.1

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the _____ day of _____, 2010.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

City Administrator

Director of Planning and Building

ATTACHMENTS

Exhibit A: Legal Description

Exhibit B: Sketch

EXHIBIT A

ATTACHMENT NO. 2.3

EXHIBIT "A"

**LEGAL DESCRIPTION
FOR
OVERALL SITE**

BEING THAT PORTION OF THE RANCHO LAS BOLSAS, IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

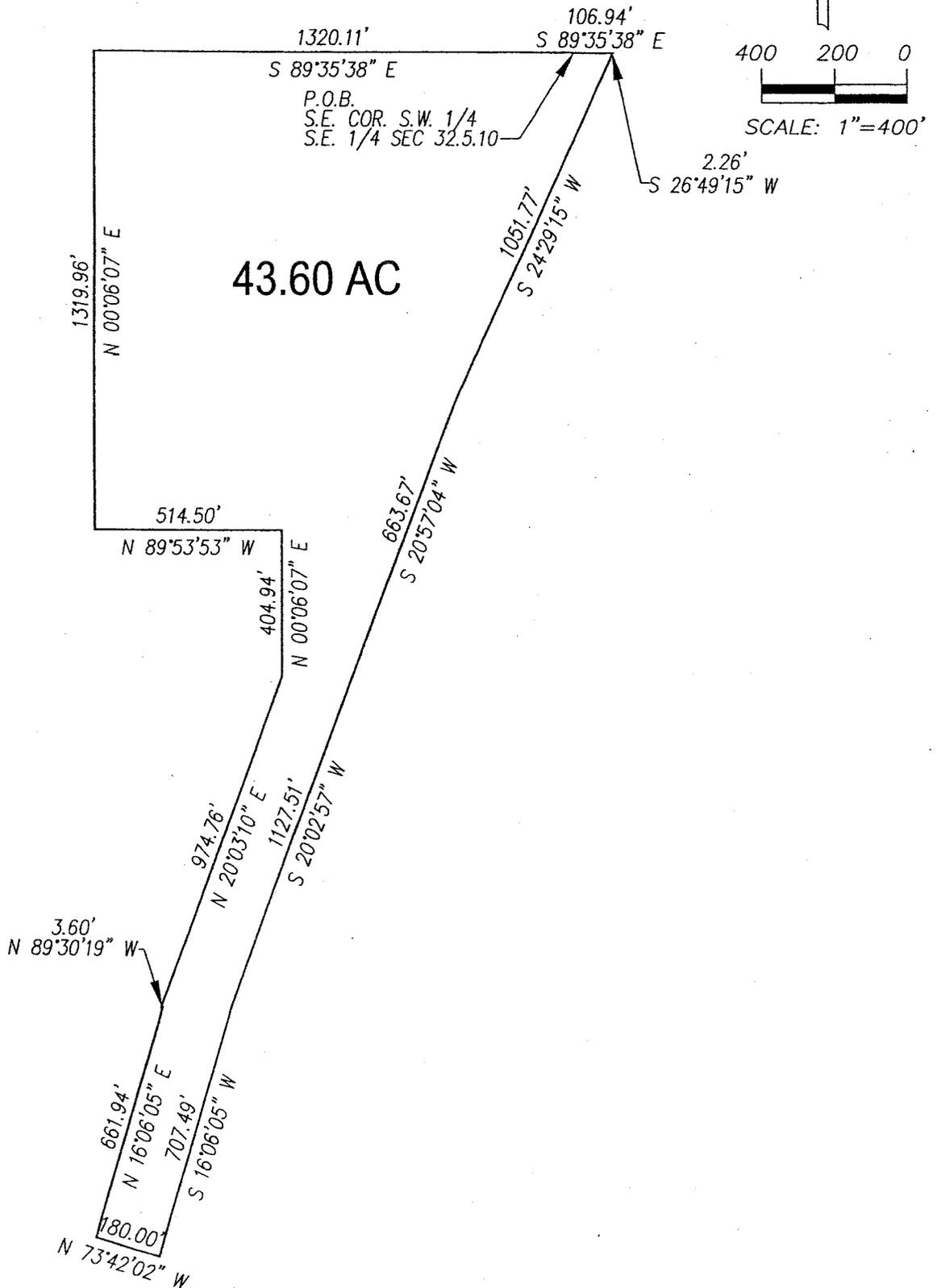
BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 5 SOUTH, RANGE 10 WEST; THENCE S $89^{\circ}35'38''$ E, A DISTANCE OF 106.94 FEET; THENCE S $26^{\circ}49'15''$ W, A DISTANCE OF 2.26 FEET; THENCE S $24^{\circ}29'15''$ W, A DISTANCE OF 1,051.77 FEET; THENCE S $20^{\circ}57'04''$ W, A DISTANCE OF 663.67 FEET; THENCE S $20^{\circ}02'57''$ W, A DISTANCE OF 1,127.51 FEET; THENCE S $16^{\circ}06'05''$ W, A DISTANCE OF 707.49 FEET, THENCE N $73^{\circ}42'02''$ W, A DISTANCE OF 180.00 FEET, THENCE N $16^{\circ}06'05''$ E, A DISTANCE OF 661.94 FEET; THENCE N $89^{\circ}30'19''$ W, A DISTANCE OF 3.60 FEET, THENCE N $20^{\circ}03'10''$ E, A DISTANCE OF 974.76 FEET; THENCE N $00^{\circ}06'07''$ E, A DISTANCE OF 404.94 FEET; THENCE N $89^{\circ}53'53''$ W, A DISTANCE OF 514.50 FEET; THENCE N $00^{\circ}06'07''$ E, A DISTANCE OF 1,319.96 FEET; THENCE S $89^{\circ}35'38''$ E, A DISTANCE OF 1,320.11 FEET TO THE POINT OF BEGINNING.

CONTAINS 43.60 ACRES, MORE OR LESS.

EXHIBIT B

ATTACHMENT NO. 2.5

EXHIBIT "B" OVERALL SITE



DRAFT

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING DISTRICT MAP 5 (SECTIONAL DISTRICT MAP 5-6-10)
TO REZONE THE REAL PROPERTY GENERALLY LOCATED AT
THE SOUTHEAST CORNER OF WARD STREET AND GARFIELD AVENUE FROM
RL (RESIDENTIAL LOW DENSITY) TO SPECIFIC PLAN NO. 16
(ZONING MAP AMENDMENT NO. 09-002)**

WHEREAS, pursuant to the California State Planning and Zoning Law, the Huntington Beach Planning Commission and Huntington Beach City Council have held separate, duly noticed public hearings to consider Zoning Map Amendment No. 09-002, which rezones the property generally located at the southeast corner of Ward Street and Garfield Avenue from RL (Residential Low Density) to Specific Plan No. 16; and

After due consideration of the findings and recommendations of the Planning Commission and all other evidence presented, the City Council finds that the aforesaid amendment is proper and consistent with the General Plan,

NOW, THEREFORE, the City Council of the City of Huntington Beach does hereby ordain as follows:

SECTION 1. That the real property that is the subject of this Ordinance (hereinafter referred as the “Subject Property”) is generally located at the southeast corner of Ward Street and Garfield Avenue and is more particularly described in the legal description and sketch attached hereto as Exhibits A and B, respectively, and incorporated by reference as though fully set forth herein.

SECTION 2. That the zoning designation of the Subject Property is hereby changed from RL (Residential Low Density) to Specific Plan No. 16.

ATTACHMENT NO. 3.1

SECTION 3. That Huntington Beach Zoning and Subdivision Ordinance Section 201.04B District Map 5 (Sectional District Map 5-6-10) is hereby amended to reflect Zoning Map Amendment No. 09-002 as described herein. The Director of Planning and Building is hereby directed to prepare and file an amended map. A copy of said District Map, as amended, shall be available for inspection in the Office of the City Clerk.

SECTION 4. This ordinance shall take effect thirty days after passage.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the _____ day of _____, 2010.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

City Administrator

Director of Planning and Building

ATTACHMENTS

- Exhibit A: Legal Description
- Exhibit B: Sketch

EXHIBIT A

ATTACHMENT NO. 3.3

EXHIBIT "A"

**LEGAL DESCRIPTION
FOR
OVERALL SITE**

BEING THAT PORTION OF THE RANCHO LAS BOLSAS, IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

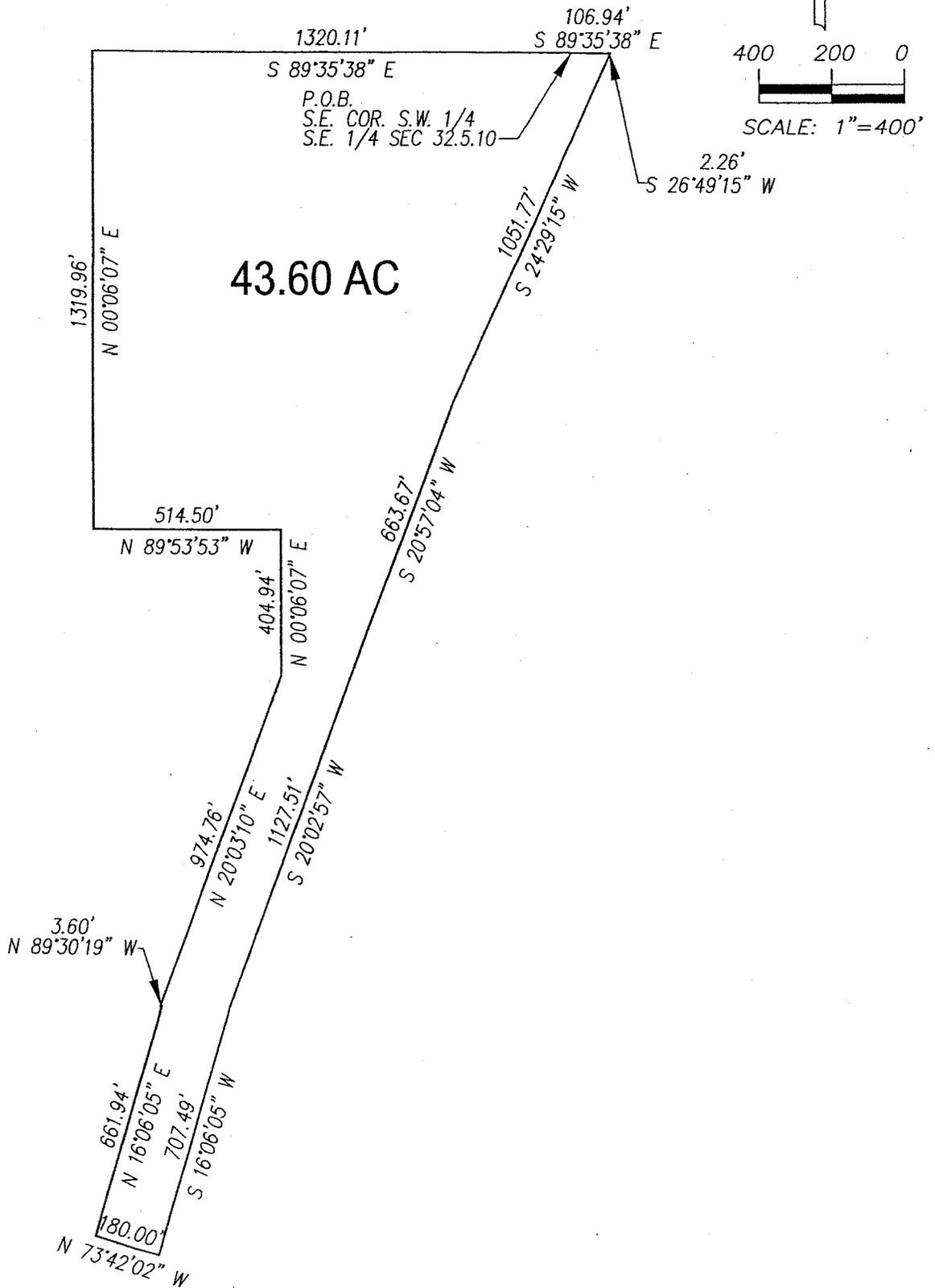
BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 32, TOWNSHIP 5 SOUTH, RANGE 10 WEST; THENCE S 89°35'38" E, A DISTANCE OF 106.94 FEET; THENCE S 26°49'15" W, A DISTANCE OF 2.26 FEET; THENCE S 24°29'15" W, A DISTANCE OF 1,051.77 FEET; THENCE S 20°57'04" W, A DISTANCE OF 663.67 FEET; THENCE S 20°02'57" W, A DISTANCE OF 1,127.51 FEET; THENCE S 16°06'05" W, A DISTANCE OF 707.49 FEET, THENCE N 73°42'02" W, A DISTANCE OF 180.00 FEET, THENCE N 16°06'05" E, A DISTANCE OF 661.94 FEET; THENCE N 89°30'19" W, A DISTANCE OF 3.60 FEET, THENCE N 20°03'10" E, A DISTANCE OF 974.76 FEET; THENCE N 00°06'07" E, A DISTANCE OF 404.94 FEET; THENCE N 89°53'53" W, A DISTANCE OF 514.50 FEET; THENCE N 00°06'07" E, A DISTANCE OF 1,319.96 FEET; THENCE S 89°35'38" E, A DISTANCE OF 1,320.11 FEET TO THE POINT OF BEGINNING.

CONTAINS 43.60 ACRES, MORE OR LESS.

EXHIBIT B

ATTACHMENT NO. 3.5

EXHIBIT "B" OVERALL SITE



DRAFT

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH,
CALIFORNIA, APPROVING THE ADOPTION OF
SPECIFIC PLAN NO. 16 (ZONING TEXT AMENDMENT NO. 09-007)**

WHEREAS, Zoning Text Amendment No. 09-007 has been prepared and analyzed in the Planning Commission Staff Report dated February 2, 2010; and

Zoning Text Amendment No. 09-007 is a request to adopt Specific Plan No. 16 – Ward Garfield to establish design and development standards on an approximate 43.60 acre parcel of land located southeast of Garfield Avenue and Ward Street.

The Planning Commission held a public hearing pursuant to Government Code Section 65353 on February 9, 2010 to consider said Zoning Text Amendment; and

The Planning Commission is required to make a recommendation to the City Council on the amendment to the General Plan pursuant to Government Code Section 65354.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Huntington Beach finds as follows:

SECTION 1: The proposed Specific Plan is consistent with the adopted Land Use Element of the General Plan.

SECTION 2: The proposed Specific Plan enhances the potential for superior urban design in comparison with the development under the base district provisions that would apply if the Plan were not approved.

SECTION 3: The deviations from the base district provisions that otherwise would apply are justified by the compensating benefits of the Specific Plan; and

SECTION 4: The amended Specific Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.

SECTION 5: The Specific Plan No. 16, attached hereto as Exhibit “A” and incorporated by this reference as thoroughly set forth herein, is hereby adopted and approved.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting held on the _____ day of _____.

ATTACHMENT NO. 4.1

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

City Administrator

Director of Planning and Building

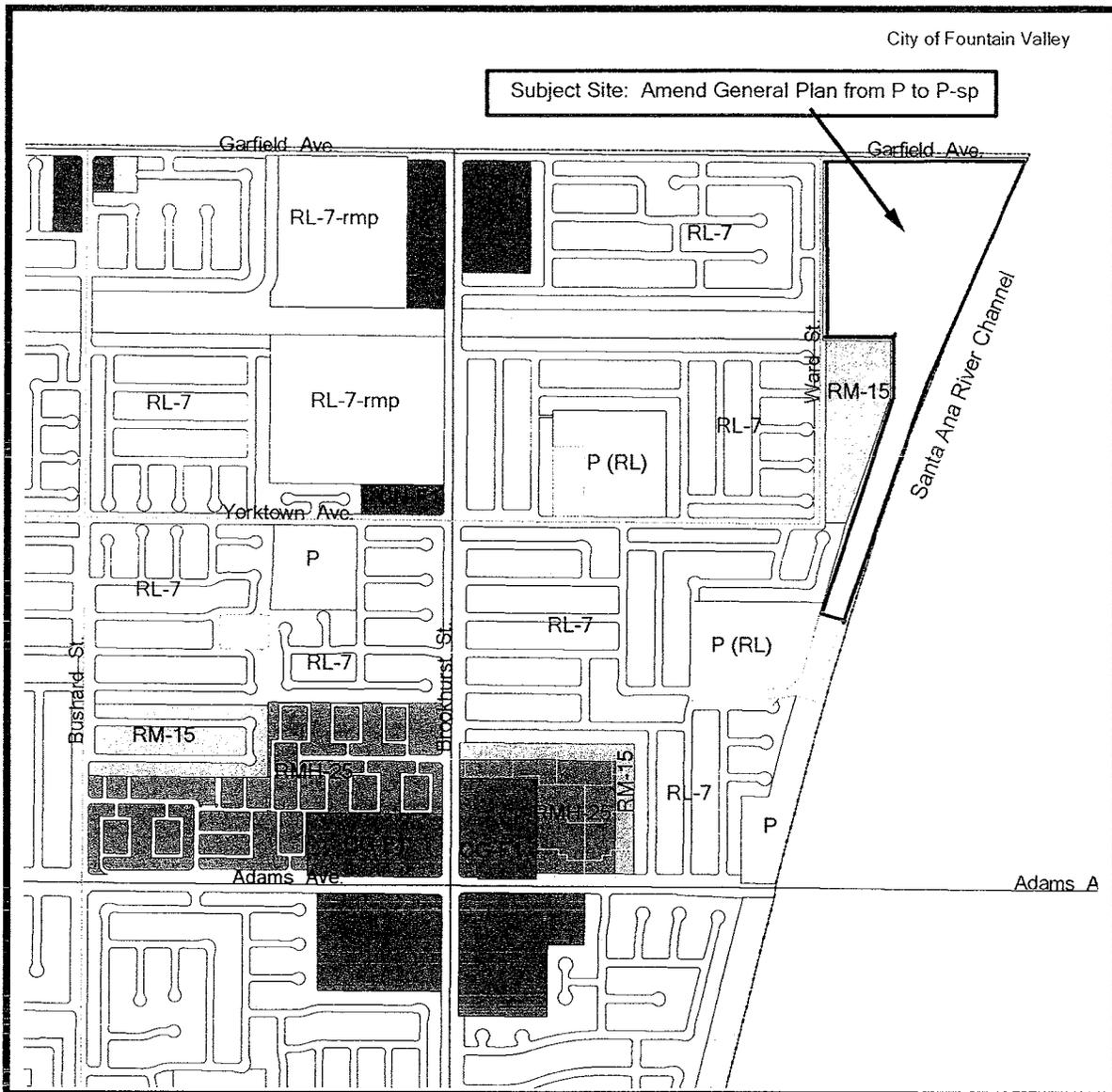
ATTACHMENTS

Exhibit A: Specific Plan No. 16-Ward Garfield

PLEASE SEE FEBRUARY 9, 2010
PLANNING COMMISSION STAFF
REPORT
ATTACHMENT NO. 14
FOR DRAFT SPECIFIC PLAN NO. 16

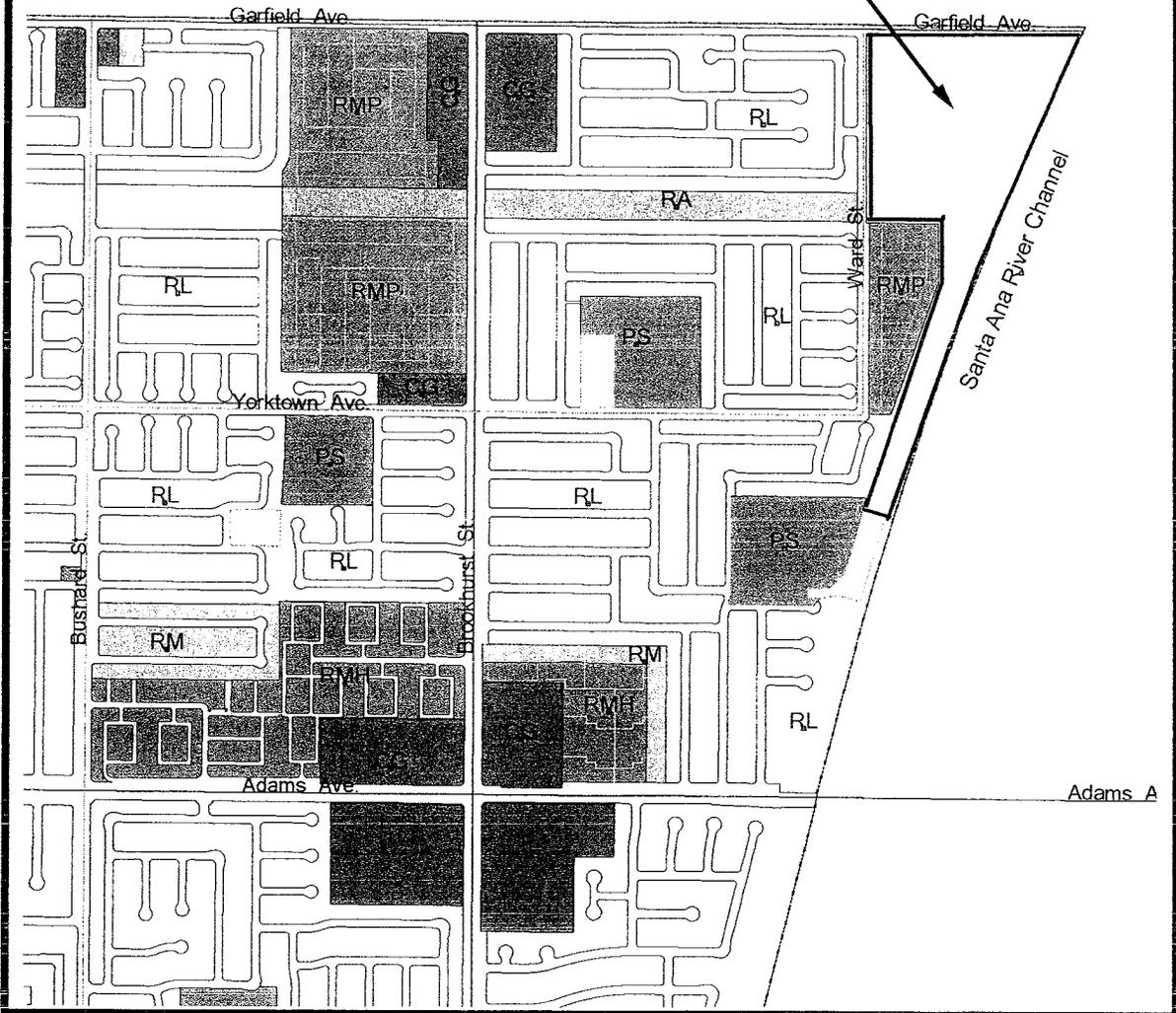
EXHIBIT A

ATTACHMENT NO. 4.3



CURRENT AND PROPOSED GENERAL PLAN DESIGNATIONS
GENERAL PLAN AMENDMENT NO. 09-002, ZONING MAP AMENDMENT
NO. 09-002, ZONING TEXT AMENDMENT NO. 09-007,
CONDITIONAL USE PERMIT NO. 09-024, NEGATIVE
DECLARATION NO. 09-006
(WARD GARFIELD SPECIFIC PLAN/RECREATIONAL VEHICLE STORAGE)

Subject Site: Amend Zoning from RL to Ward Garfield Specific Plan No. 16



CURRENT AND PROPOSED ZONING DESIGNATIONS

GENERAL PLAN AMENDMENT NO. 09-002, ZONING MAP AMENDMENT
NO. 09-002, ZONING TEXT AMENDMENT NO. 09-007,
CONDITIONAL USE PERMIT NO. 09-024, NEGATIVE
DECLARATION NO. 09-006
(WARD GARFIELD SPECIFIC PLAN/RECREATIONAL VEHICLE STORAGE)

NARRATIVE

LOCATION: 19118 Ward Street
(Southeast corner of Ward St. and Garfield Avenue)

REQUEST: GPA: To add a Specific Plan suffix to the existing Public (P) designation
ZMA: To change the RL zoning designation to the Ward Garfield Specific Plan
ZTA: To adopt the Ward Garfield Specific Plan
CUP: To establish a 557 space RV Storage Facility on approx. 13.52 acres.

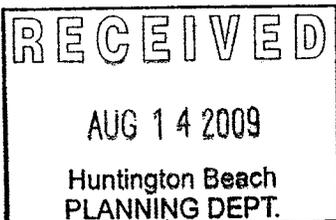
EXISTING CONDITIONS: The project site consists of approximately 43.60 acres at the southeast corner of Ward Street and Garfield Avenue at the east end of the city. The site is owned and operated by Southern California Edison who currently leases portions of the property to landscape nursery uses. The Ellis Substation which occupies approximately 13 acres is centrally located on the site. No changes to the substation are proposed. Existing improvements include an approximately 2000 sq. ft. substation building with an ancillary service truck bay, an approximately 500 sq. ft. landscape nursery office, greenhouse structures, electrical transmission utilities, and paved surfaces for parking and access. Two driveways provide access to the site via Ward Street and one driveway off Garfield Avenue.

PROPOSED PROJECT: The applicant is requesting a General Plan Amendment and Zoning Map Amendment to adopt a new specific plan allowing for the establishment of an RV Storage facility on approximately 13.52 acres at the south end of the project site. The area also referred to as "the 7" due to its lot configuration, will consist of 557± RV parking spaces, an 800 sq. ft. modular rental office with restroom, and associated perimeter fencing and lighting. There will be a washing area, dump station, and trash enclosure inside the facility. Existing transmission towers and electrical lines will continue to exist above the RV parking facility.

The new RV Storage facility is designed with access from Ward Street with a large queuing area to an automated remote gate system. Approximately 8.8% of the site would be landscaped with the majority of the landscaping installed in more visible areas at the front entry and within the proposed ornamental fencing abutting residential properties.

The proposed RV Storage hours of operation:
Sunday – Friday: 8AM-5PM
Saturday 7AM-6PM

There will one daytime office manager and 2-4 employees that work throughout the day.



ZONING AND
GENERAL PLAN:

Existing zoning: RL
Proposed zoning: Ward Garfield Specific Plan
Existing General Plan designation: P (Public)
Proposed General Plan: P-sp (Public – specific plan)

ENVIRONMENTAL STATUS:

A draft Environmental Checklist has been completed and submitted along with this request.

PROJECT AREAS:

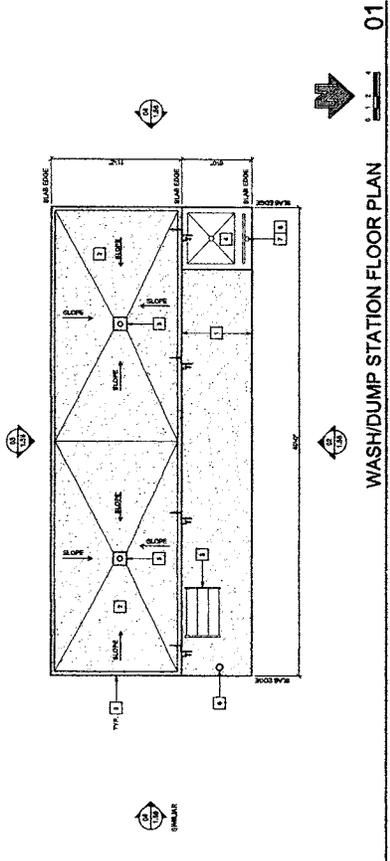
| | |
|------------------------------------|----------|
| Total Area (entire Specific Plan): | 43.60 AC |
| Total Area (Planning Area 1): | 13.52 AC |
| Total Area (Planning Area 2): | 12.95 AC |
| Total Area (Planning Area 3): | 17.13 AC |

SURROUNDING USES:

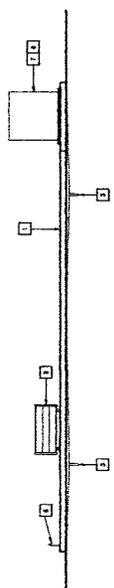
North – OCSD (Fountain Valley)
East – Santa Ana River Channel (OCFCD)
West – Mobile home park/Single family residences
South – Mobile home park/Arevalos Park

August 12, 2009

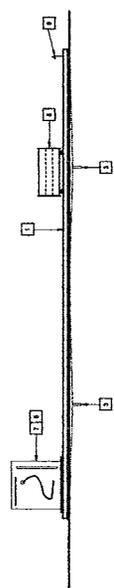
Ward Garfield
 JAN 23 2010
 Huntington Beach
 Planning Dept.



WASH/DUMPSTATION ELEVATION (FACING SOUTH) 02



WASH/DUMPSTATION ELEVATION (FACING NORTH) 03



WASH/DUMP STATION ELEVATION (FACING EAST) 04



- WASH STATION PLAN NOTES**
- 1. CONCRETE CURB AT WASH STATION AREA AROUND COLUMNS
 - 2. 12" THICK CONCRETE CURB MOVE TO DOWN AS SHOWN IN SEE PLAN FOR DETAILS
 - 3. 12" HIGH CONCRETE CURB
 - 4. 12" HIGH CONCRETE CURB
 - 5. DUMP STATION SEE PLUMBING AND CIL PLAN
 - 6. WASH STATION SEE PLUMBING AND CIL PLAN
 - 7. 12" HIGH CONCRETE CURB AT WASH STATION
 - 8. 12" HIGH CONCRETE CURB AT WASH STATION
 - 9. 12" HIGH CONCRETE CURB AT WASH STATION
 - 10. 12" HIGH CONCRETE CURB AT WASH STATION
 - 11. 12" HIGH CONCRETE CURB AT WASH STATION
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 - 13. 12" HIGH CONCRETE CURB AT WASH STATION
 - 14. 12" HIGH CONCRETE CURB AT WASH STATION
 - 15. 12" HIGH CONCRETE CURB AT WASH STATION
 - 16. 12" HIGH CONCRETE CURB AT WASH STATION
 - 17. 12" HIGH CONCRETE CURB AT WASH STATION
 - 18. 12" HIGH CONCRETE CURB AT WASH STATION
 - 19. 12" HIGH CONCRETE CURB AT WASH STATION
 - 20. 12" HIGH CONCRETE CURB AT WASH STATION



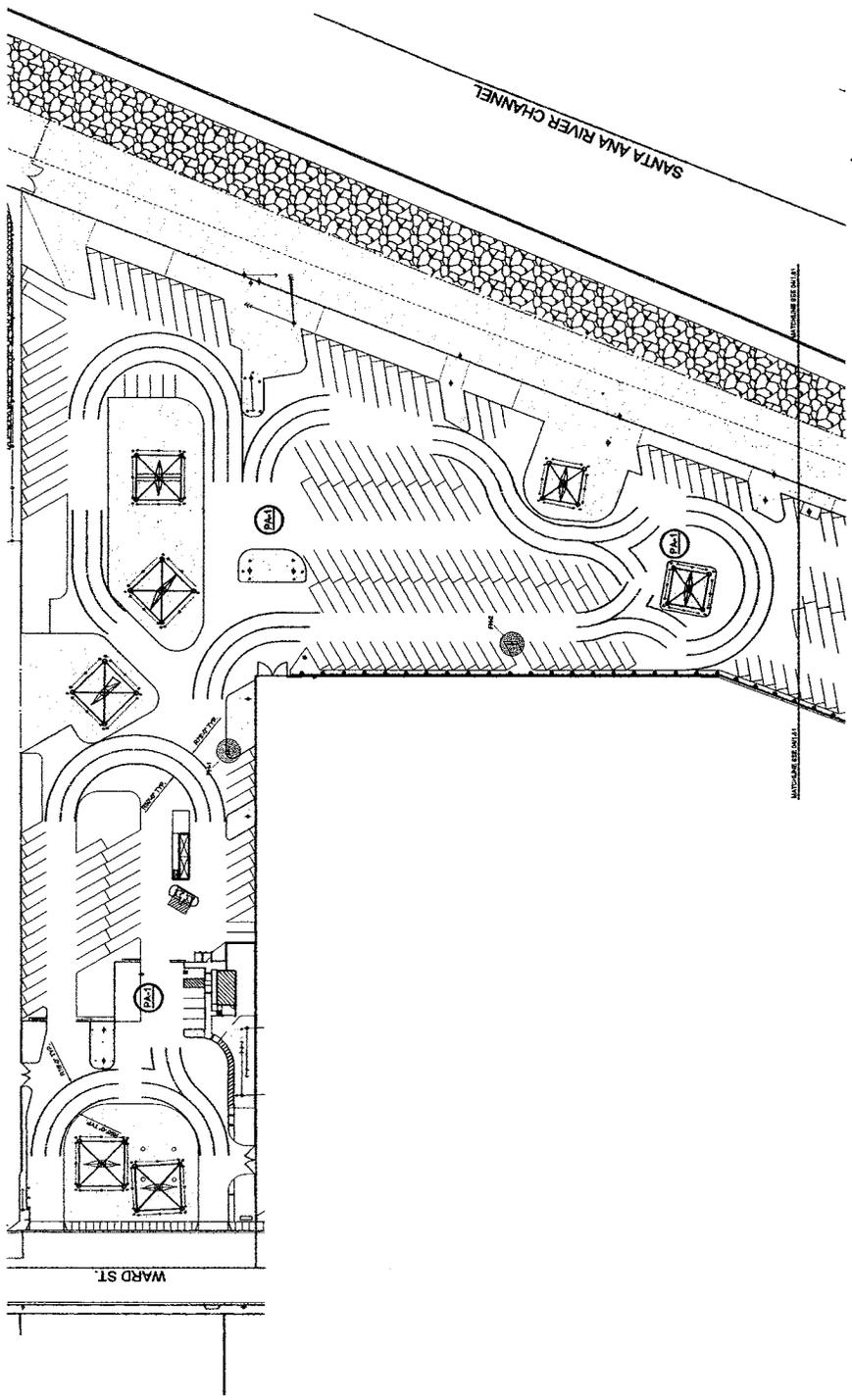
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| DATE | PLANNING |
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| APP. | PLANNING |
| DATE | PLANNING |

SHEET
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 10-11-09-02

ward garfield specific plan - rv storage plan #16
 huntington beach - rv storage facility

19118 ward street, huntington beach, california 92646
 for: Southern California Edison, 14798 Chestnut Street, Westminster, Ca, 92683
 excess design group 18600 main street, suite 110, huntington beach, california 92648-6008 714.841-7147

JAN 29 2010
 HUNTINGTON BEACH PLANNING DEPT.



PARTIAL FIRE DEPT. TURNING RADIUS SITE PLAN PA-1 04



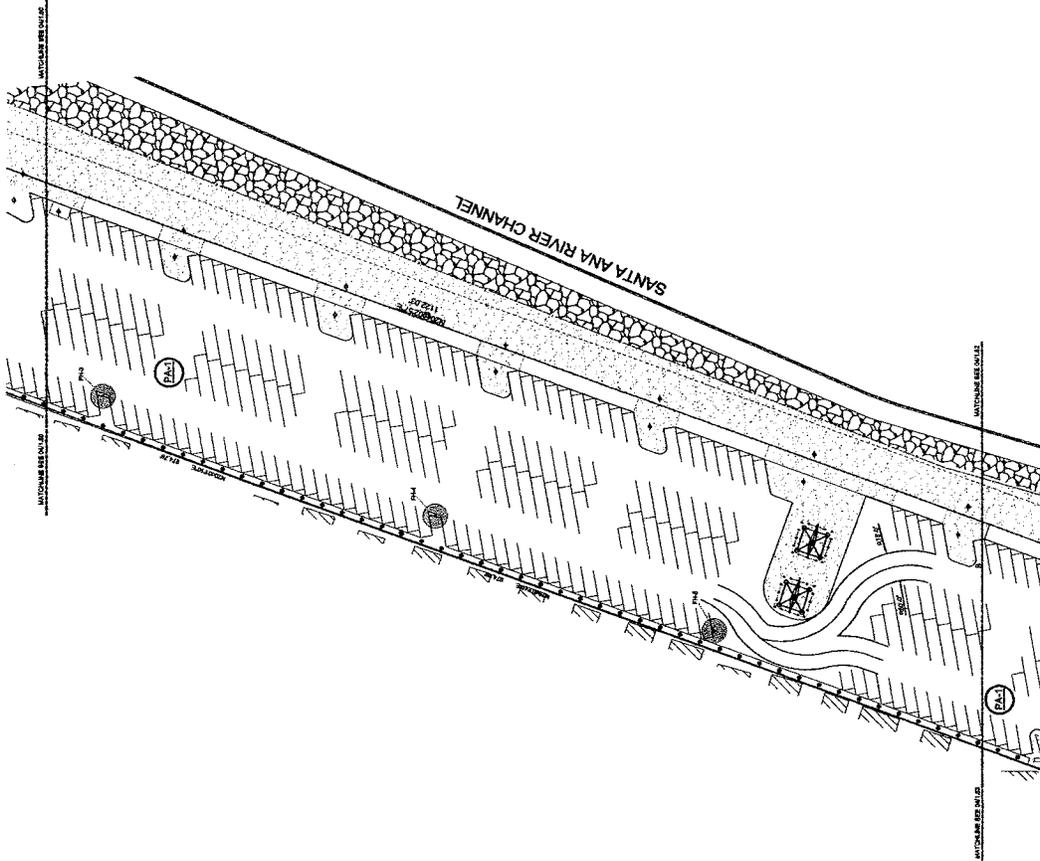
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| CHECKED | TRANS. GROUP |
| DATE | PLANNING DEPT. |
| SCALE | |
| PROJECT | |
| NO. | |

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 No. 17-06-12

**ward garfield specific plan - specific plan #16
 huntington beach - rv storage facility**

18118 ward street, huntington beach, california 92646
 for : Southern California Edison, 14799 Chestnut Street, Westminster, Ca., 92683
 access design group, 18000 main street, suite 110, huntington beach, california 92648-9006 714.841.7147

RECEIVED
 JAN 29 2010
 Fire Dept. Dispatch
 Planning Dept.



PARTIAL FIRE DEPT. TURNING RADIUS SITE PLAN PA-1 04

ward garfield specific plan - specific plan #16
 huntington beach - rv storage facility

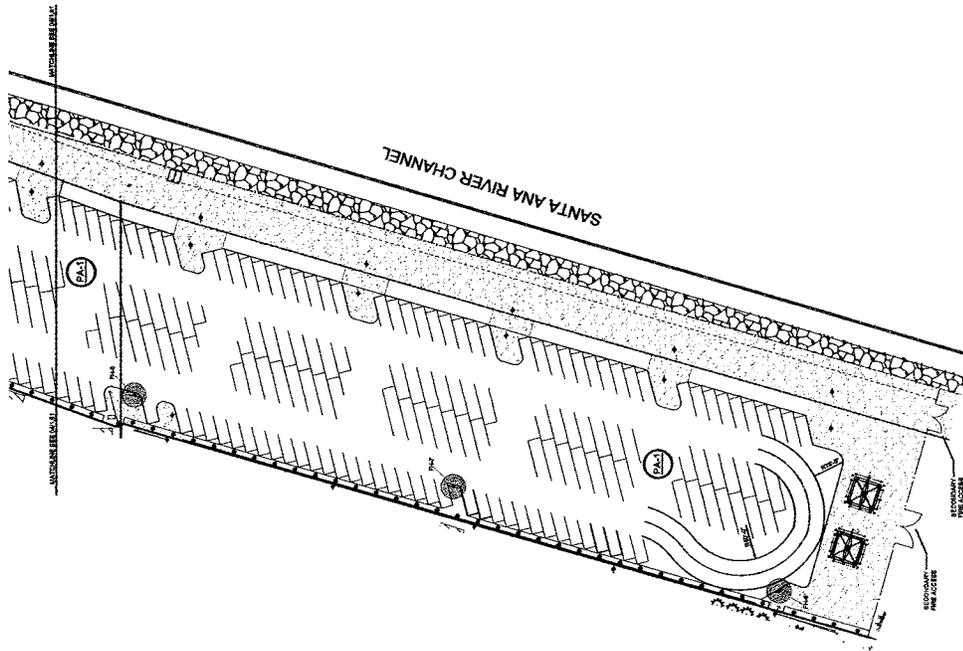
19118 ward street, huntington beach, california 92646
 for: Southern California Edison, 14798 Chestnut Street, Westminster, Ca. 92683
 access design group, 16650 main street, suite 110, Huntington beach, california 92646-8006 714.844-7147



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| DATE | 03.10.09 |
| PLAN | PLAN SUBMIT |
| DESIGNER | TRAVIS DUBOIS |
| CHECKER | TRAVIS DUBOIS |
| PLANNING | PLANNING |
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| DATE | 03/09/09 |

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RECEIVED
 JAN 23 2010
 HUNTINGTON BEACH
 PLANNING DEPT.



PARTIAL FIRE DEPT. TURNING RADIUS SITE PLAN PA-1 04



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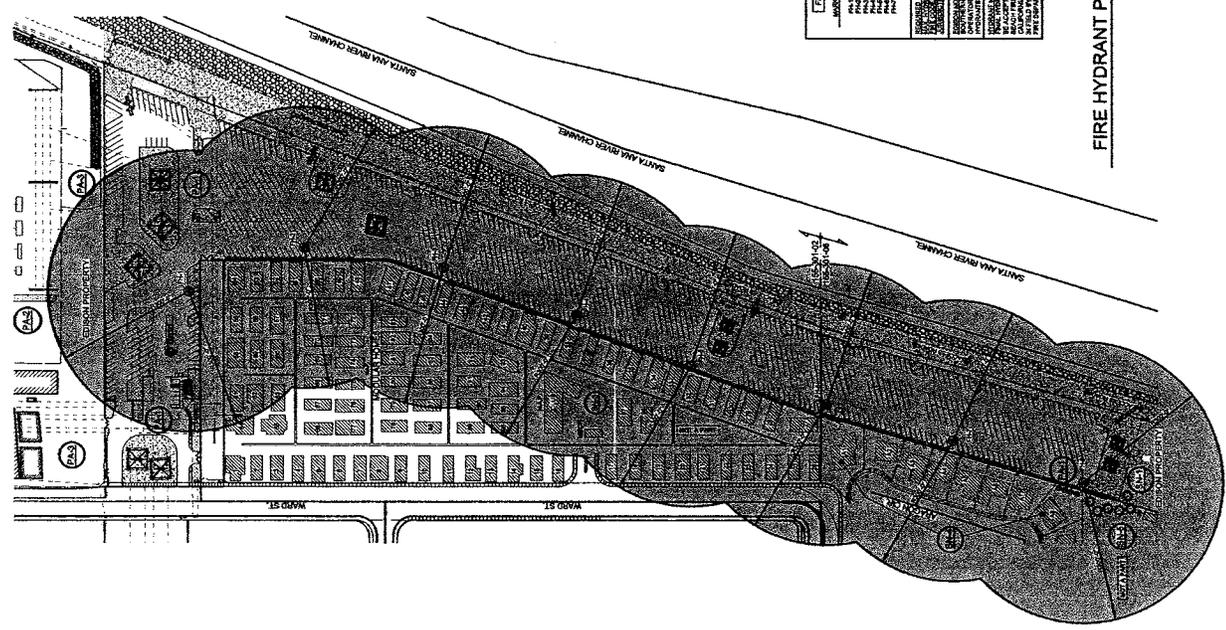
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**ward garfield specific plan - specific plan #16
 huntington beach - rv storage facility**

19118 ward street, huntington beach, california 92646
 for : Southern California Edison, 14789 Chestnut Street, Westminster, Ca., 92683
 access design group, 18000 main street, suite 110, huntington beach, california 92648-0006 714.841.7147

ATTACHMENT NO. 8.12

RECEIVED
 JAN 29 2010
 FIRE DEPARTMENT



| FIRE HYDRANT SYMBOLS | |
|----------------------|--------------------------------|
| 1 | WATER MAIN - METRIC CONNECTION |
| 2 | 1 1/2" DIAMETER |
| 3 | 2" DIAMETER |
| 4 | 3" DIAMETER |
| 5 | 4" DIAMETER |
| 6 | 6" DIAMETER |
| 7 | 8" DIAMETER |
| 8 | 10" DIAMETER |
| 9 | 12" DIAMETER |
| 10 | 15" DIAMETER |
| 11 | 18" DIAMETER |
| 12 | 24" DIAMETER |
| 13 | 30" DIAMETER |
| 14 | 36" DIAMETER |
| 15 | 42" DIAMETER |
| 16 | 48" DIAMETER |
| 17 | 54" DIAMETER |
| 18 | 60" DIAMETER |
| 19 | 66" DIAMETER |
| 20 | 72" DIAMETER |
| 21 | 78" DIAMETER |
| 22 | 84" DIAMETER |
| 23 | 90" DIAMETER |
| 24 | 96" DIAMETER |
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| 27 | 114" DIAMETER |
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| 30 | 132" DIAMETER |
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04

FIRE HYDRANT PLAN



DATE: 01/28/10
 DRAWN: J. SMITH
 CHECKED: J. SMITH
 DESIGNED: J. SMITH
 SCALE: AS SHOWN

SHEET
 1.70
 No. 11-09-12

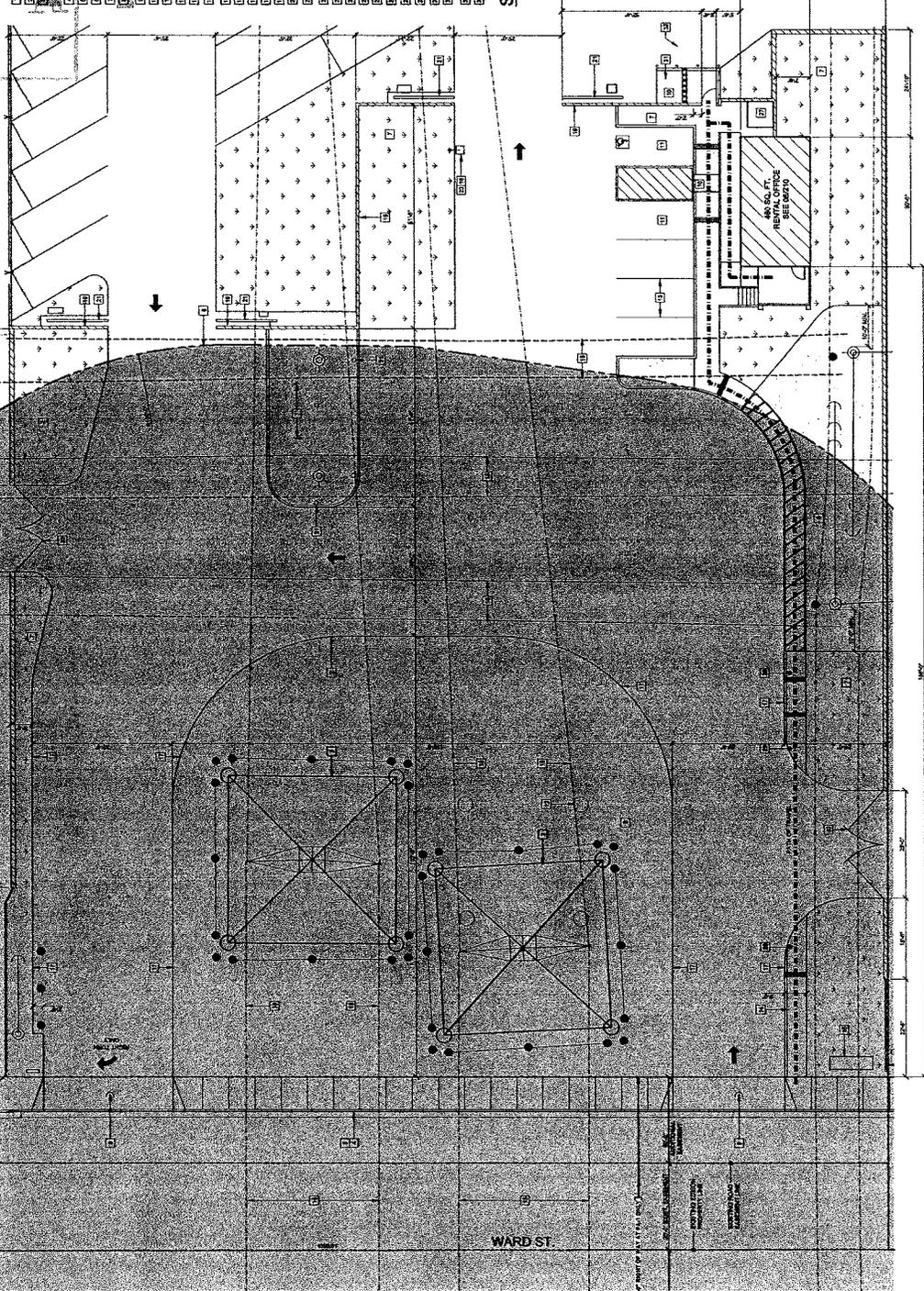
ward garfield specific plan - specific plan #16
 huntington beach - rv storage facility

19118 ward street, huntington beach, california 92646
 for: Southern California Edison, 14798 Chestnut Street, Westminster, Ca, 92683
 Access design group 18800 main street, suite 110, huntington beach, california 92648-6008 714.841-7147

THIS PLAN IS THE PROPERTY OF ACCESS DESIGN GROUP. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ACCESS DESIGN GROUP.

JAN 28 2010

WARD ST



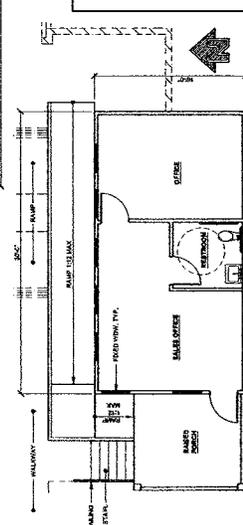
SITE PLAN NOTES

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ENLARGED SITE PLAN



04



OFFICE FLOOR PLAN

06

ward garfield specific plan - specific plan #16
huntington beach - rv storage facility

1918 ward street, huntington beach, california 92648
 for: Southern California Edison, 44798 Chestnut Street, Westminster, Ca, 92683

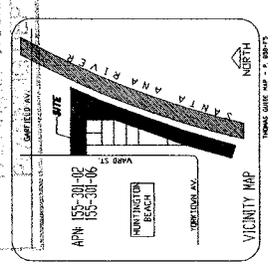
access design group - 18800 main street, suite 1107, huntington beach, california 92648-6008 - 714.844-7147



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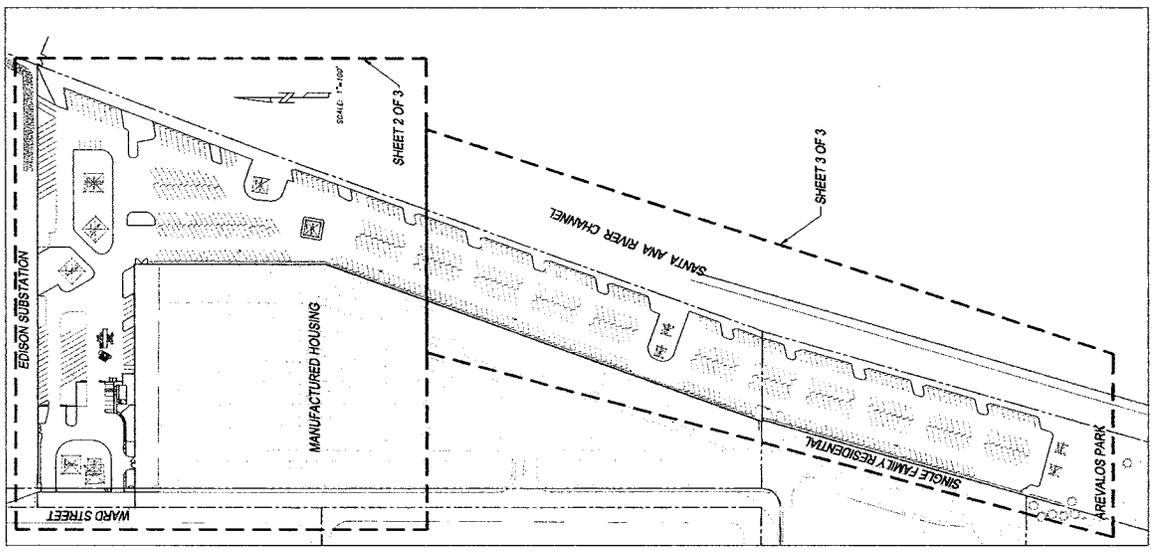
JAN 20 2010



BASIS OF BEARINGS:
 THE EXISTING SURVEY BEARINGS ARE BASED ON THE 1985 BENCH MARK, WHICH IS LOCATED AT THE CORNER OF THE CHANCE COUNTY SUBDIVISION. BEARINGS ARE ACCORDS TO FILE IN THE OFFICE OF THE CHANCE COUNTY SUPERVISOR.

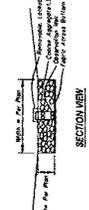
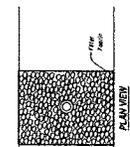
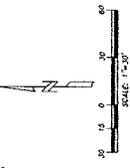
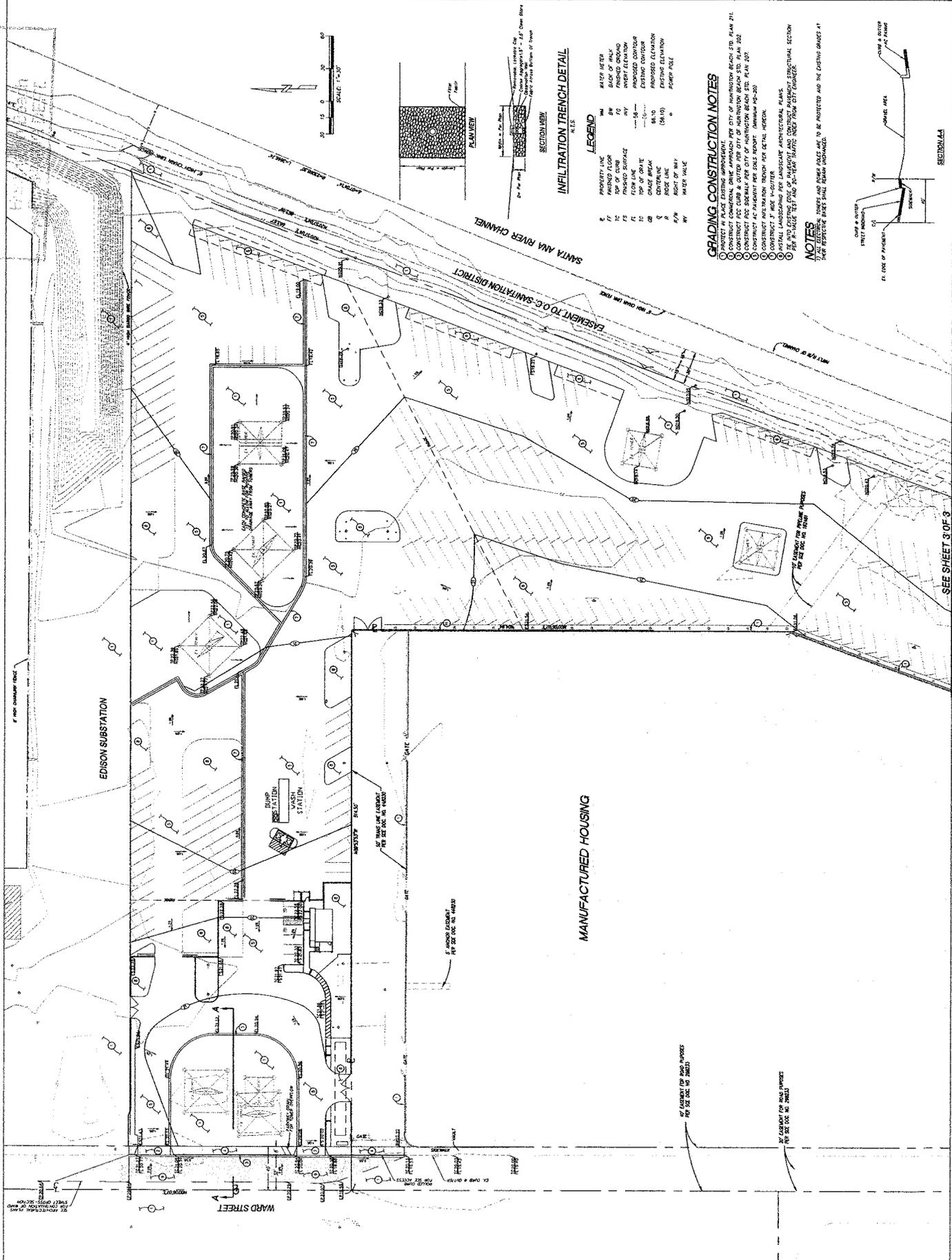
DATUM STATEMENT:
 1985 MEAN SEA LEVEL (FROM THE EXISTING BENCH MARK AND ADJUSTMENT)

PRELIMINARY GRADING PLANS
 FOR
HUNTINGTON BEACH RV STORAGE
 19116 WARD STREET
 HUNTINGTON BEACH, CA 92646



- GRADING NOTES**
1. The contractor shall verify the location of all existing utilities and structures shown on these plans. The contractor shall be responsible for obtaining all necessary permits and approvals from the City of Huntington Beach and the State of California.
 2. The contractor shall be responsible for obtaining all necessary permits and approvals from the City of Huntington Beach and the State of California.
 3. The contractor shall be responsible for obtaining all necessary permits and approvals from the City of Huntington Beach and the State of California.
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 18. The contractor shall be responsible for obtaining all necessary permits and approvals from the City of Huntington Beach and the State of California.
 19. The contractor shall be responsible for obtaining all necessary permits and approvals from the City of Huntington Beach and the State of California.
 20. The contractor shall be responsible for obtaining all necessary permits and approvals from the City of Huntington Beach and the State of California.

JAN 29 2010



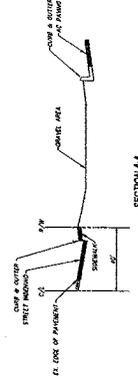
INFILTRATION TRENCH DETAIL
 N.T.S.

LEGEND

| | |
|----|------------------|
| WM | WATER METER |
| RM | BACK OF ROAD |
| SP | TOP OF CURB |
| FS | FINISHED SURFACE |
| FL | FLOW LINE |
| CS | CONCRETE CURB |
| CL | CENTERLINE |
| RL | GRADE LINE |
| RT | RIGHT OF WAY |
| WT | WATER TABLE |
| PM | PROPOSED |
| EX | EXISTING |
| ST | STRUCTURE |
| LA | LANDSCAPE |
| UT | UTILITY |
| EA | EASEMENT |
| CH | CHANNEL |
| RD | ROAD |
| SI | STRUCTURE |
| LA | LANDSCAPE |
| UT | UTILITY |
| EA | EASEMENT |
| CH | CHANNEL |
| RD | ROAD |
| SI | STRUCTURE |

GRADING CONSTRUCTION NOTES
 1. EXISTING GRADE TO BE MAINTAINED EXCEPT WHERE SHOWN OTHERWISE.
 2. ALL GRADING SHALL BE TO FINISHED SURFACE UNLESS OTHERWISE NOTED.
 3. ALL GRADING SHALL BE TO FINISHED SURFACE UNLESS OTHERWISE NOTED.
 4. ALL GRADING SHALL BE TO FINISHED SURFACE UNLESS OTHERWISE NOTED.
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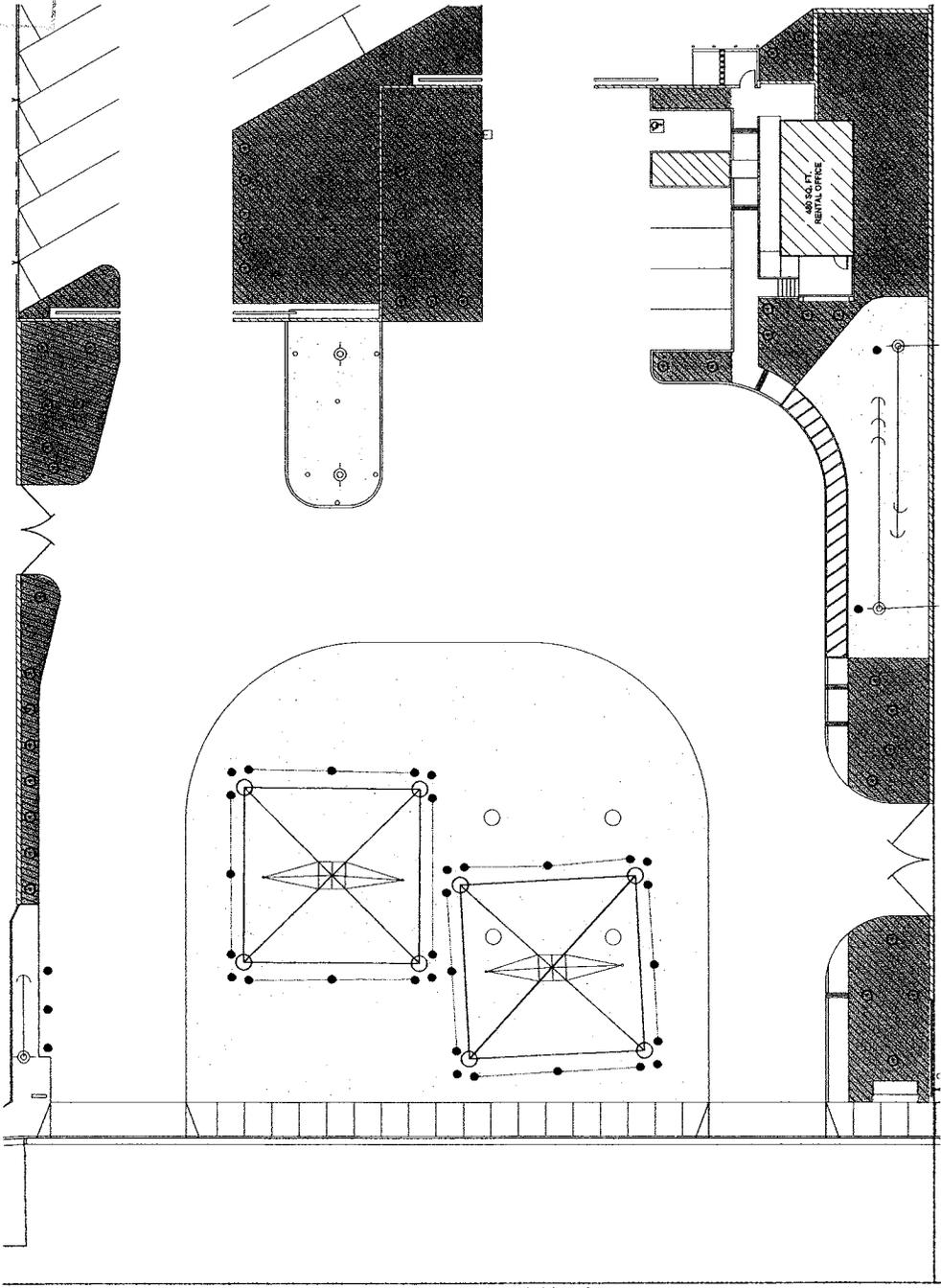
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SECTIONAL A

SEE SHEET 3 OF 3

JAN 20 2010



WARD ST.

LEGEND

PLANTING IN THIS ENTRY PLAN IS TO BE INSTALLED BY THE CONTRACTOR. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANTING SPECIFICATIONS AND THE PLANTING SCHEDULE. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANTING SCHEDULE AND THE PLANTING SPECIFICATIONS.

PLANT PALLETTE

TREES

NO TREES ALLOWED AT THIS ENTRY DUE TO WINDROCK EXPOSURE. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANTING SPECIFICATIONS AND THE PLANTING SCHEDULE.

SHRUBS/VINES

PROVIDE A DRAINAGE SYSTEM TO BE INSTALLED AT THIS ENTRY. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANTING SPECIFICATIONS AND THE PLANTING SCHEDULE.

SYNTHETIC TURF GRASS

PROVIDE A DRAINAGE SYSTEM TO BE INSTALLED AT THIS ENTRY. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANTING SPECIFICATIONS AND THE PLANTING SCHEDULE.



04

ENLARGED PRELIMINARY LANDSCAPE PLAN @ ENTRY

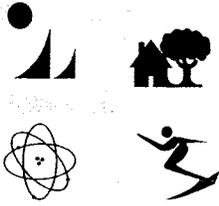


| | |
|--------|---------------|
| 01.000 | PLAN REVIEW |
| 02.000 | TRANS. REVIEW |
| 03.000 | TRANS. REVIEW |
| 04.000 | PLANNING |

SHEET
L-4
10-11-09-012

ward garfield specific plan - specific plan #16
huntington beach - rv storage facility

19118 ward street, huntington beach, california 92646
for: Southern California Edison, 14799 Chestnut Street, Westminster, Ca, 92683
atxaccess design group - 18600 main street, suite 110, huntington beach, california 92646-5006 714.847.7147



City of Huntington Beach

2000 MAIN STREET

CALIFORNIA 92648

DEPARTMENT OF PLANNING

January 29, 2009

Mike Adams and Associates
21190 Beach Boulevard
Huntington Beach, CA 92648

**SUBJECT: GENERAL PLAN AMENDMENT NO. 09-002, ZONING MAP
AMENDMENT NO. 09-002, ZONING TEXT AMENDMENT NO. 09-007,
CONDITIONAL USE PERMIT NO. 09-024, ENVIRONMENTAL
ASSESSMENT NO. 09-006 (WARD GARFIELD SPECIFIC PLAN NO. 16)
19118 WARD STREET
PROJECT IMPLEMENTATION CODE REQUIREMENTS**

Dear Mr. Adams,

In order to assist you with your development proposal, staff has reviewed the project and identified applicable city policies, standard plans, and development and use requirements, excerpted from the City of Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes. This list is intended to help you through the permitting process and various stages of project implementation.

It should be noted that this requirement list is in addition to any "conditions of approval" adopted by the Planning Commission. Please note that if the design of your project or site conditions change, the list may also change.

If you would like a clarification of any of these requirements, an explanation of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes, or believe some of the items listed do not apply to your project, and/or you would like to discuss them in further detail, please contact me at jjames@surfcity-hb.org or 714-536-5596 and/or the respective source department (contact person below).

Sincerely,

Jane James
Senior Planner

Enclosure

cc: Gerald Caraig, Building and Safety Department – 714-374-1575
Darin Maresh, Fire Department – 714-536-5531
Bob Milani, Public Works – 714-374-1735
Herb Fauland, Planning Manager
Jason Kelley, Planning Department
Property Owner
Project File

ATTACHMENT NO. 9.1

(g:jj)ward garfield\Code Requirements Letter 120309)



HUNTINGTON BEACH PLANNING DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JANUARY 19, 2010

PROJECT NAME: WARD GARFIELD SPECIFIC PLAN/RECREATIONAL VEHICLE STORAGE)

PLANNING APPLICATION NO. PLANNING APPLICATION NO. 2009-197

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 09-002, ZONING MAP AMENDMENT NO. 09-002, ZONING TEXT AMENDMENT NO. 09-007, CONDITIONAL USE PERMIT NO. 09-024, NEGATIVE DECLARATION NO. 09-006 (WARD GARFIELD SPECIFIC PLAN / RECREATIONAL VEHICLE STORAGE)

DATE OF PLANS: JANUARY 14, 2010

PROJECT LOCATION: 19118 WARD STREET

PLAN REVIEWER: JANE JAMES

TELEPHONE/E-MAIL: 714-536-5596/jjames@surfcity-hb.org

PROJECT DESCRIPTION: TO PERMIT THE ESTABLISHMENT OF A NEW 557 SPACE RECREATIONAL STORAGE FACILITY ON A 13.52 ACRES IN CONJUNCTION WITH THE ADOPTION OF THE WARD GARFIELD SPECIFIC PLAN NO 14 FOR A 43.60 ACRE PORTION OWNED BY SOUTHER CALIFORNIA EDISON. THE GPA IS TO ESTABLISH THE SPECIFIC PLAN OVERLAY; THE ZMA IS TO AMEND THE ZONING FROM RL TO SPECIFIC PLAN NO. 14, THE ZTA IS TO ADOPT SPECIFIC PLAN NO. 14 AND THE CUP IS TO ESTABLISH THE RV STORGAE FACILITY.

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

CONDITIONAL USE PERMIT NO. 09-024:

1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design with the following modifications:

ATTACHMENT NO. 9.2

- a. Parking lot striping shall comply with Chapter 231 of the Zoning and Subdivision Ordinance and Title 24, California Administrative Code.
 - b. Depict all utility apparatus, such as but not limited to, back flow devices and Edison transformers on the site plan. Utility meters shall be screened from view from public right-of-ways. Electric transformers in a required front or street side yard shall be enclosed in subsurface vaults. Backflow prevention devices shall be prohibited in the front yard setback and shall be screened from view.
 - c. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing proposed screening must be submitted for review and approval with the application for building permit(s).
 - d. Depict the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and similar items on the site plan and elevations. If located on a building, they shall be architecturally integrated with the design of the building, non-obtrusive, not interfere with sidewalk areas and comply with required setbacks.
 - e. All parking area lighting shall be energy efficient and designed so as not to produce glare on adjacent residential properties. Security lighting shall be provided in areas accessible to the public during nighttime hours, and such lighting shall be on a time-clock or photo-sensor system.
(HBZSO 231.18(C))
2. Prior to issuance of demolition permits, the following shall be completed:
 - a. The applicant shall follow all procedural requirements and regulations of the South Coast Air Quality Management District (SCAQMD) and any other local, state, or federal law regarding the removal and disposal of any hazardous material including asbestos, lead, and PCB's. These requirements include but are not limited to: survey, identification of removal methods, containment measures, use and treatment of water, proper truck hauling, disposal procedures, and proper notification to any and all involved agencies.
 - b. Pursuant to the requirements of the South Coast Air Quality Management District, an asbestos survey shall be completed.
 - c. The applicant shall complete all Notification requirements of the South Coast Air Quality Management District.
 - d. The City of Huntington Beach shall receive written verification from the South Coast Air Quality Management District that the Notification procedures have been completed.
 - e. All asbestos shall be removed from all buildings prior to demolition of any portion of any building.
 3. Prior to issuance of grading permits, the following shall be completed:
 - a. A tentative parcel map shall be submitted and approved pursuant to Title 25 of the Huntington Beach Zoning and Subdivision Ordinance. Said map shall be recorded prior to issuance of a building permit unless other timing is specified in Public Works' code requirements.
 - b. At least 14 days prior to any grading activity, the applicant/developer shall provide notice in writing to property owners of record and tenants of properties within a 1000-foot radius of the project site as noticed for the public hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work

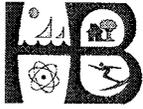
and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning Department.

- c. Blockwall/fencing plans (including a site plan, section drawings, and elevations depicting the height and material of all retaining walls, walls, and fences) consistent with the grading plan shall be submitted to and approved by the Planning Department. Double walls shall be avoided to the greatest extent feasible. Applicant shall coordinate with adjacent property owners and make reasonable attempts to construct one common property line wall. If coordination between property owners cannot be accomplished, the applicant shall construct an eight (8) foot tall solid CMU or combination of existing CMU with new decorative elements located entirely within the subject property and with a two (2) inch maximum separation from the property line. Prior to the construction of any new walls, a plan must be submitted identifying the removal of any existing walls located on the subject property. Any removal of walls on private residential property and construction of new common walls shall include approval by property owners of adjacent properties. The plans shall identify materials, seep holes and drainage.
4. Prior to submittal for building permits, the following shall be completed:
 - a. One set of project plans, revised pursuant to Condition of Approval No. 1, shall be submitted for review, approval and inclusion in the entitlement file, to the Planning Department.
 - b. Zoning entitlement conditions of approval, code requirements identified herein and code requirements identified in separately transmitted memorandum from the Departments of Fire and Public Works shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
 - c. Submit three (3) copies of the site plan and the processing fee to the Planning Department for addressing purposes.
 - d. Contact the United States Postal Service for approval of mailbox location(s).
 5. Prior to issuance of building permits, the following shall be completed:
 - a. 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.
 - b. A gated entryway (access control devices) plan shall be submitted to the Planning Department. The gated entryway shall comply with Fire Department Standard No. 403. In addition, the gated entryway plan shall be reviewed by the United States Postal Service. Prior to the installation of any gates, such plan shall be reviewed and approved by the Planning, Fire and Public Works Departments.
 - c. An "Acceptance of Conditions" form shall be properly executed by the applicant and an authorized representative of the owner of the property, recorded with the County Recorder's Office, and returned to the Planning Department for inclusion in the entitlement file. Conditions of approval shall remain in effect in the recorded form in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.

- 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*).
6. During demolition, grading, site development, and/or construction, the following shall be adhered to:
- Construction equipment shall be maintained in peak operating condition to reduce emissions.
 - Use low sulfur (0.5%) fuel by weight for construction equipment.
 - Truck idling shall be prohibited for periods longer than 10 minutes.
 - Attempt to phase and schedule activities to avoid high ozone days first stage smog alerts.
 - Discontinue operation during second stage smog alerts.
 - Ensure clearly visible signs are 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.
 - 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.
7. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released until the following has been completed:
- All improvements must be completed in accordance with approved plans, except as provided for by conditions of approval.
 - The applicant shall re-stripe the parking lot to conform to provisions of Chapter 231 of the Huntington Beach Zoning & Subdivision Ordinance.
 - Compliance with all conditions of approval specified herein shall be verified by the Planning Department.
 - 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.
 - A Certificate of Occupancy must be approved by the Planning Department and issued by the Building and Safety Department.
8. The use shall comply with the following:
- See Conditional Use Permit No. 09-024 for a complete list of conditions of approval regarding the use.
9. Within three years from issuance of final building permit inspection or Certificate of Occupancy, the following shall be completed: any delayed improvements to the public street system as determined by the Department of Public Works.
10. The Development Services Departments (Building & Safety, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning may approve minor amendments to plans and/or conditions of

approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18.

11. The applicant and/or applicant's representative shall be responsible for ensuring the accuracy of all plans and information submitted to the City for review and approval.
12. This Conditional Use Permit No. 09-024 shall not become effective until General Plan Amendment No. 09-002, Zoning Map Amendment No. 09-002, and Zoning Text Amendment No. 09-007 have been approved by the City Council and are in effect.
13. This Conditional Use Permit No. 09-024 shall become null and void unless exercised within one year of the date of final approval or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning and Building Department a minimum 30 days prior to the expiration date.
14. The Planning Commission reserves the right to revoke Conditional Use Permit No. 09-024 pursuant to a public hearing for revocation, if any violation of the conditions of approval, Huntington Beach Zoning and Subdivision Ordinance or Municipal Code occurs.
15. The project shall comply with all applicable requirements of the Municipal Code, Building & Safety Department and Fire Department, as well as applicable local, State and Federal Fire Codes, Ordinances, and standards, except as noted herein.
16. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays.
17. The applicant shall submit a check in the amount of \$50.00 for the posting of the Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning Department within two (2) days of the Planning Commission's approval of entitlements.
18. All landscaping shall be maintained in a neat and clean manner, and in conformance with the HBZSO. Prior to removing or replacing any landscaped areas, check with the Departments of Planning and Public Works for Code requirements. Substantial changes may require approval by the Planning Commission.
19. All permanent, temporary, or promotional signs shall conform to Chapter 233 of the HBZSO. Prior to installing any new signs, changing sign faces, or installing promotional signs, applicable permit(s) shall be obtained from the Planning Department. Violations of this ordinance requirement may result in permit revocation, recovery of code enforcement costs, and removal of installed signs.



CITY OF HUNTINGTON BEACH

PUBLIC WORKS DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JANUARY 25, 2010

PROJECT NAME: RV STORAGE FACILITY, WARD GARFIELD SPECIFIC PLAN NO. 14

ENTITLEMENTS: GPA 09-02, ZMA 09-02, ZTA 09-07, CUP 09-24, EA 09-06

PLNG APPLICATION NO: 2009-0197

DATE OF PLANS: AUGUST 14, 2009
(DECEMBER 1, 2009 - REVISED PRELIMINARY WQMP & HYDROLOGY STUDY)

PROJECT LOCATION: 19118 WARD STREET

PROJECT PLANNER: JANE JAMES, SENIOR PLANNER

TELEPHONE/E-MAIL: 714-536-5596 / JJAMES@SURFCITY-HB.ORG

PLAN REVIEWER: BOB MILANI, SENIOR CIVIL ENGINEER 

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

PROJECT DESCRIPTION: TO PERMIT THE ESTABLISHMENT OF A NEW 557 SPACE RECREATION VEHICLE STORAGE FACILITY ON AN APPROXIMATELY 13.52 ACRE PROPERTY IN CONJUNCTION WITH THE ADOPTION OF THE WARD GARFIELD SPECIFIC PLAN FOR A 43.6 ACRE PORTION OWNED BY SOUTHERN CALIFORNIA EDISON.

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

TENTATIVE PARCEL MAP

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO RECORDATION OF THE FINAL PARCEL MAP:

1. A Tentative Parcel Map shall be submitted to the Planning Department for review and approval. (SMA 66424, ZSO 253.14)

ATTACHMENT NO. 9.7

2. A Final Parcel Map shall be submitted to the Department of Public Works for review and approval and shall include a title report to indicate the fee title owner(s) as shown on a title report for the subject properties. The title report shall not be more than six (6) weeks old at the time of submittal of the Final Parcel Map. (SMA 66424, ZSO 253.12)
3. The Final Parcel Map shall be consistent with the approved Tentative Parcel Map. (ZSO 253.14)
4. The following dedications to the City of Huntington Beach shall be shown on the Final Parcel Map: (ZSO 230.084A & 253.10K)
 - a. A 13-foot right-of-way dedication for public street and public utilities purposes along the entire Ward Street frontage of APN 155-301-02 per Public Works Standard Plan No. 102. (GP, ZSO 230.84)
 - b. A blanket easement over the RV Storage private streets and/or access ways for Police and Fire Department emergency access purposes.
5. A reproducible Mylar copy and a print of the recorded Final Parcel Map shall be submitted to the Department of Public Works at the time of recordation.
6. The engineer or surveyor preparing the Final Parcel Map shall comply with Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18 for the following item:
 - c. Tie the boundary of the map into the Horizontal Control System established by the County Surveyor.
 - d. Provide a digital-graphics file of said map to the County of Orange.
7. Provide a digital-graphics file of said map to the City per the following design criteria:
 - e. Design Specification:
 - i. Digital data shall be full size (1:1) and in compliance with the California coordinate system – STATEPLANE Zone 6 (Lambert Conformal Conic projection), NAD 83 datum in accordance with the County of Orange Ordinance 3809.
 - ii. Digital data shall have double precision accuracy (up to fifteen significant digits).
 - iii. Digital data shall have units in US FEET.
 - iv. A separate drawing file shall be submitted for each individual sheet.
 - v. Digital data shall be in compliance with the Huntington Beach Standard Sheets, drawing names, pen color and layering conventions.
 - vi. Feature compilation shall include, but shall not be limited to: Assessor's Parcel Numbers (APN), street addresses and street names with suffix.
 - f. File Format and Media Specification:
 - i. Shall be in compliance with one of the following file formats (AutoCAD DWG format preferred):
 - AutoCAD (version 2000, release 4) drawing file: __.DWG
 - Drawing Interchange file: __.DXF
 - ii. Shall be in compliance with the following media type:

- CD Recordable (CD-R) 650 Megabytes
8. All applicable Public Works fees shall be paid. Fees shall be calculated based on the currently approved rate at the time of payment. (ZSO 250.16)

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

9. Applicant shall provide a consulting arborist report on all the existing trees. Said report shall quantify, identify, size and analyze the health of the existing trees. The report shall also recommend how the existing trees that are to remain (if any) shall be protected and how far construction/grading shall be kept from the trunk. (Resolution 4545)
- a. 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).

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

10. The Final Parcel Map shall be recorded with the County of Orange.
11. The following dedications to the City of Huntington Beach shall be shown on the Precise Grading Plan. (ZSO 230.084A)
- a. A 13-foot right-of-way dedication for public street and public utilities purposes along the entire Ward Street frontage of APN 155-301-02 per Public Works Standard Plan No. 102. (GP, ZSO 230.84)
12. An Improvement Plan prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and approval. (MC 17.05/ZSO 230.84) The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:
- a. New curb, gutter and sidewalk along the entire Ward Street frontage of APN 155-301-02 per City Standard Plan Nos. 202 and 207. (ZSO 255.04)
- b. New pavement for the easterly side of the Ward Street frontage (From existing edge of pavement to the new gutter edge) per City Standard Plan No. 103. (ZSO 255.04)
- c. The proposed driveway approaches on Ward Street shall be constructed per City Standard Plan No. 211. (ZSO 230.84)
- d. Street lights shall be installed along the entire Ward Street project frontage of APN 155-301-02. Street lighting plans shall be prepared by a Licensed Civil or Electrical Engineer in accordance with the City of Huntington Department of Public Works guidelines. (ZSO 230.84)
- e. A curb return shall be installed on the southeast corner of Garfield Avenue and Ward Street. Due to possible conflicts with the existing high voltage electrical tower at this corner, a modified curb return design shall be submitted to the Department of Public Works for review and approval. (ZSO 230.84)
- f. An ADA compliant access ramp at the southeast corner of Garfield Avenue and Ward Street per Caltrans Standard Plan A88A. (ZSO 230.84, ADA)

- g. Currently, there are no public sanitary sewer facilities on Ward Street in the project vicinity to serve the development. A public sanitary sewer main shall be designed and constructed to run southerly on Ward Street to Sunday Drive and turn westerly to connect to the manhole just to west of the intersection of Ward Street and Sunday Drive. (ZSO 255)
13. A Precise Grading Plan prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and approval. (MC 17.05/ZSO 230.84) The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:
- a. A new domestic water service and meter shall be installed per Water Division Standards, and sized to meet the minimum requirements set by the California Plumbing Code (CPC) (MC 14.08.020)
 - b. A separate irrigation water service and meter shall be installed per Water Division Standards. (ZSO 232)
 - c. A separate backflow protection device shall be installed per Water Division Standards for domestic, irrigation, and fire water services. (Resolution 5921 and Title 17)
 - d. A new sewer lateral shall be installed and be sized to accommodate the proposed RV Storage office building restroom and dump/wash station. (ZSO 230.84)
14. A Signing and Striping Plan for Ward Street shall be prepared by a Licensed Civil or Traffic Engineer and be submitted to the Department of Public Works for review and approval. The plans shall be prepared according to the City of Huntington Beach Signing and Striping Plan Preparation Guidelines. (ZSO 230.84)
15. Based on the Fire Department's requirement for a private on-site fire hydrant system, a hydraulic water analysis is required to identify any off-site water improvements necessary to adequately protect the property per the Fire Department requirements. The developer shall be required to upgrade/improve the City's water system per City Water Standards to meet the water demands to the site and/or otherwise mitigate the impacts of the property at no cost to the City. The developer shall provide the City with a site plan showing the existing and proposed on-site and off-site water improvements (including pipeline sizes, fire hydrants, meters, and backflow device locations). The developer shall be responsible to pay the City for performing the water analysis using the City's hydraulic water model. (SMA 66428.1(d) and ZSO 255.04(E))
16. The existing 36 inch steel reclaimed waterline that crosses the development portion of the site is an Orange County Water District (O.C.W.D.) Facility. This O.C.W.D. waterline and related facilities shall be shown on all the development plans for the project. The construction of any improvements over the waterline and its related facilities shall be coordinated and approved by O.C.W.D. prior to the issuance of a Precise Grading Permit.
17. 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)
- a. 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).

- b. "Smart irrigation controllers" and/or other innovative means to reduce the quantity of runoff shall be installed. (ZSO 232.04D)
 - c. Standard landscape code requirements apply. (ZSO 232)
18. All landscape planting, irrigation and maintenance shall comply with the City Arboricultural and Landscape Standards and Specifications. (ZSO 232.04B)
19. Landscaping plans should utilize native, drought-tolerant landscape materials where appropriate and feasible. (DAMP)
20. 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)
21. There are no existing public storm drain facilities on Ward Street in the project vicinity. A hydrology and hydraulic analysis for all necessary on and off-site drainage improvements shall be submitted to the Department of Public Works for review and approval (10, 25, and 100-year storms and back to back storms shall be analyzed). In addition, if on-site detention is proposed, this study shall include 24-hour peak back-to-back 100-year storms for detention analysis and shall include ponding exhibits. The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. (ZSO 230.84)
22. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, 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. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements shall be submitted to the Department of Public Works for review and acceptance. A copy of the current SWPPP shall be kept at the project site and another copy to be submitted to the City. (DAMP)
23. A Project Water Quality Management Plan (WQMP) conforming to the City of Huntington Beach's Project WQMP Preparation Guidance Manual dated June 2006 and prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and acceptance and shall include the following:
 - a. Discusses regional or watershed programs (if applicable).
 - b. Addresses Site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - c. Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan. Source Control BMPs shall be implemented

- as appropriate to protect groundwater quality from target pollutants associated with this type of development such as antifreeze, oil and grease leaks from RVs and boats and any other pollutants identified by the applicant. (DAMP)
- d. Incorporates Treatment Control BMPs as defined in the DAMP.
 - e. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - f. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - g. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
 - h. Includes an Operations and Maintenance (O&M) Plan for all structural BMPs.
 - i. After incorporating plan check comments of Public Works, three final WQMPs (signed by the owner and the Registered Civil Engineer of record) shall be submitted to Public Works for acceptance. After acceptance, two copies of the final report shall be returned to applicant for the production of a single complete electronic copy of the accepted version of the WQMP on CD media that includes:
 - i) The 11" by 17" Site Plan in .TIFF format (400 by 400 dpi minimum).
 - ii) The remainder of the complete WQMP in .PDF format including the signed and stamped title sheet, owner's certification sheet, Inspection/Maintenance Responsibility sheet, appendices, attachments and all educational material.
 - j. The applicant shall return one CD media to Public Works for the project record file.
24. Indicate the type and location of Water Quality Treatment Control Best Management Practices (BMPs) on the Grading Plan consistent with the Project WQMP. The WQMP shall follow the City of Huntington Beach; Project Water Quality Management Plan Preparation Guidance Manual dated June 2006. The WQMP shall be submitted with the first submittal of the Grading Plan.
25. In order to protect groundwater resources and to avoid clogging from excessive siltation and debris, any structural infiltration BMP shall meet the following requirements:
- a. The vertical distance from the bottom of the infiltration system to the seasonal high groundwater shall be at least 10 feet.
 - b. The infiltration system shall be located at least 100 feet horizontally from any water supply wells.
 - c. The infiltration BMP shall be preceded by an acceptable pretreatment BMP device such as grit chambers, swales with check dams, filter strips or sediment forebays/traps. Such pretreatment device shall be appropriately designed to remove target pollutants associated with this type of development prior to discharge to the infiltration BMP.
26. The proposed on-site designated vehicle wash area shall not drain to the storm drain system. Wash water from this area shall be directed to the sanitary sewer (upon approval by the Orange County Sanitation District), to an engineered infiltration system, or to an equally effective alternative. Pre-treatment may also be required. (DAMP)

27. The on-site sewer dump station shall be constructed to have a minimum of forty-eight inch (48") by forty-eight inch (48") concrete floor graded and sloping downward to the sewer riser equipped with a cap to prevent stormwater from entering the system. The sewer disposal point shall have a concrete containment wall installed around the disposal point, no less than six inches (6") in height. A standard RV/boat sewer dump instruction sign approved by the Department of Public Works shall be posted at the station.
28. A suitable location, as approved by the City, shall be depicted on the grading plan for the necessary trash enclosure. 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 with a solid, impervious material. Connection of trash area drains into the storm drain system is prohibited. The trash enclosure area shall be connected to the sanitary sewer. (DAMP)
29. A detailed soils and geological 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, over excavation, engineered fill, dewatering, settlement, protection of adjacent structures, chemical and fill properties, liquefaction, retaining walls, streets, and utilities and infiltration rates for existing onsite soils. The soils report shall specifically address the required pavement sections necessary to accommodate long-term parking of heavy vehicles such as RVs and boats. (MC 17.05.150)
30. 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)
31. 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.
32. The applicant shall notify all property owners and tenants within 300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.

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

33. An Encroachment Permit is required for all work within the City's right-of-way. (MC 12.38.010/MC 14.36.030)
34. 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)

35. Water trucks will be utilized on the site and shall be available to be used throughout the day during site grading to keep the soil damp enough to prevent dust being raised by the operations. (California Stormwater BMP Handbook, Construction Wind Erosion WE-1)
36. 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)
37. 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)
38. The construction disturbance area shall be kept as small as possible. (California Stormwater BMP Handbook, Construction Erosion Control EC-1) (DAMP)
39. All haul trucks shall be covered or have water applied to the exposed surface prior to leaving the site to prevent dust from impacting the surrounding areas. (DAMP)
40. Prior to leaving the site, all haul trucks shall be washed off on-site on a gravel surface to prevent dirt and dust from leaving the site and impacting public streets. (DAMP)
41. Comply with appropriate sections of AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. (AQMD Rule 403)
42. Wind barriers shall be installed along the perimeter of the site. (DAMP)
43. All construction materials, wastes, grading or demolition debris and stockpiles of soils, aggregates, soil amendments, etc. shall be properly covered, stored and secured to prevent transport into surface or ground waters by wind, rain, tracking, tidal erosion or dispersion. (DAMP)

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

44. A Precise Grading Permit shall be issued. (MC 17.05)
45. Traffic impact fees for the commercial development shall be paid at the applicable rate at the time and prior to Building Permit issuance. The current rate is \$163 per net new added daily trip and is adjusted annually on December 1. The new added daily trips shall be calculated by City staff or determined from applicant provided traffic survey data of a similar site. (MC 17.65)

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF AN ENCROACHMENT PERMIT:**

46. 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 to the Department of Public Works for review and approval. (Construction Traffic Control Plan Preparation Guidelines)

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

47. Complete all improvements as shown on the approved grading, improvement, and landscape plans. (MC 17.05)
48. All new utilities shall be undergrounded. (MC 17.64)
49. All applicable Public Works fees shall be paid at the current rate unless otherwise stated, per the Public Works Fee Schedule adopted by the City Council and available on the city web site at http://www.surfcity-hb.org/files/users/public_works/fee_schedule.pdf. (ZSO 240.06/ZSO 250.16)
50. The current tree code requirements shall apply to this site. (ZSO 232)
 - a. Existing trees to remain on site shall not be disfigured or mutilated, (ZSO 232.04E)
 - b. General tree requirements, regarding quantities and sizes. (ZSO 232.08B and C)
51. 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. (ZSO 232.04D)
52. 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.
53. The Water Ordinance #14.52, the "Water Efficient Landscape Requirements" apply for projects with 2500 square feet of landscaping and larger. (MC 14.52)
54. Prior to grading or building permit close-out and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural Best Management Practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate all drainage courses, pipes, gutters, basins, etc. are clean and properly constructed.
 - c. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
 - d. Demonstrate that an adequate number of copies of the approved Project WQMP are available for the future occupiers.



HUNTINGTON BEACH FIRE DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: SEPTEMBER 10, 2009

PROJECT NAME: WARD RV STORAGE

ENTITLEMENTS: CONDITIONAL USE PERMIT NO. 09-024

PROJECT LOCATION: 19118 WARD STREET, HUNTINGTON BEACH, CA

PLANNER: JANE JAMES, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: (714) 536-5596/ jjames@surfcity-hb.org

PLAN REVIEWER-FIRE: DARIN MARESH, FIRE DEVELOPMENT SPECIALIST

TELEPHONE/E-MAIL: (714) 536-5531/ dmaresh@surfcity-hb.org

PROJECT DESCRIPTION: TO PERMIT THE ESTABLISHMENT OF A NEW 557 SPACE RECREATIONAL STORAGE FACILITY ON A 13.52 ACRES IN CONJUNCTION WITH THE ADOPTION OF THE WARD GARFIELD SPECIFIC PLAN NO 14 FOR A 43.60 ACRE PORTION OWNED BY SOUTHERN CALIFORNIA EDISON. THE GPA IS TO ESTABLISH THE SPECIFIC PLAN OVERLAY; THE ZMA IS TO AMEND THE ZONING FROM RL TO SPECIFIC PLAN NO. 14, THE ZTA IS TO ADOPT SPECIFIC PLAN NO. 14 AND THE CUP IS TO ESTABLISH THE RV STORAGE FACILITY.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated August 20, 2008. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer- Fire: DARIN MARESH, FIRE DEVELOPMENT SPECIALIST.

PRIOR TO DEMOLITION, GRADING, SITE DEVELOPMENT, ISSUANCE OF GRADING PERMITS, BUILDING PERMITS, AND/OR CONSTRUCTION, THE FOLLOWING SHALL BE REQUIRED:

Fire Apparatus Access

Fire Access Roads shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). Minimum fire access road width is twenty-four feet (24') wide, with thirteen feet six inches (13' 6") vertical clearance. Fire access roads

ATTACHMENT NO. 9.16

fronting commercial buildings shall be a minimum width of twenty-six feet (26') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

Fire Access Road Turns and Corners shall be designed with a minimum inner radius of seventeen feet (17') and a minimum outer radius of forty five feet (45') per City Specification # 401 *Minimum Standards for Fire Apparatus Access*. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

Reciprocal Access. Existing designated 24 foot wide fire apparatus access roads (shared as a 12'/12' reciprocal fire apparatus access road/driveway shall be preserved and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Overhead clearance of 13' 6" shall be maintained and obstructions such as roof eaves shall not project into the designated fire lane minimum overhead clearance. (FD)

Fire Lanes, as determined by the Fire Department, shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties*. The site plan shall clearly identify all red fire lane curbs, both in location and length of run. The location of fire lane signs shall be depicted. No parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

Secured Vehicle Entries shall utilize KNOX® activated access switches (Knox switches for automated gates, Knox padlocks for manual gates), and comply with City Specification #403, *Fire Access for Pedestrian or Vehicular Security Gates & Buildings*. Reference compliance in the plan notes. (FD)

Secured Automated Vehicle Entry Gates (Residential) shall utilize a combination "Strobe-Activated Switch" and "Knox Manual Key Switch", and comply with *City Specification # 403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings*. Reference compliance with *City Specification # 403 Fire Access for Pedestrian or Vehicular Security Gates & Buildings* in the plan notes. (FD)

Fire Hydrants and Water Systems

Private Fire Hydrants are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrants and service mains shall meet NFPA 13 and 24, 2002 Edition, Huntington Beach Fire Code Appendix B and C, and City Specification # 407 Fire Hydrant Installation Standards requirements. Private

fire hydrants shall not be pressurized by Fire Department Connections to the sprinkler system. The system design shall ensure that recirculation of pressurized water from the hydrant, thru the FDC and back through the sprinkler system supply to the hydrant does not occur. Installation of the private fire service main, including fire department connections, shall meet NFPA 13 and 24, 2002 Edition requirements. Maximum allowed velocity of fire flow in supply piping is 12 fps. The maintenance of private fire hydrants is the responsibility of the owner or facility association. Shop drawings shall be submitted to and approved by the Fire Department. For Fire Department approval, portray the fire hydrants and reference compliance with City Specification #407 Fire Hydrant Installation Standards in the plan notes. **(FD)**

Private Fire Service Piping (FSP) Application for permit shall be made for private on-site Fire Service Piping (FSP), including but not limited to, private fire service mains and underground sprinkler laterals. Maximum allowed velocity of fire flow in supply piping is 12 fps. Additionally, application for permit shall be made for fire protections systems (sprinklers, alarms, chemical, fire pumps, etc.) as applicable.

Permits may be obtained at the City of Huntington Beach Department Fire Department by completing a Fire Permit Form (available at Fire Administration) and submitting such plans and specifications as required by the bureau of fire prevention. A permit constitutes permission to begin work in accordance with approved plans and specifications. The permit fee includes plan checking and inspections by an authorized fire prevention inspector. Development reviews/approvals by the bureau of fire prevention during planning do not constitute approval to perform FSP or fire protection system work, unless otherwise noted. **(FD)**

Private Fire Service Connection to the Public Water Supply - Separate plans shall be submitted to the Public Works Department detailing the connection, piping, valves and back-flow prevention assembly (DDCA) for approval and permits. Approval by Public Works and the Fire Department must be completed prior to issuance of a grading permit. The dedicated private fire water service off-site improvements shall be shown on a precise grading plan, prepared by a Licensed Civil Engineer. **(FD)**

Fire Protection Systems

Fire Extinguishers shall be installed and located in all areas to comply with Huntington Beach Fire Code standards found in *City Specification #424*. The minimum required dry chemical fire extinguisher size is 2A 10BC and shall be installed within 75 feet travel distance to all portions of the building. Extinguishers are required to be serviced or replaced annually. **(FD)**

GIS Mapping Information

- a. **GIS Mapping Information** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:

- Site plot plan showing the building footprint.
- Specify the type of use for the building
- Location of electrical, gas, water, sprinkler system shut-offs.
- Fire Sprinkler Connections (FDC) if any.
- Knox Access locations for doors, gates, and vehicle access.
- Street name and address.

Final site plot plan shall be submitted in the following digital format and shall include the following:

- Submittal media shall be via CD rom to the Fire Department.
- Shall be in accordance with County of Orange Ordinance 3809.
- File format shall be in .shp, AutoCAD, AUTOCAD MAP (latest possible release) drawing file - .DWG (preferred) or Drawing Interchange File - .DXF.
- Data should be in NAD83 State Plane, Zone 6, Feet Lambert Conformal Conic Projection.
- Separate drawing file for each individual sheet.
In compliance with Huntington Beach Standard Sheets, drawing names, pen colors, and layering convention. and conform to *City of Huntington Beach Specification # 409 – Street Naming and Addressing*.

For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574.

For Fire Department approval, reference compliance with *GIS Mapping Information* in the building plan notes. **(FD)**

THE FOLLOWING CONDITIONS SHALL BE MAINTAINED DURING CONSTRUCTION:

- a. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with HBFC Chapter 14, Fire Safety During Construction And Demolition. **(FD)**
- b. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with City Specification #426, Fire Safety Requirements for Construction Sites. **(FD)**

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

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



**CITY OF HUNTINGTON BEACH
DEPARTMENT OF BUILDING & SAFETY
PROJECT IMPLEMENTATION CODE REQUIREMENTS**

DATE: SEPTEMBER 10, 2009
PROJECT NAME: RV PARKING
ENTITLEMENTS: PLANNING APPLICATION NO. 2009-197; GPA NO. 09-002; ZMA NO. 09-002; ZTA NO. 09-007; CUP NO. 09-024; EA NO. 09-006
PROJECT LOCATION: 19118 WARD STREET
PROJECT PLANNER: JANE JAMES, SENIOR PLANNER
DATE OF PLANS: AUGUST 14, 2009
PLAN REVIEWER: JASON KWAK, PLAN CHECK ENGINEER
TELEPHONE/E-MAIL: (714) 536-5278 / jkwak@surfcity-hb.org
PROJECT DESCRIPTION: To permit the establishment of a new 557 space recreation vehicle storage facility on an approximately 13.52 acre property in conjunction with the adoption of the Ward Garfield Specific Plan for a 43.6 acre portion owned by Southern California Edison.

The following is a list of code requirements deemed applicable to the proposed project based on plans received as stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. This list is not intended to be a full and complete list and serves only to highlight possible building code issues on the proposed preliminary plans. Electrical, plumbing, and mechanical items are not included in this review. If you have any questions regarding these comments, please contact the plan reviewer.

I. SPECIAL CONDITIONS:

1. None

II. CODE ISSUES BASED ON PLANS & DRAWINGS SUBMITTED:

1. Project shall comply with the current state building codes adopted by the City at the time of permit application submittal. Currently they are 2007 California Building Code (CBC), 2007 California Mechanical Code, 2007 California Plumbing Code, 2007 California Electrical Code, 2007 California Energy Code and the Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.

ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 09-006

DRAFT

- 1. PROJECT TITLE:** WARD GARFIELD SPECIFIC PLAN
(Huntington Beach RV Storage)
- Concurrent Entitlements:** General Plan Amendment No. 09-002
Zoning Map Amendment No. 09-002
Zoning Text Amendment No. 09-007
Conditional Use Permit No. 09-024
- 2. LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Jane James, Senior Planner
Phone: (714) 536-5271
- 3. PROJECT LOCATION:** Southeast corner of Garfield Avenue and Ward Street
(generally bounded by Ward Street, Garfield Avenue, Santa Ana River Channel, Arevalos Park and Mariner's Pointe Mobilehome Park)
- 4. PROJECT PROPONENT:** Huntington RV Storage, LLC
Contact Person: Doc Rivers
Phone: (805) 501-3508
- 5. GENERAL PLAN DESIGNATION:** Existing: P (Public)
Proposed: P-sp (Public – Specific Plan)
- 6. ZONING:** Existing: RL (Residential Low Density)
Proposed: Ward Garfield Specific Plan No. 16
- 7. PROJECT DESCRIPTION:**

Proposed Project

The Ward Garfield Specific Plan No. 16 development concept provides for a recreational vehicle storage facility within a portion of the SCE right-of-way that parallels the Santa Ana River Channel on the eastern boundary of the City. The development concept also recognizes the existing Village Nurseries, electrical substation and utilities, and wireless communication facilities.

The applicant requests a General Plan Amendment, Zoning Map Amendment, Zoning Text Amendment, and Conditional Use Permit to adopt a new specific plan allowing for the establishment of an Recreational Vehicle (RV) Storage facility on approximately 13.52 acres at the south end of the project site. The proposed project will also require submittal of a tentative and final parcel map to establish lease lines at the subject property. It is not necessary to process the subdivision at this time, but it will be required prior to issuance of a grading permit. Specifically, the applications proposed at this time are as follows:

General Plan Amendment No 09-002: To add a Specific Plan suffix (“sp”) to the existing Public land use designation

Zoning Map Amendment No. 09-002: To amend the zoning map from the current Residential Low Density designation to the Ward Garfield Specific Plan No. 16 designation.

Zoning Text Amendment No. 09-007: To establish the Ward Garfield Specific Plan No. 16 document.

Conditional Use Permit No. 09-024: To permit recreational vehicle storage on 13.52 acres of the total 43.60 acre specific plan area.

The proposed RV storage lot will consist of 557± RV parking spaces, a 480 sq. ft. modular rental office with restroom, and associated perimeter fencing and lighting. There will be a dump station for grey and black water, a vehicle washing area, and a trash enclosure inside the facility. Existing transmission towers and electrical lines will continue to exist throughout the RV parking facility. The recreational vehicles may include campers, motorhomes, boats, trailers, toy haulers, jet skis, and similar type vehicles and towing apparatus. Approximately six different parking stalls sizes will be provided throughout the site ranging in size from 10 ft. by 20 ft. to 11ft. by 40 ft. No on-site living in the vehicles will be permitted and no vehicular repair will be allowed on-site. Approximately one person will be employed during regular business hours while a second person will perform security duties at other hours.

The new RV Storage facility is designed to provide access from Ward Street with a large off-street queuing area to an automated remote gate system. The remote gate system will be designed to allow tenants to activate the gate opening at a substantial distance away, while still traveling on Ward Street, so that it is open when they actually arrive. Furthermore, the gate will be setback approximately 120 feet from the street so that at least three large motorhomes would be able to queue without impacting through traffic on Ward Street. Should the gate be closed and unopenable, vehicles are also provided with a sufficient turn around space to reenter the public street system without the need for backing up.

The proposed hours of operation for the RV storage office use are as follows:

Office Hours:

Sunday through Friday from 8:00 AM to 5:00 PM

Saturday from 7:00 AM to 6:00 PM

Remote Gate Access Hours:

Daily from 5:00 AM to 7:00 PM

Should a tenant desire to enter the site outside of the remote gate access hours, special arrangements may be made with the office personnel to accommodate those needs.

Approximately 8.8% of the site would be landscaped with the majority of the landscaping installed in more visible areas at the front entry and within the proposed ornamental fencing abutting existing residential properties. Construction is expected to take approximately two months.

The proposed Ward Garfield Specific Plan No. 16 proposes to designate three separate planning areas for the entire 43.60 acre site as follows:

Planning Area 1 (13.52 Acres): Huntington Beach RV Storage Facility

Planning Area 2 (12.95 Acres): Southern California Substation

Planning Area 3 (17.13 Acres): Village Nurseries

No changes to the hours of operation or the facility operations for Planning Area 2 or Planning Area 3 are proposed, other than to consolidate the current Village Nursery operations from Planning Area 1 to Planning Area 3.

Existing Conditions

The project site consists of approximately 43.60 acres at the southeast corner of Ward Street and Garfield Avenue at the east end of the city. The site is owned and operated by Southern California Edison (SCE) who currently leases portions of the property to landscape nursery uses. A subdivision will be required to establish lease lines for the current and proposed uses. The subject property is located on one parcel as well as a portion of a second parcel.

The approximately 13 acre Ellis Substation consists of transmission equipment and power distribution lines along with the substation office building. The onsite operations are power distribution services with approximately eight to ten employees. The facility is manned between 7:00AM and 5:00PM daily. The office building is approximately 2,000 square feet in size. A separate service truck parking building is also located on site. Access to the SCE substation is provided from Ward Street through the area leased to the nursery operation. No changes to the substation are proposed.

Village Nurseries Landscape Center has been in operation at the site since the 1970s (previously known as Nina's Nursery). The nursery has operated through 5-year renewable lease agreements with SCE and consists of wholesale of in ground and potted plants and trees. The business operates out of an open wood structure adjacent to two modular buildings joined to serve as an office. There are ten employees and laborers employed at the nursery.

The wholesale nursery is open daily to the public with hours of operation generally between 7:00AM and 5:00PM. Customer access is provided from Garfield Avenue with business related access from Ward Street. On-site parking is currently provided along Garfield Avenue for approximately 20 cars. In addition, equipment stored at the site consists of cart movers, small trucks, and delivery equipment.

Village Nurseries will consolidate their operation into the area surrounding the SCE substation in order to accommodate the new recreational vehicle storage operation. No additional facilities are proposed for the nursery operation.

8. **SURROUNDING LAND USES AND SETTING:** The site is surrounded by the Orange County Sanitation District uses to the north across Garfield Avenue (City of Fountain Valley); the Santa Ana River Channel to the east; Arevalos Park and single family residences to the south; Mariner's Pointe Mobilehome Park to the southwest; and single family residences to the west across Ward Street.
9. **OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:** None

10. OTHER AGENCIES WHO'S APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e. permits, financing approval, or participating agreement): California Public Utilities Commission

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Jane M. James
Signature

12.16.2009
Date

Jane James
Printed Name

Senior Planner
Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

(Note: Standard Conditions of Approval and Code Requirements - The City imposes standard conditions of approval and code requirements on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures. For the readers' information, a list of applicable standard conditions and code requirements identified in the discussions has been provided as Attachment No. 4.)

SAMPLE QUESTION:

ISSUES (and Supporting Information Sources):

| <i>Potentially Significant Impact</i> | <i>Potentially Significant Unless Mitigation Incorporated</i> | <i>Potentially Significant Less Than Significant Impact</i> | <i>No Impact</i> |
|---|---|---|------------------|
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Would the proposal result in or expose people to potential impacts involving:

Landslides? (Sources: 1, 6)

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).

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

I. LAND USE AND PLANNING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 1, 2, 5, 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The subject property is currently designated as Public (P) in the City’s General Plan and RL (Residential Low Density) in the Huntington Beach Zoning & Subdivision Ordinance (HBZSO). The existing land uses include an electrical substation and a landscape nursery business under the existing electrical transmission lines. Southern California Edison, a public utility company and the landowner of the subject site, has authorized submittal of the application to the City of Huntington Beach. The applicant is simultaneously applying to SCE for approval of the proposed improvements for RV storage. Therefore, the proposed project is not anticipated to conflict with any policies or regulations of SCE.

The proposed RV Storage lot will require a General Plan Amendment to add a specific plan suffix and Zoning Map and Zoning Text Amendments to establish a specific plan to allow the additional use. The project proponent wishes to establish recreational vehicle storage under the existing overhead power lines. Southern California Edison (SEC) does not permit construction of permanent improvements beneath the power lines but storage of movable vehicles would be allowed so SCE access to the electrical can always be maintained. According to General Plan Table LU-3, the specific plan overlay, “Permits underlying land uses and requires that a Specific or Development Plan be formulated for large scale, mixed-use multi-phased development projects which provides greater specificity for land use and infrastructure plans, design, and development standards, and phasing/implementation.”

Maintaining the current Public General Plan Land Use designation and adding the specific plan suffix is consistent with the following General Plan goals objectives, and policies:

Land Use Element

Objective LU13.1: Provide for the continuation of existing and development of new uses, such as governmental administrative, public safety, human service, cultural, educational, infrastructure, religious, and other uses that support the needs of existing and future residents and businesses.

Utilities Element

Objective U5.1: Ensure that adequate natural gas, telecommunication, and electrical systems are provided.

Policy U5.1.4: Require the review of new and or expansions of existing industrial and utility facilities to ensure that such facilities will not visually impair the City’s coastal corridors and entry nodes.

The proposed project adds a vehicle storage use beneath the existing overhead power lines without disrupting SCE’s ability to provide service to its customers. Additionally the proposed use will not visually impair coastal areas or entry nodes as the site is located on the eastern edge of the City, away from visually sensitive areas.

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Mitigation Incorporated | Less Than Significant Impact | Potentially Significant No Impact |
|--|--------------------------------------|--|------------------------------------|---|
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The HBZSO classifies recreational vehicle storage under the Commercial land use category as follows: Vehicle Storage. The business of storing or safekeeping of operative and inoperative vehicles for periods of time greater than a 24 hour period, including, but not limited to, the storage of parking tow-aways, impound yards, and storage lots for automobiles, trucks, buses and recreational vehicles, but not including vehicle dismantling.

The HBZSO allows Vehicle Storage uses in both General Commercial and Industrial zoning categories. The specific plan is proposed to allow very specific uses on the property and to exclude other typical commercial and industrial uses because they would be not be appropriate adjacent to the residential and park uses nearby. The specific plan limits the allowable land uses to electrical substation and utilities, landscape nursery, RV storage, and wireless communication facilities. The other uses described above in the Vehicle Storage category, such as storage of parking tow-aways and impound yards, would not be permitted.

Development of the property under the existing Residential Low Density zoning is not likely as SCE has not indicated any proposal to remove or relocate the existing electrical utilities in the near future. Additionally, due to the unique narrow and long shape of the property and limited access to the public street system, residential development would be difficult to achieve. Thus, development of the property to the current RL zoning is not reasonably foreseeable.

The project site is not subject to provisions of the City's Local Coastal Program as the property is not located within the coastal zone boundaries. Less than significant impacts are anticipated.

- b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 1, 2)

Discussion: The project is proposed in an urbanized area and will coincide with existing electrical utilities. The project will not conflict with any habitat conservation plan or natural community conservation plan of the City of Huntington Beach, as there are no such plans adopted for the area.

- c) Physically divide an established community? (Sources: 1, 4, 5)

Discussion: The proposed development will occur on an existing parcel with direct access to an existing public street. No public access ways through the subject property exist. No new roadways, rail lines, bridges or other off-site improvements with the potential to physically divide an established community are proposed or required for the specific plan. The project does require dedication and improvement along the east side of Ward Avenue between the site entrance and Garfield Avenue. An existing dirt right-of-way will be improved with sidewalk, curb, gutter, and bike lane. A second travel lane and a striped median will be added, however the roadway improvements will not physically divide an established community. Less than significant impacts are anticipated.

II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 1, 5, 15, 23)

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
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Discussion: The proposed project will result in the establishment of a new RV storage facility that will not stimulate population growth in the area. The new business will provide storage facilities for existing RV owners in the area and no impact to population growth is anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 5, 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: 5, 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: b) – c) The project site is currently occupied by the Ellis electrical substation and Village Nurseries Landscape Center. The proposed project provides for the establishment of a new RV Storage facility on a portion of the nursery. No residential uses or structures exist on the project site. Therefore, the proposed project will not displace existing housing or inhabitants and no impacts are anticipated.

III. GEOLOGY AND SOILS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 1, 14, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: According to the Limited Geotechnical Report by TGR Geotechnical, Inc., received and dated August 24, 2009, the project site is not known to be traversed by an active fault and is not located within the Alquist-Priolo Earthquake Fault Zone. The nearest faults are the San Joaquin Hills Blind Thrust Fault located 0.5 miles away and the Newport-Inglewood fault located approximately 2.5 miles southwest of the project site. No impacts are anticipated.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Strong seismic ground shaking? (Sources: 1, 14, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is located in a seismically active region of Southern California. Therefore, the site could be subjected to strong ground shaking in the event of an earthquake. Structures built in Huntington Beach are required to comply with standards set forth in the California Building Code (CBC) and standard City codes, policies and procedures which require submittal of a detailed soils analysis prepared by a Licensed Soils Engineer. The required soils analysis must include on-site soil sampling and laboratory testing of materials to provide detailed recommendations regarding grading, foundations, retaining walls, streets, utilities, and chemical and fill properties of underground items including buried pipe and concrete and the protection thereof; and a report prepared by an engineering geologist indicating the ground surface acceleration from earth movement for the subject property. All structures shall be constructed in compliance with the g-factors as indicated by the geologist's report. Calculations for footings and structural members to

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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withstand anticipated g-factors must be submitted to the City for review prior to the issuance of building permits. Conformance with CBC requirements and standard City code requirements will ensure potential impacts from seismic ground shaking are reduced to a less than significant level.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 14, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High-intensity ground motion. These soils may acquire a high degree of mobility, which can lead to lateral movement, sliding, consolidation and settlement of loose sediments, sand boils and other damaging deformations. This phenomenon occurs only below the water table, but, after liquefaction has developed, it can propagate upward into overlying non-saturated soil as excess pore water dissipates. One of the primary factors controlling the potential for liquefaction is depth to groundwater. Typically, liquefaction has a low potential where groundwater is greater than 40-feet deep and is virtually unknown below 60 feet.

The subject site is located in an area of high to very high potential for liquefaction according to Figure EH-7 of the General Plan (1996) and the TGR Geotechnical Report. Other published data (State of California Seismic Hazard Zones Official Map, Newport Beach Quadrangle) from the California Division of Mines and Geology, published in April 7, 1997, indicates that the project site is located in an area identified as having a potential for soil liquefaction. However, the proposed improvements to the area primarily include surface RV parking and one 480 square foot modular building for daytime office use. As described in Section III a) ii) above, construction will comply with CBC standards to reduce impacts to less than significant.

- | | | | | |
|--------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iv) Landslides? (Sources: 1, 14, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: According to the City of Huntington Beach General Plan, the site is not in an area susceptible to slope instability. The site is on a flat parcel of land and although a minor slope abuts the property to the east along the flood control channel, no significant slopes or other landforms susceptible to landslides exist in the vicinity of the property. Moreover, the California Division of Mines and Geology has not mapped any earthquake-induced landslides at, or in the vicinity of, the site which would be indicative of the potential for slope instability at or in the vicinity of the site. Less than significant impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project and vicinity are urbanized and have relatively flat topography. The project site has been previously graded and developed with structures, parking surfaces and roadways. Although the proposed project has the potential to result in erosion of soils during construction activities, erosion will be minimized by compliance with standard City requirements for submittal of an erosion control plan prior to issuance of building permits, for review and approval by the Department of Public Works. Implementation of the proposed project would not require significant alteration of the existing topography of the project site. Less than significant impacts would occur and no mitigation measures would be required.

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 1, 14, 17)
-

Discussion: Refer to Responses III.a) iii) and III.a) iv for discussion of liquefaction and landslides, respectively. Subsidence is large-scale settlement of the ground surface generally caused by withdrawal of groundwater or oil in sufficient quantities such that the surrounding ground surface sinks over a broad area. Withdrawal of groundwater, oil, or other mineral resources would not occur as part of the proposed project and, therefore, subsidence is not anticipated to occur. Adherence to the design recommendations of soils studies and grading plans as required by the City will ensure that no or less than significant geology related impacts will occur.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1, 17)
-

Discussion: The project site is located in an area of moderate to high expansive soil conditions (Figure EH-12, City of Huntington Beach General Plan). Proposed improvements associated with the project include an asphalt parking area, a small modular office building, landscaping and perimeter fencing. All improvements will be required to comply with standard conditions of approval including submittal and approval of grading plans. All impacts from expansive soils are anticipated to be less than significant.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 1, 5)
-

Discussion: The City of Huntington Beach Public Works Department has determined that the public sewer system can accommodate the proposed development. No septic tanks or alternative waste water disposal systems are necessary.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? (Sources: 19, 20)
-

Discussion: Water quality standards and waste discharge requirements will be addressed in the project design and development phase pursuant to a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP), prepared by a Civil or Environmental Engineer in accordance with the National Pollution Discharge Elimination System (NPDES) regulations and approved by the City of Huntington Beach Department of Public Works. The SWPPP and WQMP will establish Best Management Practices (BMPs) for construction and post-construction operation of the facility, including source, site and treatment controls to be installed and maintained at the site. The WQMP and SWPPP are standard requirements for development in the City of Huntington Beach, and with implementation, will ensure compliance with water quality standards and water discharge requirements, which will reduce project impacts to a level that is less than significant. A

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-----------|
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Preliminary WQMP has been submitted by the applicant, which identifies source, site and treatment controls for the reduction of pollutants to the surrounding water sources such as landscaped areas, use of low maintenance vegetation and installation of natural filter systems. As described in Section IV c-e) below, the applicant proposes to install three gravel infiltration pits to serve as both a water quality BMP and detention for 100-year storm events. Because the proposed RV storage site consists primarily of a parking lot for stored vehicles, leaking oil may occur and collect on the asphalt. The Preliminary WQMP proposes that run-off from the parking lot will enter a vegetative strip for pre-treatment prior to entering the gravel pit for percolation.

Final WQMP and SWPPP must be approved prior to issuance of grading permits. In addition, the Department of Public Works has identified numerous standard requirements applicable to the various project components, including the proposed parking areas and RV dump station to ensure no significant impact to water quality would occur.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The Huntington Beach Public Works Department prepared a Master Plan for the City's water system in 2000. The Master Plan addresses water supply issues within the City and pertinent surrounding areas. The Utilities Division of the Public Works Department has reviewed the project plans and did not identify any concerns regarding impacts to ground water supplies or groundwater recharge due to the nature of the proposed uses. The project would likely result in a decrease in water consumption previously planned for in the Master Plan as the residential zoning designation will be eliminated and replaced with four specific uses. All four specific land uses are lower in water consumption rates than single family residential and, therefore, do not present a significant impact to water supplies. In addition, the project is subject to compliance with the City's Water Ordinance, including the Water Efficient Landscape Requirements, as well as Title 24 conservation measures such as low flow fixtures, which ensure water consumption is minimized. The estimated water demand for the proposed project can be accommodated by the City's water service capacity and does not represent a significant impact.

Based on the Fire Department's requirement for a private on-site fire hydrant system, a hydraulic water analysis is required to identify any off-site water improvements necessary to adequately protect the property per the Fire Department requirements. If necessary, the applicant shall be required to upgrade/improve the City's water system per Water Standards to meet the water demands to the site and/or mitigate the impacts of the property at no cost to the City. The applicant shall provide the City with a site plan showing the existing and proposed on-site and off-site water improvements (including pipelines sizes, fire hydrants, meters, and backflow device locations). The applicant shall be responsible to pay the City for performing the analysis using the City's hydraulic water model. Based on standard conditions of approval, the water model shall be completed prior to submittal of final parcel map. Less than significant impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
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result in substantial erosion or siltation on or off-site?
(Sources: 4, 5, 19, 20)

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources: 4, 5, 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: (c-e) The project site, in its existing condition, is almost entirely pervious with the landscape nursery business occupying the majority of the site. The proposed RV Storage facility will include the installation of approximately 10-11 acres of asphalt for the parking and access to the recreational vehicles stalls.

The existing drainage pattern of the site is divided into three sub-areas. One, E1, at the very entrance of the site along Ward Street is approximately 1 acre of self-contained drainage. This 1 acre drains towards two Edison towers located near the center of this drainage area. Drainage is collected and infiltrated into the gravel area surrounding each of these towers. The second drainage sub-area, E2, contains approximately 3.5 acres and is located at the northeast portion of the site. Much like sub-area E1, E2 drains toward two Edison towers located near the center of the sub-area where drainage is collected and infiltrated into the gravel surrounding each of the towers. The final drainage sub-area, E3, drains toward the east property line where it eventually infiltrates into the existing soil. Because there are no drainage devices located on the existing property, ponding does occur during larger storms.

The proposed post-development drainage pattern is very similar to the existing drainage pattern, except drainage will be directed away from the Edison towers and drainage devices will be added to the project to aid in the infiltration process. The proposed drainage pattern will be subject to City of Huntington Beach Department of Public Works approval. Area P1, at the very entrance of the site will use curb and gutter to direct drainage towards Ward Street. Area P2, containing the northeast portion of the site, will collect drainage through v-gutters that will then direct the flows to an infiltration trench located along the eastern property line of the project. The final drainage sub-area, P3, drains toward the east property line where an infiltration trench will collect all of the runoff from this sub-area.

The proposed grading for this project was designed to limit the offsite runoff to less than that of the existing condition, while adding Best Management Practices (BMPs) to achieve the necessary stormwater and water quality requirements.

The project site is bordered to the east by the Santa Ana River Channel maintained by the Orange County Flood Control District. No direct connection to the channel is proposed. Although the existing drainage pattern is expected to be altered during the construction phase, erosion and siltation during construction will be minimized to a less than significant level by employing Best Management Practices (BMPs) for erosion control, pursuant to a City approved Storm Water Pollution Prevention Plan (SWPPP) and Water Quality

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
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Management Plan (WQMP). Required SWPPP, WQMP and hydrology and hydraulic studies, to be submitted in accordance with City of Huntington Beach standard development requirements, will identify BMPs for construction and operation ensuring no significant impact associated with polluted runoff. Less than significant impacts are anticipated.

- f) Otherwise substantially degrade water quality? (Sources: 19, 20)

Discussion: See discussion under Section IV(a).

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources: 5, 8)

Discussion: The proposed project site consists of electrical utilities, a landscape nursery and a proposed RV parking facility. No housing is proposed. The subject site is designated as Flood Zone X on the Flood Insurance Rate Map (FIRM), which is not subject to Federal Flood Development restrictions and no impacts are anticipated.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 5, 8)

Discussion: The proposed project site is designated as Flood Zone X in the Flood Insurance Rate Map (FIRM), which is not subject to Federal Flood Development restrictions. The project site is not situated within the 100-year flood hazard area as mapped in the FIRM and no impacts are anticipated.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 1, 8)

Discussion: The project site is not located within a flood hazard zone. The site, along with the entire eastern end of the city is bordered to the east by the Santa Ana River Channel maintained by the Orange County Flood Control District. While the project includes storage of recreational vehicles and one small office building, no on-site living or residential uses will be permitted. There are no impacts anticipated from the failure of a levee or dam.

- j) Inundation by seiche, tsunami, or mudflow? (Sources: 1, 7, 14, 16)

Discussion: The elevation of the site above mean sea level (approximately 20 feet) and its distance from the ocean (approximately 3 1/2 miles) and other large bodies of water suggest that the probability of experiencing adverse effects from tsunamis and seiches is low at the site. According to Figure EH-8 of the General Plan the site is not located within a potential tsunami run-up area and no impacts are anticipated.

- k) Potentially impact stormwater runoff from construction activities? (Sources: 19, 20)

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

Discussion: See discussion under Section IV(a) and IV(e).

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| l) Potentially impact stormwater runoff from post-construction activities? (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section IV(a) and IV(e).

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed RV parking lot will introduce vehicle fuels onto the project site in a different way than the landscape nursery previously used the site. The parked vehicles will contain vehicle fuel in the fuel tanks but no fueling systems are proposed in conjunction with the storage facility. A vehicle wash station and a dump station for gray and black water are proposed. The City of Huntington Beach Public Works Department has indicated that the vehicle wash station must be directed to the sanitary sewer (upon approval by the Orange County Sanitation District), to an engineered infiltration system, or to an equally effective alternative. The dump station must tie directly to the sanitary sewer. In accordance with standard City of Huntington Beach development requirements, hydrology and hydraulic studies for both on-site and off-site facilities, 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. Specific requirements and measures to be incorporated into the required studies and plans are identified in Attachment No. 4, City Policies, Standard Plans, and Code Requirements of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Code. Refer to response in Section IV(a) for further discussion. Less than significant impacts are anticipated.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section IV(a) and IV(e).

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section IV(e).

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section IV(e).

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

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 9, 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section V.e. below.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 4, 9, 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section V.e. below.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Create objectionable odors affecting a substantial number of people? (Sources: 5, 6) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section V.e. below.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 9, 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under Section V.e. below.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 9, 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Discussion a – e: The proposed project consists of development of an approximately 13-acre parcel for a 557-space RV storage facility and associated site improvements. The City of Huntington Beach is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD). The entire Basin is designated as a national-level nonattainment area for Ozone, Carbon Monoxide (CO), respirable particulate matter (PM₁₀) and fine particulate matter (PM_{2.5}). The Basin is also a State-level nonattainment area for Ozone, PM₁₀ and PM_{2.5}. Sensitive receptors in the area include residents in nearby developments west as well as recreation users of the trail to the east and park and school uses to the southwest. The proposed zoning text amendment will not have any impacts on air quality.

Impacts from objectionable odors could potentially occur during construction of the project. However, impacts would be intermittent and short-term and would not persist once construction was completed. Vehicle storage uses in general are not sources of objectionable odors. Potential odors would be limited to the gray and black water dump station, which is tied by vacuum seal directly to the sanitary sewer and located at the

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

ISSUES (and Supporting Information Sources):

northeast corner of the property, away from sensitive uses. Other potential odors would be limited to typical office use wastes, which are stored in refuse containers and picked up on a weekly basis. As such, impacts from odors would be less than significant.

The 2007 Air Quality Management Plan (AQMP) is the region’s applicable air quality plan and was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under jurisdiction of the SCAQMD, to return clean air to the region, and minimize the impact on the economy. Projects that are considered to be consistent with the General Plan are considered to be consistent with the AQMP. Although the proposed project is proposing a general plan amendment to add the specific plan overlay, there is no additional growth in population size and no additional residential units as a result of the project. Therefore, the proposed project would not conflict with the AQMP and impacts would be less than significant.

Short-term: The construction of the project may result in short-term air pollutant emissions from the following activities: the commute of workers to and from the project site; dismantling of shade structures at the landscape nursery; relocation of boxed nursery material from Planning Area 1 to Planning Area 3; grading activities; delivery and minimal hauling of construction materials and supplies to and from the project site; fuel combustion by on-site construction equipment; and dust generating activities from soil disturbance. Emissions during construction were calculated using URBEMIS2007 program (version 9.2.4). The allotment of equipment to be utilized during each phase was based on defaults in the URBEMIS2007 program and was modified as needed to represent the specifics of the proposed project.

The URBEMIS model calculates total emissions, on-site and offsite, resulting from each construction activity which are compared to the SCAQMD Regional Thresholds. A comparison of the project’s total emissions with the regional thresholds is provided below. A project with daily construction emission rates below these thresholds is considered to have a less than significant effect on regional air quality.

| SCAQMD Regional Pollutant Emission Thresholds of Significance - Construction | | | | | | |
|--|---|------|-------|------------------|-------------------|-----------------|
| | Regional Significance Threshold (Lbs/day) | | | | | |
| | CO | VOC | NOx | PM ₁₀ | PM _{2.5} | SO ₂ |
| Estimated Construction Emissions for proposed project | 26.89 | 6.07 | 50.05 | 91.76 | 20.95 | 0.01 |
| Significance Threshold | 550 | 75 | 100 | 150 | 55 | 150 |
| Exceed Threshold? | NO | NO | NO | NO | NO | NO |

Based on the aforementioned table construction of the project would not exceed the regional emissions thresholds nor would it expose sensitive receptors to substantial pollutant concentrations. Therefore, a less than significant impact is anticipated.

ISSUES (and Supporting Information Sources):

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

| SCAQMD Regional Pollutant Emission Thresholds of Significance – Operations | | | | | | |
|--|---|-------|-----------------|------------------|-------------------|-----------------|
| | Regional Significance Threshold (Lbs/day) | | | | | |
| | CO | VOC | NO _x | PM ₁₀ | PM _{2.5} | SO ₂ |
| Estimated Operational Emissions for proposed project | 270.91 | 21.21 | 51.07 | 1.85 | 1.13 | 0.25 |
| Significance Threshold | 550 | 55 | 55 | 150 | 55 | 150 |
| Exceed Threshold? | NO | NO | NO | NO | NO | NO |

Long-term: Post-construction emissions were also calculated using the URBEMIS2007 program version (9.4.2). The program was set to calculate emissions for the proposed 557-space RV storage lot. The default URBEMIS2007 variables were used for the calculations.

Based on the aforementioned table post-construction emissions from the proposed project would not exceed the regional thresholds nor would it expose sensitive receptors to substantial pollutant concentrations. Therefore, a less than significant impact is anticipated.

In addition, the project does not come close to exceeding established thresholds for any pollutant including the identified nonattainment pollutants (Ozone, CO, PM₁₀ and PM_{2.5}) and ozone precursors (NO_x and VOC) both for construction and post-construction and therefore, would not contribute a cumulatively considerable increase in these pollutants.

Greenhouse Gases

AB 32 codifies the state’s goal to reduce its global warming by requiring that the state’s greenhouse gas (GHG) emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on greenhouse gas emissions that will be phased in starting in 2012. In order to effectively implement the cap, AB 32 directs the California Air Resources Board (CARB) to develop appropriate regulations and establish a mandatory reporting system to track and monitor greenhouse gas emissions levels. In addition, the State Office of Planning and Research (OPR) has until January 1, 2010 to adopt CEQA guidelines for evaluation of greenhouses gases. A draft of the proposed amendments to the CEQA guidelines was released in April 2009 and states that a local agency must develop its own significance criteria based on local conditions, data and guidance from other sources.

The proposed project would result in a total of approximately 34.19 tons of CO₂ emissions during construction. Post-construction CO₂ emissions would be approximately 4,502.22 tons/year. Therefore, the project would produce GHG emissions. Other GHG emissions could result from increases in electricity and natural gas usage and solid waste production, all of which would minimally occur with the proposed project. Although, the amount of post-construction GHG emissions from the project (4,502.22 tons/yr) represents a negligible percentage of the overall state of California GHG emissions (484,400,000 tons/yr - 2004), since there are no thresholds of significance established yet, any contribution of GHG emissions can be considered significant.

The proposed project incorporates design features that promote energy efficiency and a reduction in GHG emissions, both directly and indirectly. For instance, the project is proposing to utilize a storm drain system designed to capture high-volume and low-volume flows and allow them to percolate into the ground thereby reducing the amount of water that enters the storm drain system and drought tolerant landscaping. In

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

addition, the project is required to comply with all applicable City codes and requirements pertaining to energy efficiency and water use efficiency as well as applicable requirements for construction equipment that would limit truck and equipment idling times, exhaust and dust. The identified project design features and applicable requirements are consistent with the GHG reduction strategies recommended by the California Climate Action Team (CCAT), the California Air Pollution Control Officers Association (CAPCOA) and the California Attorney General's office. Therefore, due to the project's small contribution to GHG emissions in addition to project design features that would reduce GHG emissions, impacts would be less than significant.

VI. TRANSPORTATION/TRAFFIC. Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?)
- (Sources: 1, 11, 22)

Discussion: The project's potential to generate a substantial increase in traffic was assessed by comparing a similar RV Storage facility in Anaheim (Anaheim RV Storage) owned and operated by the proponent. The Huntington Beach facility is proposed to operate similarly to the Anaheim facility with the difference being capacity. The Anaheim facility has a capacity for 288 RV spaces while the Huntington Beach facility proposes 557 spaces or just under double the size.

The analysis concludes that the proposed project is anticipated to generate approximately 160 net new weekday daily vehicle trips, a maximum of 12 net new weekday AM peak hour vehicle trips, and a maximum of 20 net new weekday PM peak hour vehicle trips. The weekend operations result in an average of approximately 58 vehicle trips generated per weekend day with an average of three AM peak hour trips and 10 PM peak hour trips. The projected traffic generation rates do not exceed the applicable City of Huntington Beach and State of California Department of Transportation Engineers (Caltrans) traffic impact thresholds (100 peak hour trips) for requiring a Traffic Impact Study. Accordingly, based on City of Huntington Beach and Caltrans traffic impact analysis guidelines, no significant increase in traffic is expected as a result of the proposed project.

Based on information in the City's General Plan and Department of Public Works, Traffic Division, the adjacent intersection (Garfield Avenue and Ward Street) currently operates at LOS B during the AM peak hour and LOS C during the PM peak hour. The segment of Ward Street between Yorktown Avenue and Garfield Avenue, operates at LOS B, while the segment of Garfield Avenue between Brookhurst Street and Ward Street operates at LOS C. The City's current policy for acceptable level of service at traffic-controlled intersections is LOS D; and LOS C for roadway segment links. This project is forecast to generate 160 new daily trips, which will not result in a change in LOS at any of the surrounding intersections or street segments and they will continue to operate at acceptable LOS standards. The project will be subject to payment of traffic impact fees for each net new added daily trip.

Construction traffic resulting from development of the project may result in short-term interruptions to traffic circulation, including pedestrian and bicycle flow. Additionally, relocation of shade structures and potted landscape materials from Planning Area 1 to Planning Area 3 will result in an increase in truck trips on a short term basis. The relocation of the nursery and consolidation of nursery operations within Planning Area 3 is expected to last approximately one week. Based on the scope of the RV storage construction, approximately

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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two months duration, the short-term interruptions to traffic are not considered to be significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Sources: 1, 11, 22) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Please refer to discussion item VI (a) above.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources: 12) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Although the City is located within the Planning Area for the Joint Forces Training Center in Los Alamitos, the project site is not located within the height restricted boundaries identified in the Airport Environs Land Use Plan or within two miles of any known public or private airstrip. The proposed project does not propose any structures with heights that would interfere with existing airspace or flight patterns. No impacts would occur.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is located at the intersection of two existing arterial highways that provide access to the site. No new roadways or intersections are proposed although improvements to Ward Street will be required. The project is subject to compliance with City standards for vision clearance at street/driveway intersections, minimum drive aisle widths and truck turning radii designed to ensure hazards are minimized, as well as a Traffic Construction Mitigation Plan during construction of the project. The project's proposed driveway access and on-site and off-site circulation has been evaluated by the Departments of Fire, Planning and Public Works and with the required Ward Avenue improvements, found to be consistent with City standards for safe access and circulation.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in inadequate emergency access? (Sources: 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed site plan has been reviewed by the Departments of Fire and Public Works for conformance with City requirements for emergency access. The project's proposed driveway access and on-site circulation has been found to be consistent with City standards for emergency access and circulation. During construction, construction equipment and construction worker's vehicles will be contained on-site and will not block streets or potentially impede emergency access. Less than significant impacts are anticipated.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Result in inadequate parking capacity? (Sources: 2, 5, 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-----------|
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Discussion: The proposed RV storage project results in a low demand for parking spaces. Recreational vehicle users typically drive a passenger vehicle to the lot, pull out the recreational vehicle and park the passenger vehicle in the space until return from their trip. Alternatively, vehicles may enter the site, hook-up the recreation vehicle trailer or toy hauler and leave the site. Therefore, additional parking spaces for the vehicle storage area are not necessary. Parking adjacent to the office building for visitors, potential customers, one employee, and patrolling security personnel is necessary. Accordingly, five parking spaces are provided adjacent to the office building and will be sufficient for the anticipated demand. The proposed project complies with parking requirements specified in the Ward Garfield Specific Plan and will not result in an inadequate parking capacity. No variances to parking standards are proposed or required, and no unique circumstances exist that would suggest that the minimum parking standards applicable to the project are inadequate. Accordingly, no parking related impacts are anticipated.

- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?
- (Sources: 1, 2, 23)

Discussion: The proposed development does not exceed the thresholds established in Section 230.36 of the HBZSO – *Transportation Demand Management*, based on employment generation factors contained therein and the applicant's employment projections. The thresholds established in Section 230.36 serve as a basis to identify projects with the potential for significant traffic and air quality impacts and which warrant implementation of transportation demand strategies. According to Section 231.20 of the HBZSO, the proposed RV storage project would require 23 bicycle parking stalls. However, that standard is based on commercial and industrial business with up to 50,000 square feet of building area and one bike stall is required for every 25 parking spaces. In this case, a high demand of bicycle riders to the RV storage lot is not anticipated, therefore, the minimum of three bicycle racks as required by the HBZSO should be sufficient. No impacts are anticipated.

VII. BIOLOGICAL RESOURCES. Would the project

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: 1, 10, 18)

Discussion: The project site and all surrounding properties are currently developed with quasi-public, residential, and public park land uses. The project site does not support any unique, sensitive, or endangered species and is not shown in the General Plan as a generalized habitat area.

The applicant commissioned a Fairy Shrimp Habitat Assessment by Bonterra Consulting (December 1, 2009) to determine whether the project site supported potential fairy shrimp habitat. The assessment concluded that there was no natural ponding identified that would support fairy shrimp, and that other than runoff from the existing landscape nursery irrigation system, there was no substantial habitat to support the Riverside or San Diego fairy shrimp. Less than significant impacts to biological resources are anticipated.

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

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 1, 10)
-

Discussion: The project site is currently occupied by the Ellis Substation and Village Nursery Landscape Center. The project site does not contain any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. The project will not result in any loss to endangered or sensitive animal or bird species and does not conflict with any habitat conservation plans.

See Discussion VII. (a) above. Less than significant impacts are anticipated.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 1, 10)
-

Discussion: The project does not contain any wetlands; therefore, no impacts are anticipated.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 1, 10)
-

Discussion: The project area is surrounded by residential and quasi-public uses. The site does not support any fish or wildlife and will not interfere with the movement of any fish or wildlife species nor impede the use of native wildlife nursery sites.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 2, 3)
-

Discussion: The site contains an existing landscape nursery that will be relocated to a smaller area of the site. The site does not contain any trees which may be considered mature and which could be impacted by construction. Construction of the project will be subject to standard requirements for the submittal of a landscape plan. No other biological resources exist on the site.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1, 10)
-

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

Discussion: The project site does not support any unique or endangered plant or animal species and is not a part of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; therefore, no impacts to any habitat or wildlife area are anticipated.

VIII. MINERAL RESOURCES. Would the project:

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

Discussion: The proposed project will not result in the loss of a known mineral resource. The project site is not designated as a known mineral resource recovery site in the General Plan. No impacts are anticipated.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not designated as an important mineral resource recovery site in the General Plan or any other land use plan. Development of the project is not anticipated to have any impact on any mineral resource recovery. No impacts to mineral resources are anticipated.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 3, 6, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The SCE substation, towers, and electrical transmission lines will remain in place and continue to operate as they do today. The landscape nursery will be consolidated from its current location on the site to a smaller portion of the site and will then continue its existing operation. The RV storage project will not engage in the routine transport, use, or disposal of hazardous materials. However, the stored vehicles will contain vehicle fuel in their fuel tanks and the site will offer a vacuum sealed dump station for gray and black water. The dump station will be tied directly to the sanitary sewer, subject to approval by the Orange County Sanitation District. In any event, all hazardous materials use and storage are subject to review by the Departments of Building & Safety and Fire in conjunction with standard building permit and certificate of occupancy inspection processes. Refer to Section IV a) and c-e) for further discussion on hazardous material related to water quality. Less than significant impacts are anticipated.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 1, 6, 13) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not located in a methane district. No impacts resulting from hazards involving the release of hazardous materials during construction or during operation of the facility is anticipated.

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

- c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources: 1, 4)
-

Discussion: The southern portion of the project site is located adjacent to Arevalos Park, which abuts the existing Pegasus School site. The SCE substation, towers, and electrical transmission lines will remain in place and continue to operate as they do today. The landscape nursery will be consolidated from its current location on the site to a smaller portion of the site and will then continue its existing operation. No acutely hazardous emissions, substances or waste will be emitted or handled during operations of the RV Storage facility. Development of the RV storage lot and consolidation activities of Village Nurseries will be required to comply with Fire Department specifications. Vehicle fuel will be present on-site while the business is in operation, however, it will be contained within the parked vehicles, no on-site fueling station is proposed as part of the facility, and less than significant impacts are anticipated.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 1, 13)
-

Discussion: The site is not listed on the State’s Hazardous Waste and Substances Site List. No impacts are anticipated.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 10, 12)
-

Discussion: Although the City is located within the Planning Area for the Joint Force Training Center, Los Alamitos, the project site is not located within the height restricted boundaries identified in the Airport Environs Land Use Plan or within two miles of any known public or private airstrip. The proposed project does not propose any structures with heights that would interfere with existing airspace or flight patterns. No impacts would occur.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: 10, 12)
-

Discussion: The project site is not located near any private airstrips. No impacts are anticipated.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 1, 16)
-

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

Discussion: The project has been reviewed by the Fire Department and is designed to be in compliance with fire access and circulation requirements. The specific plan and proposed development of a portion of the site will not interfere or conflict with an adopted emergency response plan or evacuation plan. No impacts are anticipated to any emergency response or evacuation plans.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is located in an urbanized area and is not near any wildlands. No impacts are anticipated.

X. NOISE. Would the project result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 1, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Section (d) below.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 1, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Section (d) below.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Section (d) below.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: a) – d)

The SCE substation, towers, and electrical transmission lines will remain in place and continue to operate as they do today. The landscape nursery will be consolidated from its current location on the site to a smaller portion of the site and will then continue its existing operation.

The RV storage project will generate short-term noise impacts during construction, including noise generated

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

by earth-moving equipment, trucks and power tools. However, the project will be subject to compliance with Chapter 8.40 – *Noise*, of the Huntington Beach Municipal Code which restricts all construction activities to the hours between 7:00 AM and 8:00 PM Monday - Saturday. Construction activities are prohibited Sundays and Federal holidays. Accordingly, construction related noise impacts are expected to be less than significant.

The project's potential to generate noise related impacts after completion of construction include the vehicle trips to and from the RV storage facility. The noise levels from the RV's are anticipated to be below City of Huntington Beach daytime (7:00AM to 10:00PM) noise ordinance limits for anticipated daytime noise sources.

The facility will not be in operation during nighttime hours. Standard office hours are 8:00AM to 5:00PM (Sunday-Friday); 7:00AM to 6:00PM (Saturday). Remote gate hours will be programmed from 5:00AM to 7:00PM, allowing tenants to enter the site to store or retrieve vehicles. The tenants will access the facility with a remote control transmitter to open the gate while still on Ward Street. The remote system allows efficient access to the site and eliminates vehicle idling noise within the driveway approach at the site entrance. No amplified or pager system is proposed, therefore minimizing annoyance to adjacent residences. Additionally, no vehicular repair or living within the vehicles will be permitted. Noise impacts are expected to be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 10, 12) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The City of Huntington Beach is included in the Planning Area for the Joint Forces Training Center in Los Alamitos. However, the site is located a considerable distance from the Training Center, such that the project would not be impacted by flight activity and noise generation from the Center. No impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 10, 12) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Fire protection? (Sources: 1, 16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police Protection? (Sources: 1, 16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-----------|
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Discussion: a)-b) The proposed project has been reviewed by Huntington Beach Fire Department and Police Department staff. The project site is located approximately one and one-half miles from the Bushard Fire Station and approximately three miles from the Main Police Station. Estimated emergency first response times are within the 80 percent/Five minute response time objective established in the City's Growth Management Element. Estimated emergency first response times from the Main Police Station are within acceptable service levels. The proposed project can be adequately served by existing Fire and Police protection service levels. Because the site is currently developed with a landscape nursery and electrical utilities, the City already provides service. The addition of the RV storage lot to the specific plan area is expected to slightly increase service demand for the project site. However, this increase is expected to be minimal and less than significant impacts are anticipated.

- c) Schools? (Sources: 1)

Discussion: The project will provide for continued operation of existing uses on the project site and the proposed RV Storage facility. No significant increase in the number of persons employed at the site is planned or anticipated. The applicant will also be required to pay school district fees for the net increase in the floor area proposed. Based on the negligible increase of employees and the requirement for payment of school fees, less than significant impacts are anticipated.

- d) Parks? (Sources: 1)

Discussion: The project is not expected to have any significant impact on park facilities, since the proposed project will provide for operation of low level commercial uses and existing utilities. No significant increase in the number of people employed at the site is planned or anticipated. The project will be subject to payment of park fees in compliance with the HBZSO. No significant impacts to park services are anticipated.

- e) Other public facilities or governmental services?
(Sources: 1)

Discussion: The project has been reviewed by the various City Departments, including Public Works, Building and Safety, Fire, Police and Planning for compliance with all applicable City codes. With implementation of recommended conditions of approval, and compliance with City specifications, no significant impacts to public services are anticipated.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
(Sources: 1)

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 10, Dept. of Public Works)

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 10, Dept. of Public Works) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 1, 10, Dept. of Public Works) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 1, 10, Dept. of Public Works) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 1, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 19, 20) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-----------|
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Discussion: a)-h) The project will provide for the continued operation of the Ellis Substation and the Village Nurseries Landscape Center together with the establishment of a new RV Storage facility. The new RV facility is expected to result in a decrease in the total number of people employed at the site as the size of the landscape nursery will be reduced by approx. 14 acres. There will not be an increase the amount of wastewater or solid waste generated at the site, however, the City of Huntington Beach Public Works Department has determined that currently there are no public sanitary sewer facilities on Ward Street in the project vicinity to serve the development. A public sanitary sewer main shall be designed and constructed to run southerly on Ward Street to Sunday Drive and turn westerly to connect to the manhole just west of the intersection of Ward Street and Sunday Drive.

The developer shall be required to submit a hydrology and hydraulic study for both on-site and off-site facilities and a project WQMP for review and approval by the Public Works Department. The studies and the proposed drainage improvements shall include on-site, privately maintained Best Management Practices (BMPs) to control the quality of run-off water from the development. All utility connections to the project site will be in accordance with applicable City standards.

Solid waste collection service for the City of Huntington Beach is provided by Rainbow Disposal, under an exclusive long-term contract with the City. Collected solid waste is transported to a transfer station where the solid waste is sorted and processed through a Materials Recovery Facility where recyclable materials are removed. The remaining solid waste is transferred to the Frank R. Bowerman Landfill located in the City of Irvine. The landfill has a remaining capacity in excess of 30 years based on the present solid waste generation rates, and the project is not expected to generate a substantial amount of daily waste products in the long term nor as a result of construction. Based on this and the nature of uses proposed, the project is not anticipated to noticeably impact the capacity of existing landfills that will serve the use and the project will be required to comply with federal, state, and local statutes and regulations related to solid waste.

The 2000 City of Huntington Beach Water Master Plan analyzes demands and anticipated impacts of future developments based on the Land Use Element designations. The proposed project includes a request to amend the General Plan, establish a specific plan designation, and eliminate the current RL Low Density Residential zoning designation. The proposed specific plan limits the allowable on-site land uses to four distinct uses: electrical substation and utilities, landscape nursery, RV storage, and wireless communication facilities. These limited uses result in a significantly less demand on water resources than the approximately 91 single family residential units that would be permitted under the current zoning. Less than significant impacts are anticipated.

XIII. AESTHETICS. Would the project:

- a) Have a substantial adverse effect on a scenic vista?
- (Sources: 1)

Discussion: The proposed project site is not situated adjacent to or in the vicinity of any scenic vista designated by the City or the State. As a result, no impacts are expected.

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1)
-

Discussion: The site is not adjacent to a state scenic highway, nor are there any significant trees, rock outcroppings, or historic buildings in the vicinity of the subject site. No impacts will result.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 5)
-

Discussion: The site is adjacent to the existing Mariner’s Pointe mobile home park and existing single family residences that currently view the landscape nursery and electrical transmission towers and lines. The SCE substation will continue its current operation and will not result in any changed visual character for the surrounding uses. The Village Nurseries business will be consolidated from its current location to a smaller portion of the site and will also not result in a changed visual character.

The proposed RV Storage facility includes the installation of approximately eight ft. high ornamental fencing along the residential properties as well as a five foot wide landscape buffer. To minimize the view impacts to the residences, the proponent proposes to install intensified landscaping material to grow through the fencing and the residential units are currently surrounded by an existing six foot high masonry wall. While large profile recreational vehicles including motor homes and boats may be present on site, the landscape buffer and eight ft. high ornamental fence will serve to screen the view of the vehicles. Additionally, the site is only minimally visible from the surrounding public street system on Ward Street and the primary view of the property is currently large SCE towers. No chain-link fencing is proposed.

One 480 sq. ft. modular office building with a maximum height of 18’-6” is proposed to be centrally located on the RV storage property and is not anticipated to result in view impacts to the residents. Increased landscaping is proposed at the entry of the RV facility, concentrated along Ward Avenue, in front of the security gate and fencing system. Less than significant impacts are anticipated.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1)
-

Discussion: The site is presently occupied by the Ellis Substation and Village Nurseries Landscape Center. The proposed RV facility will introduce security lighting along the perimeter of the facility. The proposed lighting uses “Dark Sky” technology that is designed to direct light down toward the ground and prevent light spillage onto the adjacent residential properties. The project will be subject to compliance with City codes requiring that lighting be shielded and directed so as to prevent glare and spillage onto adjacent residential properties. No significant impacts are anticipated.

XIV. CULTURAL RESOURCES. Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 1)
-

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

1, 2)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 1, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: a) – d) The project is not located in the vicinity of any known archeological, historic or other cultural resource. The site does not include any historic structures, no archaeological or paleontological resources have been identified, and the site has previously been disturbed and graded. No impacts are anticipated.

XV. RECREATION. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project consists entirely of low-level commercial development and existing utilities. No residential uses are proposed. There are fewer employees anticipated with the new RV facility than with the existing nursery. Consequently, no increase in resident or daytime population with the potential to significantly impact use of parks or other recreational facilities would occur.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The specific plan does not include any recreational facilities or directly require the construction or expansion of recreational facilities. The RV storage project will be subject to payment of the City's park fee pursuant to the HBZSO. Payment of the park fee is considered a fair share contribution towards the development of additional recreational facilities in the City and serves to offset any project impacts.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Affect existing recreational opportunities? (Sources: 1, 2, 4, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project includes development of a RV Storage facility on a site currently developed with an electric substation and landscape nursery. No existing recreational opportunities exist on the site and none will be affected by the proposed project. The site is adjacent to Arevalos Park to the south and a bicycle and walking trail at the top of the slope to the east along the Santa Ana River Channel. The proposed project will

| ISSUES (and Supporting Information Sources): | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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not interfere with the existing recreational trail and will not impede access to the trail as none currently exists within the project site. Two SCE towers are located between the proposed RV storage lot and Arealos Park and serve as a buffer between the two uses. During construction of the RV storage lot, all construction materials and equipment will be contained with the project site area although construction noise may be a temporary impact to Arealos Park. Due to the short two month construction duration, less than significant impacts are anticipated.

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1, 2, 4, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1, 2, 4, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources: 1, 2, 4, 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: a) – c) The project site does not serve as farmland and is not identified as farmland on the State’s Important Farmlands map. The project will not impact property that was used for agriculture in the past, nor could the subject site be potentially utilized for agricultural purposes in the future based on its current residential zoning designation and utility and landscape nursery use. No impacts are anticipated.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

Discussion: The proposed project is not situated within or in the vicinity of a wildlife resource habitat. As analyzed in this initial study, the project is located in areas previously developed that do not support any unique, sensitive, or endangered species. No impacts to any habitat or wildlife area are anticipated.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1-24)
-

Discussion: No impacts beyond those anticipated in the General Plan DEIR, which considers the potential cumulative impacts of projects anticipated under the current General Plan Land Use designations, are expected. Although the zoning of the site is proposed to change from Residential Low Density to Specific Plan No. 16, the General Plan land use designation will remain Public. The proposed specific plan overlay will limit permitted uses to four specific uses: electrical substation and utilities, landscape nursery, recreational vehicle storage, and wireless communication facilities. The project is proposed in an urbanized area with limited development potential. Consequently, no significant cumulative impact resulting from the proposed project when viewed in connection with probable future projects is anticipated.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1-24)
-

Discussion: As discussed above in Sections I through XVI, no significant impacts that may cause substantial adverse effects on humans, associated with the project, are anticipated.

XVIII. EARLIER ANALYSIS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents Prepared and Utilized in this Analysis:

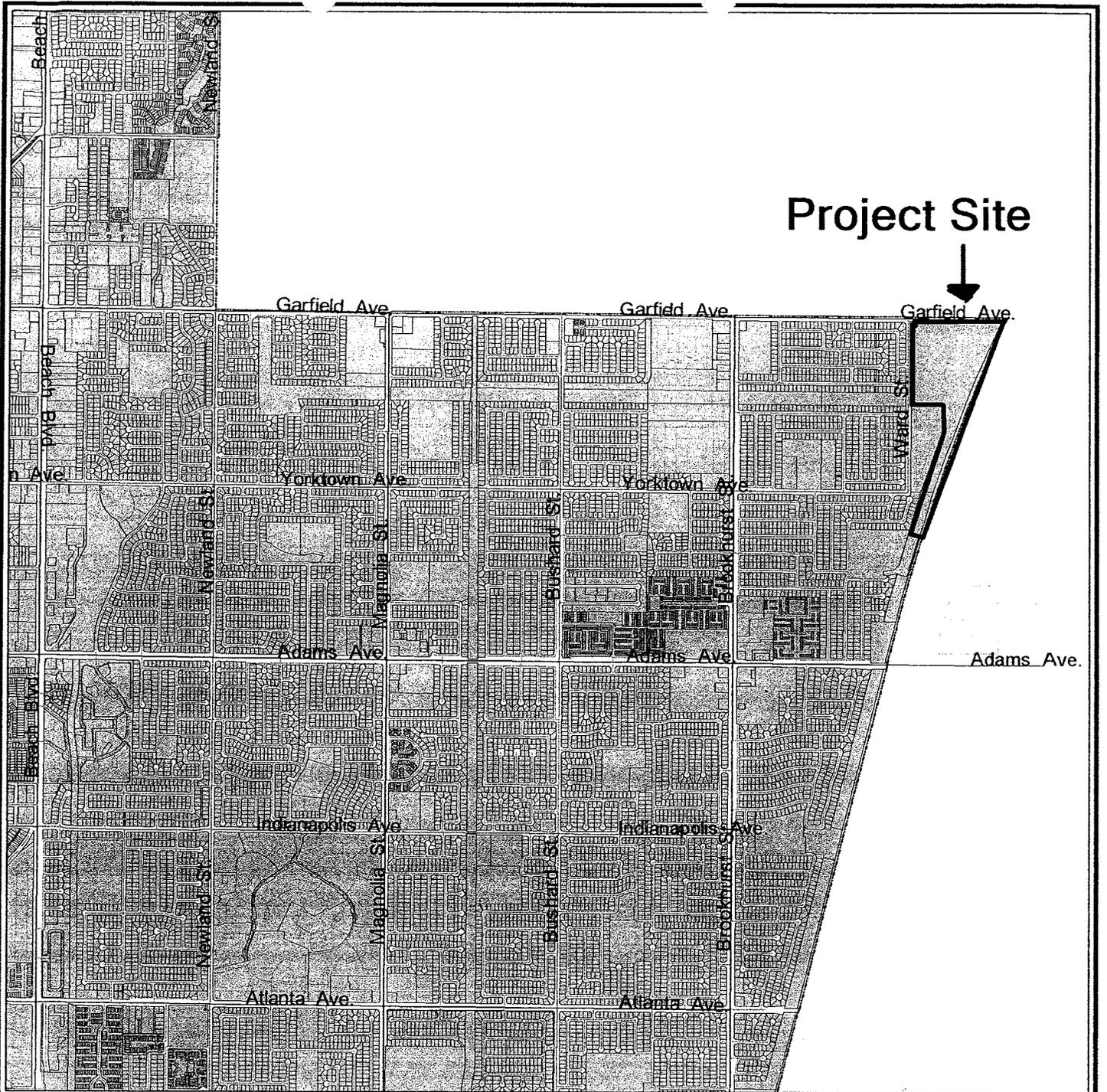
| <u>Reference #</u> | <u>Document Title</u> | <u>Available for Review at:</u> |
|--------------------|--|--|
| 1 | City of Huntington Beach General Plan | City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach |
| 2 | City of Huntington Beach Zoning and Subdivision Ordinance | " |
| 3 | City of Huntington Beach Municipal Code | " |
| 4 | Project Vicinity Maps | See Attachment #1 |
| 5 | Reduced Project Plans | See Attachment #2 <i>Planning Commission staff report for updated plans</i> |
| 6 | Project Narrative | See Attachment #3 " " |
| 7 | City of Huntington Beach Geotechnical Inputs Report | City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3 rd Floor 2000 Main St. Huntington Beach |
| 8 | FEMA Flood Insurance Rate Map (February 18, 2004) | " |
| 9 | CEQA Air Quality Handbook South Coast Air Quality Management District (1993) | " |
| 10 | City of Huntington Beach CEQA Procedure Handbook | " |
| 11 | Trip Generation Handbook, 7 th Edition, Institute of Traffic Engineers | " |
| 12 | Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002) | " |
| 13 | Hazardous Waste and Substances Sites List | " |
| 14 | State Seismic Hazard Zones Map | " |

| <u>Reference #</u> | <u>Document Title</u> | <u>Available for Review at:</u> |
|--------------------|---|---------------------------------|
| 15 | Huntington Beach Water Master Plan, December 2000 | " |
| 16 | City of Huntington Beach Emergency Management Plan | " |
| 17 | Limited Geotechnical Investigation and Feasibility Percolation Study for Proposed RV Parking prepared by TGR Geotechnical, Inc. (August 17, 2009) | " |
| 18 | Results of Fairy Shrimp Habitat Assessment prepared by Bonterra Consulting (December 1, 2009) | " |
| 19 | Preliminary WQMP prepared by Blue Peak Engineering, Inc. (August 10, 2009) | " |
| 20 | Preliminary Hydrology Study prepared by Blue Peak Engineering, Inc. (August 10, 2009) | " |
| 21 | Ur URBEMIS Air Quality Assessment (December 2009) | " |
| 22 | Door King Traffic Counter Anaheim RV Storage Facility (July 2009) | " |
| 23 | Draft Ward Garfield Specific Plan No. 16 | " |
| 23 | City Policies, Standard Plans and Code Requirements | " |

See Planning Commission Attachment #4 staff report for updated requirements

ATTACHMENT #1

ATTACHMENT NO. 10.34

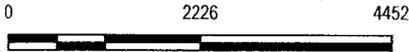


Vicinity Map

Map produced by information contained in the City of Huntington Beach Information Services Department Geographic Information System. Information warranted for City use only. Huntington Beach does not guarantee its completeness or accuracy.
 Map Produced on 12/8/2009

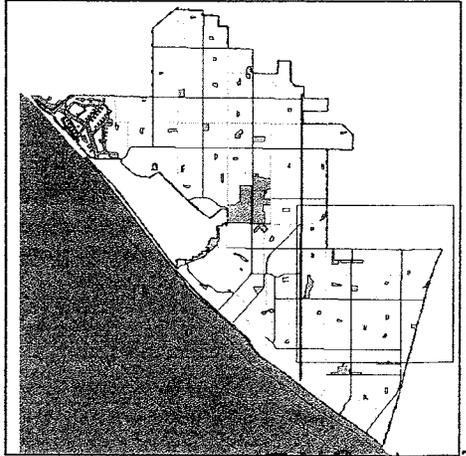


HB
AIS



One inch equals 2226 feet

- MINOR NAMES
- CITY BOUNDARY
- STREET CENTERLINES (OCTAClass)
 - Smartstreet
 - Major
 - Collector
 - Primary
 - Secondary
 - Residential
 - Travelway
 - Alley
- ISOBATHS
- HARBOR





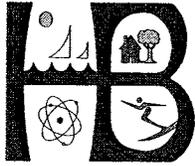
SITE AERIAL (SA1)

SITE PHOTO'S

WARD GARFIELD SPECIFIC PLAN
 HUNTINGTON BEACH RV YARD
 19118 WARD ST, HUNTINGTON BEACH, CA 92646

PC6
 ATTACHMENT NO. 10.38





CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

PO Box 190 • Huntington Beach, CA 92648

January 22, 2010

Jane James, Associate Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

JAN 23 2010

HUNTINGTON BEACH
CALIFORNIA

Subject: Draft Negative Declaration No. 09-001

Dear Jane:

At the January 7, 2010 meeting of the City of Huntington Beach Environmental Board the draft Negative Declaration for the "Ward Garfield Specific Plan No. 16 – Recreational Vehicle Storage" was studied. The Board agrees that the proposed facility is desirable for the community, provided certain issues are properly addressed.

The Board offers the following recommendations for your consideration:

Proposed Usage (RV Storage Only). The Environmental Board is concerned that the proposed facility be designated for use as an RV storage facility ONLY, and that the site not be allowed to be used as a "bullpen" for construction or other heavy equipment vehicles. If the facility is allowed to engage in such industrial use, there would be a potentially significant impact upon the surrounding community, all of which is designated and utilized as single-family residential. At the Environmental Board's January meeting, we were informed that further inquiry would be made regarding this question. We look forward to further information in this regard.

Impact on Ward Avenue. The proposed project will have its entrance from Ward Street, between Tana Street and Sunday Drive. This section of Ward Street is a two-lane road, close to the intersection with Garfield Avenue. This intersection is rated by the city at Level of Service (LOS) "C." The proposed negative declaration contemplates no significant impact to traffic on Ward Street. However, at our January meeting, we were informed that approval of the project would be contingent on certain improvements to Ward, notably a widening of the street and the installation of a dedicated left-hand turn lane for entry into the facility. The board strongly agrees that such improvements to Ward are important factors in mitigating potential impact to the surrounding community. However, the board also notes that the relevant section of Ward Street is lined with single family homes. The impact to the residents of this area should be considered when planning for improvements on Ward Street.

ATTACHMENT NO. 11.1

Sewer Main on Sunday Drive. The proposed negative declaration notes that “a public sanitary sewer main shall be designed and constructed to run southerly on Ward Street to Sunday Drive and turn westerly to connect to the manhole just west of the intersection of Ward Street and Sunday Drive.” The Board notes that this section of Sunday Drive is a residential street, lined with single-family homes on both sides. The board urges consideration of the impact of this sewer main construction on the residents of Sunday Drive, and recommends that measures be taken to mitigate any potential negative impacts to the residents there.

Vegetation and “Heat Island” Issues. The site designated for development is currently occupied by multiple greenhouse facilities. Such use naturally reflects sunlight away from the ground, helping to cool the surrounding area. As the board understands the design, the proposed development is essentially a large concrete pad. This use will have the opposite effect, absorbing sunlight and heating the immediate area. In addition, there is little provision made for vegetation to be utilized at the site to mitigate this effect. The board recommends further study of the potential impact of the proposed project with regards to expected light and heat absorption, and how such absorption will impact the immediate area, especially the mobile home park immediately adjacent to the proposed facility.

Entry Gate. The proposed negative declaration indicates that an entry gate will be installed approximately 120 feet up the entry driveway from Ward Street. Considering that the facility will be open for entry beginning at 5:00 a.m., the Board inquires as to the kind of gate the developer plans to install at the facility. If the proposal is for a chain-guided, “wheel-on-rail” design, the noise accompanying such design may have a significant impact upon the adjacent mobile home facility, as well as the single family homes abutting Ward Street. The board encourages the installation of a system which utilizes as quiet a design as possible.

Please do not hesitate to contact us directly if you have any questions in relation to this matter.

Sincerely,

Bob Smith, Ph.D.

Bob Smith, Ph.D.

City of Huntington Beach Environmental Board

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894
Tel: (949) 724-2267
Fax: (949) 724-2592

JAN 23 2010



*Flex your power!
Be energy efficient!*

January 21, 2010

Ms. Jane James
City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

File: IGR/CEQA
SCH #: 2009121048
Log #: 2429A
I-405, SR-39

Subject: Ward Garfield Specific Plan (Huntington Beach RV Storage)

Dear Ms. James:

Thank you for the opportunity to review and comment on the **Draft Negative Declaration for the Ward Garfield Specific Plan (Huntington Beach RV Storage) Project**. The Ward Garfield Specific Plan No. 16 development concept provides for a recreational vehicle storage lot that will consist of 557± parking spaces, a 480 square foot modular rental office with restroom, and associated perimeter fencing and lighting. The project site is located on the southeast corner of Garfield Avenue and Ward Street within a portion of the SCE right-of-way that parallels the Santa Ana River channel in the City of Huntington Beach.

The California Department of Transportation, District 12 is a commenting agency on this project, and has no comment at this time.

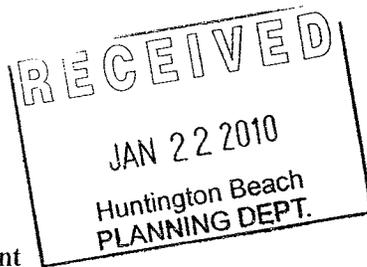
Please continue to keep us informed of this project and any future developments which could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Zhongping (John) Xu at (949) 724-2338.

Sincerely,

A handwritten signature in cursive script that reads "Maryam Molavi".

MARYAM MOLAVI
Acting Branch Chief, Local Development/Intergovernmental Review

c: Terry Roberts, Office of Planning and Research



January 22, 2010

Jane James
Senior Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, California 92648

RE: Draft Negative Declaration for the Ward Garfield Specific Plan Project

Dear Ms. James,

We are Huntington Beach homeowners who could potentially be affected by the above project. Our comments to the Draft Negative Declaration are as follows:

Visually Sensitive Areas:

From page 5.

Policy U5.1.4: Require the review of new and or expansions of existing industrial and utility facilities to ensure that such facilities will not visually impair the City's coastal corridors and entry nodes.

The proposed project adds a vehicle storage use beneath the existing overhead power lines without disrupting SCE's ability to provide service to its customers. Additionally the proposed use will not visually impair coastal areas or entry nodes as the site is located on the eastern edge of the City, away from visually sensitive areas.

Comment:

It is equally important to ensure that the proposed RV Storage facility not visually impair the view currently enjoyed by Glen Mar homeowners and residents of Mariner's Pointe mobile home park.

Noise

From page 22

The project's potential to generate noise related impacts after completion of construction include the vehicle trips to and from the RV storage facility. The noise levels from the RV's are anticipated to be below City of Huntington Beach daytime (7:00AM to 10:00PM) noise ordinance limits for anticipated daytime noise sources.

The facility will not be in operation during nighttime hours. Standard office hours are 8:00AM to 5:00PM (Sunday-Friday); 7:00AM to 6:00PM (Saturday). Remote gate hours will be programmed from 5:00AM to 7:00PM, allowing tenants to enter the site to store or retrieve vehicles. The tenants will access the facility with a remote control transmitter to open the gate while still on Ward Street. The remote system allows efficient access to the site and eliminates vehicle idling noise within the driveway approach at the site entrance. No amplified or pager system is proposed, therefore minimizing annoyance to adjacent residences. Additionally, no vehicular repair or living within the vehicles will be permitted. Noise impacts are expected to be less than significant.

Comment:

Noise is an issue.

The residents of the mobile home park and the Glen Mar homeowners currently hear very little noise on the east side of our properties. Since the remote access gate is proposed to operate from 5:00 AM until 7:00 PM, the noise levels in our backyards, which are now very quiet, would increase for 14 hours a day, more if a tenant schedules an 'after hours' appointment.

Lighting:

From page 27

Discussion: The site is presently occupied by the Ellis Substation and Village Nurseries Landscape Center. The proposed RV facility will introduce security lighting along the perimeter of the facility. The proposed lighting uses "Dark Sky" technology that is designed to direct light down toward the ground and prevent light spillage onto the adjacent residential properties. The project will be subject to compliance with City codes requiring that lighting be shielded and directed so as to prevent glare and spillage onto adjacent residential properties. No significant impacts are anticipated.

Comment:

We strongly disagree with the assessment that there would be no significant impacts.

The residents most affected by this project currently enjoy the benefits of very little light pollution bordering the east side of our property. If 'security lighting' means lighting the night sky from dusk to dawn, we vehemently object and would ask that the lights bordering the residents be left off during night time hours. Many of the homes that would border this proposed RV Storage facility have as many as 3 bedrooms that face east. Continual lighting of the night sky would be a constant annoyance.

Aesthetics:

From page 29

Discussion: The site is adjacent to the existing Mariner's Pointe mobile home park and existing single family residences that currently view the landscape nursery and electrical transmission towers and lines. The SCE substation will continue its current operation and will not result in any changed visual character for the surrounding uses. The Village Nurseries business will be consolidated from its current location to a smaller portion of the site and will also not result in a changed visual character.

The proposed RV Storage facility includes the installation of approximately eight ft. high ornamental fencing along the residential properties as well as a five foot wide landscape buffer. To minimize the view impacts to the residences, the proponent proposes to install intensified landscaping material to grow through the fencing and the residential units are currently surrounded by an existing six foot high masonry wall. While large profile recreational vehicles including motor homes and boats may be present on site, the landscape buffer and eight ft. high ornamental fence will serve to screen the view of the vehicles. Additionally, the site is only minimally visible from the surrounding public street system on Ward Street and the primary view of the property is currently large SCE towers. No chain-link fencing is proposed.

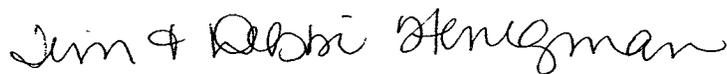
Comment:

Fencing of any type and/or the parking of high profile motor homes will visually impair the view currently enjoyed by residents of Mariner's Pointe mobile home park and the Glen Mar homeowners that border the proposed RV storage facility. As a result property values will be adversely affected. A possible compromise would be to require the owners of the storage facility to reserve the parking spaces between the residential area and the Santa Ana River be reserved for low profile vehicles such as boats; that are less than 6 ft in height and reduce the height of the ornamental fence to 6 ft, matching the existing masonry fence.

There is no mention of the irrigation and drainage considerations required to properly maintain the landscaping.

'Intensified landscaping' is a vague term. The plants to be used should be specified by name, and agreed to by the residents of Mariner's Pointe mobile home park and the Glen Mar homeowners.

Thank you for the opportunity to comment on this proposal.



Tim & Debbi Henigman
19502 Aragon Cr.
Huntington Beach, CA 92646

JAN. 27 2010

MANLYERS POINTE M.H.P.
19350 WIND STREET
HUNTINGTON BEACH, CA 92646
714-968-0820



JANE JAMES
CITY OF H.B. SENIOR PHOWER

RE: RV STORAGE FACILITY

Dear Mrs. James,

AFTER REVIEW OF DRAFT NEGATIVE DECLARATION NO. 09-006 I HAVE THE FOLLOWING QUESTIONS AND OR CONCERNS.

1. THE 8' HIGH ORNAMENTAL FENCING WILL BE INSTALLED AT THE EDGE OF THE EAST SIDE OF THE 5' BUFFER?
2. ALL STORAGE OF RV'S WILL NOT EXCEED THE TOP OF 8' ORNAMENTAL FENCE?
3. HOURS OF OPERATION SHOULD NOT COMMENCE BEFORE 7AM DAILY. IF EARLIER TIME IS DESIRED, RV'S SHOULD BE STAGED CLOSER TO PROJECT OFFICE, AWAY FROM RESIDENCES.

Sincerely,

William M. [Signature]

ATTACHMENT NO. 12.5

JAN 25 2010

NCL 09-043

January 21, 2010

Ms. Jane James, Senior Planner
City of Huntington Beach
Planning Department
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: Ward Garfield Specific Plan Project

Dear Ms. James:

The County of Orange has reviewed the Draft Negative Declaration for the Ward Garfield Specific Plan Project located in the City of Huntington Beach and offers the following comments concerning CEQA guidelines, hydrology and floodplain issues.

CEQA Guidelines

It is recommended the following be addressed in the Proposed Negative Declaration:

Page 16: The discussion on "greenhouse gas" related changes in State CEQA Guidelines needs to be updated, since the Negative Declaration refers to actions that will occur in 2009, which is now past.

Hydrology & Floodplain

1. The Draft Negative Declaration states that the subject project, currently an undeveloped site, will increase the amount of impervious surfaces by approximately 11 acres. Therefore, hydrologic and hydraulic analyses may need to be performed to evaluate and compare quantitatively the runoff volumes, peak flow rate increases, adequacy of existing storm drains and off-site channels that will ultimately carry these discharges. The analyses are needed to ensure that post-project conditions along upstream or downstream OC and/or OCFCD drainage facilities are not worsened as a result of the project.

Jane James
January 21, 2010
Page 2

2. Should the hydrologic and hydraulic analyses indicate that upstream and/or downstream conditions are worsened, appropriate mitigation measures should be proposed in consultation with OC Public Works/Flood Programs.
3. All hydrologic and hydraulic studies must conform to the current guidelines and criteria as specified in the Orange County Hydrology Manual (OCHM), Addendum No. 1 to the OCHM and the Orange County Flood Control Design Manual.

If you have any questions, please contact Chris Uzo Diribe at (714) 834-2542.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Balsamo". The signature is fluid and cursive, with the first name "Michael" and last name "Balsamo" clearly distinguishable.

Michael Balsamo, Manager
Land Use Planning



Linda S. Adams
Secretary for
Environmental Protection

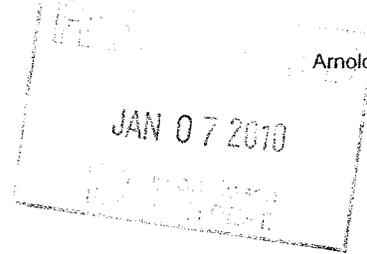


Department of Toxic Substances Control

Maziar Movassaghi, Acting Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor



January 4, 2010

Ms. Jane James
Senior Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, California 92649

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE WARD GARFIELD SPECIFIC PLAN NO.16 (RECREATIONAL VEHICLE STORAGE) PROJECT (SCH # 2009121048), ORANGE COUNTY

Dear Ms. James:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Initial Study (IS) and proposed draft Mitigated Negative Declaration (MND) for the above-mentioned project. The following project description is stated in your document: "The Ward Garfield Specific Plan No.16 development concept provides for a recreational vehicle (RV) storage facility within a portion of the Southern California Edison (SCE) right-of-way that parallels the Santa Ana River Channel on the eastern boundary of the City of Huntington Beach (City). The proposed RV storage will consist of 557+/- RV parking spaces, a 480 square foot modular rental office with restroom, and associated perimeter fencing and lighting. There will be a dump station for grey and black water, a vehicle washing area, and a trash enclosure inside the facility. Existing transmission towers and electrical lines will continue to exist throughout the RV parking facility. The project site consists of approximately 43.60 acres at the southeast corner of Ward Street and Garfield Avenue at the east end of the City. The site is surrounded by the Orange County Sanitation District uses to the north across Garfield Avenue (City of Fountain Valley); the Santa Ana River Channel to the east; Arevalos Park and single family residences to the south; Mariner's Pointe Mobilehome Park to the southwest; and single family residences to the west across Ward Street. The existing land uses include an electrical substation and a landscape nursery business under the existing electrical transmission lines". DTSC has the following comments:

- 1) The MND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would

ATTACHMENT NO. 12.8

require an oversight agreement in order to review such documents. Please see comment No. 9 below for more information.

For all identified sites, the MND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the pertinent regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - EnviroStor: A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.

- 3) If buildings or other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 4) Project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 5) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 6) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 7) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented.
- 8) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.

- 9) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies which would not be considered responsible parties under CERCLA, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
- 10) In future CEQA documents, please provide your e-mail address, so DTSC can send you comments both electronically and by mail

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,



Greg Holmes
Unit Chief

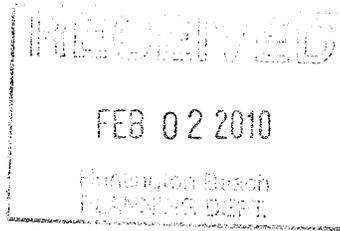
Brownfields and Environmental Restoration Program - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
1001 I Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814
nritter@dtsc.ca.gov

CEQA# 2763

ATTACHMENT NO. 12.11



February 2, 2010

Jane James
Senior Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, California 92648

RE: The Ward Garfield Specific Plan Project

Dear Ms. James,

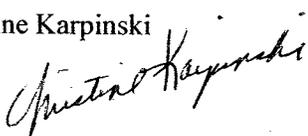
The residents of Aragon Circle have reviewed the proposed plans for an RV Storage Facility and are unified in our determination to protect our property values, privacy & quality of life. Our community is comprised of long time residents, many of whom have greatly invested in their homes by remodeling, adding square footage and/or installing pools. As I'm sure you know, our property values will be adversely affected by this proposal, specifically by the noise, increased traffic, night time lighting, the potential for increased crime, restricted views, proposed fencing and the view of high profile RVs and boats from our properties. The profit of one man or company, and the storage of other peoples' luxury items should not be allowed to have an adverse effect on our quality of life and the property values of our homes.

In an effort to safeguard our biggest personal investment, we, the residents of Aragon Circle, are insisting that the zoning restrictions remain the same for the areas of the project that are adjacent to the properties of Aragon Circle and extend to the Santa Ana River channel.

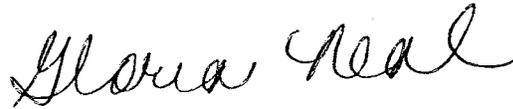
We look forward to working with you in resolving this manner.

The residents of Aragon Circle,


Deborah Henigman
Timothy & Deborah Henigman
19502 Aragon Cr.
17 year residents


Timothy & Christine Karpinski
19501 Aragon Cr.
19 year residents 

Timothy & Tamme Gallinger
19512 Aragon Cr.
21 year residents


Gloria Neal
19521 Aragon Cr.
7 year resident




Mike & Amanda Garner
19522 Aragon Cr.
12 year residents

Mike Garner
Amanda Garner

James & Carolyn Poppen
19542 Aragon Cr.
34 year residents

James R. Poppen
Carolyn G. Poppen

Dora Jimenez
19552 Aragon Cr.
36 year resident

Dora Jimenez

Roger & Theresa Yates
19562 Aragon Cr.
40 year residents

Theresa Yates
Roger Yates

Randy Woerner
Mary Woerner

Randy & Mary Woerner
19531 Aragon Cr.
29 year residents

Charles King
Michelle King

Charles & Michelle King
19531 Aragon Cr.
17 year residents

Ken Hildreth
Sharon Hildreth

Ken & Sharon Hildreth
19541 Aragon Cr.
46 year residents

Ed & Dana Syer
19592 Aragon Cr.
10 year residents

Ed Syer
Dana F. Syer



January 31, 2010

To: The City of Huntington Beach

RE: Proposed RV Storage Facility at Yorktown and Ward

My name is Joe Sire and I am a real estate broker who works for First Team Real Estate in Huntington Beach. I have worked in the area here for the past forty years or so selling homes. In particular I sell a lot of Glen Mar Homes which is where Aragon Circle is located, at the southwest corner of Yorktown and Ward. The homes on the east side of Aragon Circle back to Ward Street.

The purpose of this letter is to state that, in my opinion, to extend the proposed RV Storage facility south of Yorktown immediately east of Ward, would diminish the value of the homes on Aragon, particularly those homes on the east side of Aragon that back to Ward Street. The reason for this is because it would obstruct a currently serene, natural and peaceful view, from the back of those homes, into a view that would have an industrial look to it. All the homeowners would see is RV's. And then of course there would be the security concerns that come with having a RV storage facility immediately behind your home.

If you could terminate the storage facility at Yorktown, I'm sure it would be greatly appreciated by the homeowners on Aragon Street, both from an aesthetic point of view as well as from a financial point of view.

Sincerely,

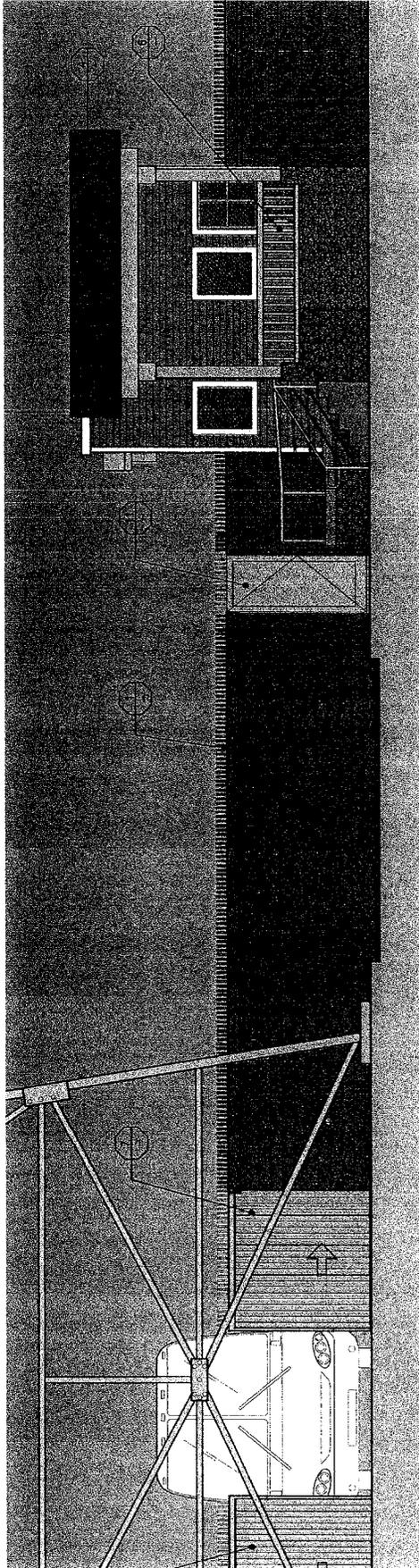
A handwritten signature in black ink that reads "Joe Sire". The signature is written in a cursive, flowing style.

Joe Sire
Associate Broker
DRE # 00387585
First Team Real Estate
20100 Brookhurst Street
Huntington Beach, CA 92648
Email: joeroe@sireteam.com
Phone: 714-963-7080

RECEIVED
DEC 11 2009
Huntington Beach
PLANNING DEPT.

WARD/GARFIELD SPECIFIC PLAN

DRAFT SPECIFIC PLAN NO. 16 **DRAFT**
City of Huntington Beach



ATTACHMENT NO. 14.1

DRAFT DEC. 11, 2009

WARD/GARFIELD SPECIFIC PLAN

City of Huntington Beach, California

SPECIFIC PLAN NO. 16

Prepared by: Michael C. Adams Associates

December 2009

Adopted _____
Resolution No. _____

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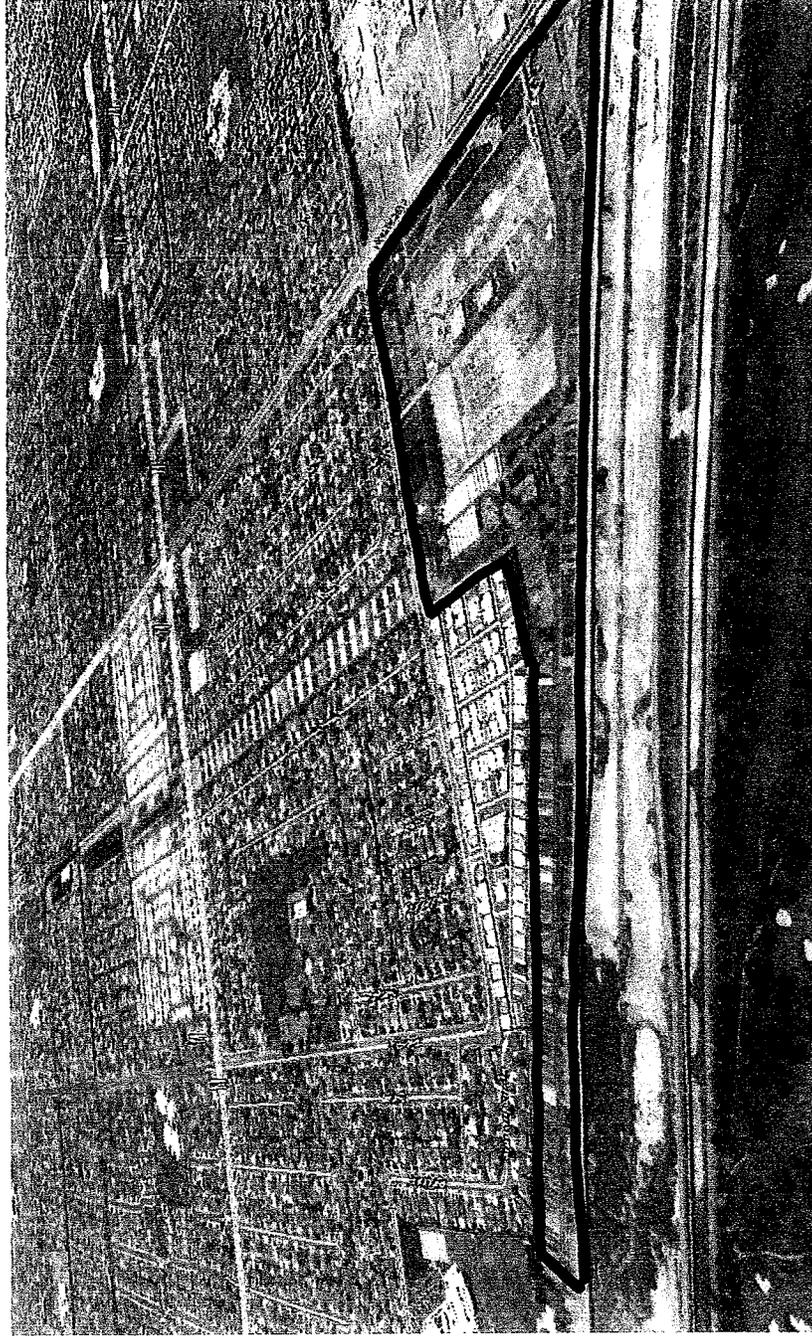


Exhibit 1.1 Aerial Photograph (Looking west)

**SECTION ONE
INTRODUCTION**

1.0 PURPOSE

The purpose of the Ward/Garfield Specific Plan is to establish the planning concept, development regulations and administrative procedures necessary to achieve an orderly and compatible development of the area, and to implement the goals, policies and objectives of the Huntington Beach General Plan.

The Ward/Garfield Specific Plan identifies the location, character and intensity for a proposed recreational vehicle storage facility, and existing nursery facilities and the Southern California Edison Ellis Substation along the Santa Ana River Channel at the eastern boundary of the City.

The Specific Plan is regulatory in nature and serves as zoning for the Ward/Garfield site. Subsequent development plans and other entitlement requests for the specific plan area must be consistent with the Specific Plan and Huntington Beach General Plan.

1.1 AUTHORITY AND PROCEDURE

California State law authorizes cities with complete General Plans to prepare and adopt Specific Plans (Government Code Sections 65450 et. Seq.). Specific Plans are intended to be a bridge between the local General Plan and individual development proposals. Specific Plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, detailed development standards and other regulatory methods into one document which can be tailored to meet the needs of a specific area.

Local planning agencies or their legislative bodies may designate areas within their jurisdictions as ones for which a Specific Plan is “necessary or convenient” (Government Code Section 65451). A Specific Plan may either be adopted by ordinance or resolution (Government Code Section 65507). Adoption of the Ward/Garfield Specific Plan shall be consistent with the provisions of the Huntington Beach Zoning and Subdivision Ordinance, Chapter 215.

The most recent version of the Huntington Beach General Plan was adopted by the City on May 13, 1996 which designates the project area as Public. The proposed Ward/Garfield Specific Plan is consistent with the goals and policies of the Huntington Beach General Plan. The preparation, adoption and implementation of the Ward/Garfield Specific Plan by the City of Huntington Beach is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

1.2 SCOPE AND FORMAT

The Ward/Garfield Specific Plan is divided into five sequential sections.

Section One is the Introduction and describes the purpose and intent of the document along with a brief explanation of Specific Plan procedures and authorization.

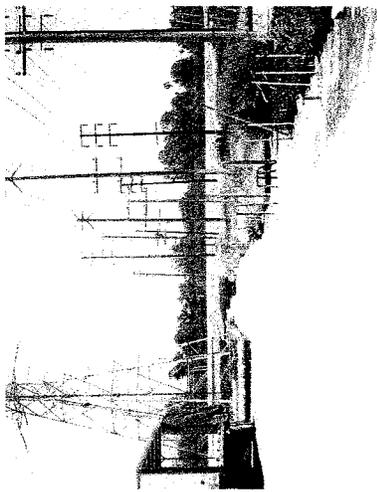
Section Two is the Project Area Description and is intended to establish the reasons why the Specific Plan process is logical and necessary for this portion of the City. This section presents a general description of the Specific Plan area including designated land uses, zoning and existing activities. In addition, special characteristics and existing conditions, which make this area unique, have been identified.

Section Three presents the Implementation process and discusses how individual projects and improvements will be reviewed and approved. This section outlines the project approval procedures and the methods by which the Specific Plan can be modified or amended.

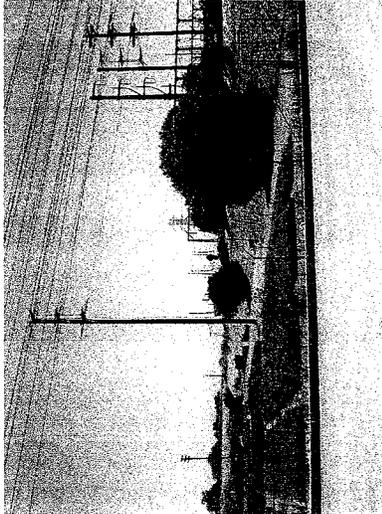
Section Four describes the Specific Plan Concept. The design concept evolves from the objectives outlined in Section One and the existing conditions discussed in Section Two, along with input from meetings with the neighborhood and public in general, and special studies conducted by and for the City.

Section Five presents a detailed description of the Development Regulations, which are necessary to guide and control new projects and carry out the goals and policies of the Specific Plan and the City's General Plan.

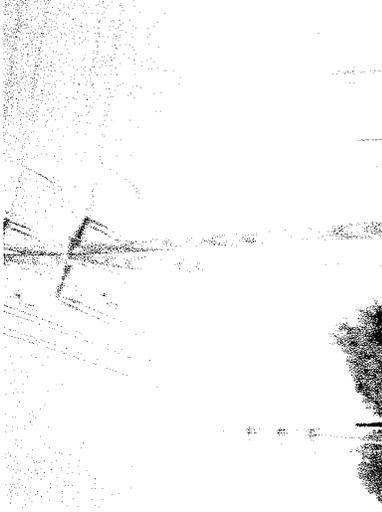
An **Appendix** has been compiled that contains the legal descriptions of the entire site, as well as legal descriptions of each of the Planning Areas.



Looking East



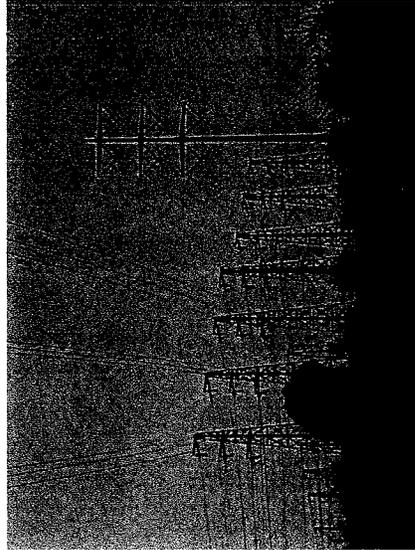
Looking South



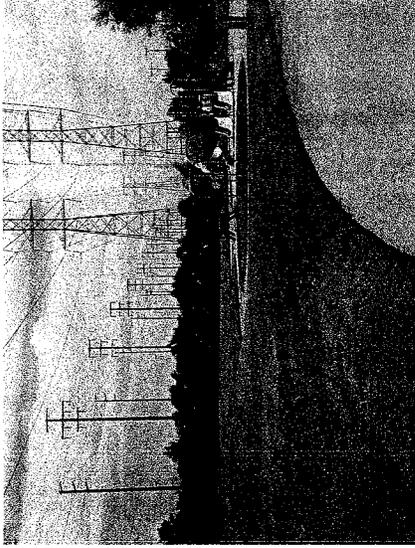
Utility Lines



Looking Southwest



Looking East



Looking South

Exhibit 2.1 Area Photographs

SECTION TWO PROJECT AREA DESCRIPTION

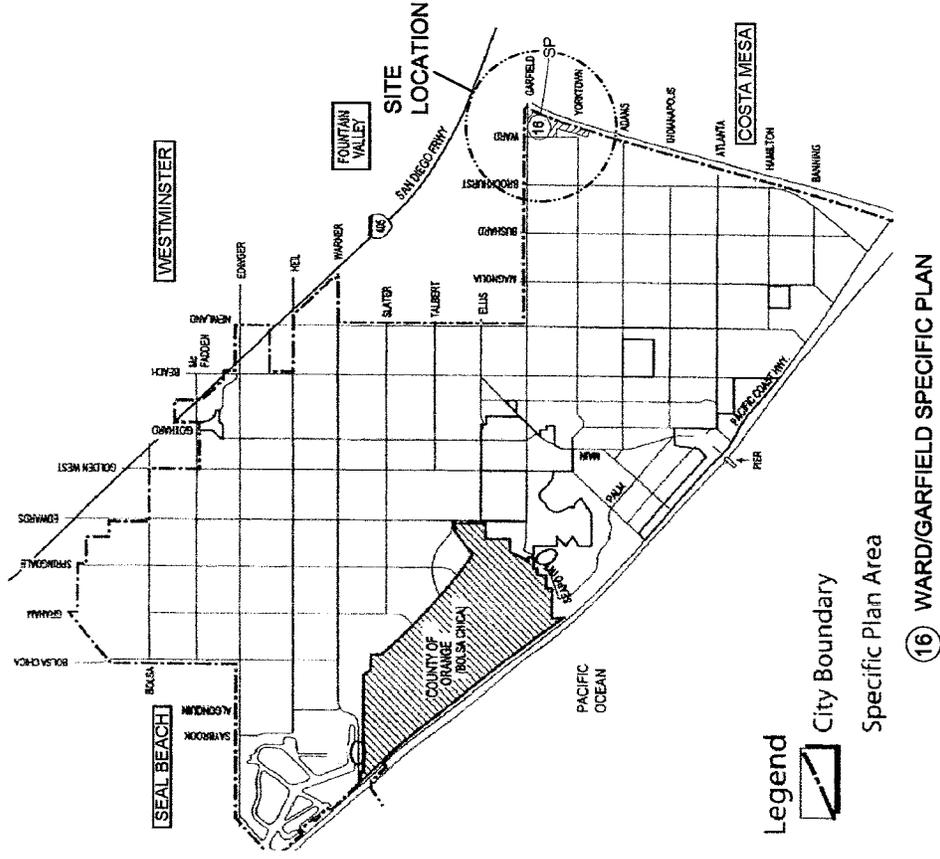
2.0 LOCATION

The Ward/Garfield Specific Plan encompasses 43.60 acres along the eastern boundary of the City of Huntington Beach. The area is generally bounded on the north by Garfield Avenue (City of Fountain Valley); on the west by Ward Street, the existing Mariner's Pointe mobilehome park and eight single family residences on Aragon Circle; on the east by the Santa Ana River channel; on the south by the Mariner's Pointe mobilehome park and Arevalos Park.

2.1 GENERAL PLAN DESIGNATION

The Ward/Garfield Specific Plan site is currently designated as Public (P) in the City's General Plan. A concurrent General Plan Amendment will attach a Specific Plan Overlay (P-sp) to the primary designation allowing for the specific uses.

The General Plan objective for Specific Plan Overlay areas (LU 15.1) is to ensure that large scale, mixed use and multi-phased development projects and significant land use and activity districts achieve a consistent character, are compatible with their surrounding environment and benefit the City.



2.2 ZONING

The Ward/Garfield Specific Plan area is currently zoned RL (Residential Low Density adopted by the City Council in December of 1964 (Ordinance No. 1106). The adoption of this Specific Plan will supersede the existing RL zoning and establish an amended set of development regulations.

2.3 CURRENT LAND USES

The Ward/Garfield Specific Plan site currently consists of several activities. The primary use within the Specific Plan is the Southern California Edison Ellis Substation, which occupies approximately 12.95 acres (Planning Area 2).

Village Nurseries Landscape Center currently operates on the area surrounding the enclosed substation and on the remaining 30.65 acres of the site. (Planning Areas 1 & 3).

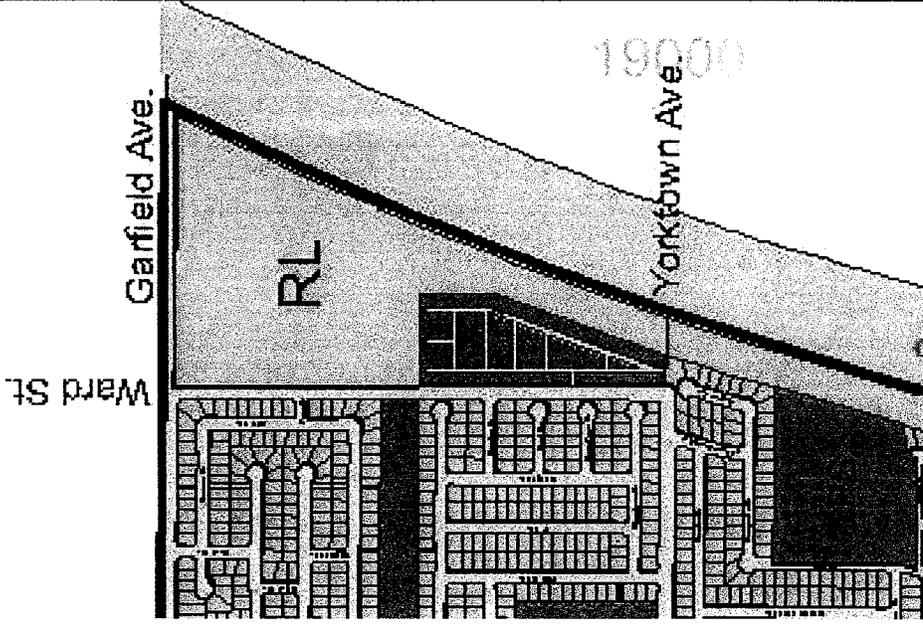


Exhibit 2.3 Current Zoning Map

2.4 PLANNING HISTORY

The Southern California Edison Company is a public utility regulated by the California Public Utilities Commission (CPUC) and is in the business of generating, transmitting and distributing electrical power to its customers throughout the Southern California region inclusive of the proposed site. It provides licenses and leaseholds to its operators as a normal course of business with a proposed leasehold for Huntington Beach RV Storage, its newest operator at the site, and Village Nurseries Landscape Center.

The Southern California Edison (SCE) Ellis Substation (19118 Ward Street) has been in operation since the 1950s. The site consists of transmission equipment and power distribution lines along with the substation office building. The onsite operations are power distribution services with approximately eight to ten employees. The facility is manned between 7:00 AM and 5:00 PM daily. The office building is approximately 2,000 sq. ft. in size. A separate service truck parking building is also located on site.

Access to the SCE Substation site is provided from Ward Street through the area leased to the nursery operation. The SCE facility is not open to the public. On-site parking currently accommodates 10 cars. Additionally, equipment stored at the site consists of service trucks and necessary distribution services equipment.

Village Nurseries Landscape Center (10500 Garfield Avenue) has been in operation at the site since the 1970s (previously known as Nina's Nursery). The nursery has operated through 5-year renewable lease agreements with Southern California Edison and consists of wholesale of plants and trees (in ground and potted). The business operates out of an open wood structure adjacent to

two modular buildings joined to serve as an office. There are ten employees and laborers employed at the nursery.

The wholesale nursery is open daily to the public with hours of operation generally between 7AM-5PM. Customer access is provided off of Garfield Avenue with business related access from Ward Street. On-site parking is currently provided along Garfield Avenue for approximately 20 cars with additional on-street curb parking for public use. In addition, equipment stored at the site consist of cart movers, small trucks and delivery equipment.

Village Nurseries will consolidate their operation into Planning Area 3 in order to accommodate the new recreational vehicle storage operation. No additional facilities are proposed for the nursery operation.

The new recreational vehicle storage operation will address a community-wide need for this type of activity. Home storage of recreational vehicles is a growing problem in the City. On-street parking for oversized vehicles is limited to 72 hours by the City's Municipal Code. This allows the recreational vehicle owner time to pack and unpack their vehicles prior to use, and attempts to limit the impact to on-street parking. However, this practice has been an issue of conflict in many neighborhoods. In addition, on-site oversized vehicle parking is very difficult to accomplish consistent with the City's current regulations. The proposed recreational vehicle storage facility will provide a new convenient alternative to address the issue. Similar facilities in other communities have proven to be successful.

The surrounding community consists primarily of residential activities. The Mariner's Pointe mobilehome park at 19350 Ward Street developed in the 1960's and consists of 98 mobilehome

spaces. The mobilehome park abuts the Edison property to the south and partially on the west. There is a single family residential tract developed in the 1970's located south of the mobilehome park. The cul-de-sac, Aragon Circle has eight homes that abut the Edison property. Directly south is Arevalos Park, a 2.62 acre public park owned by Southern California Edison but leased and maintained by the City of Huntington Beach. The park facilities, although part of the Edison parcel, are not included within the Specific Plan.



Exhibit 3.1 Site Area Photograph

SECTION THREE IMPLEMENTATION

3.0 ADMINISTRATION

The City's Planning Director shall administer the provisions of the Ward/Garfield Specific Plan in accordance with the State of California Government Code, Subdivision Map Act, the Huntington Beach Municipal Code, the Huntington Beach Zoning and Subdivision Ordinance (HBZSO), and the City's General Plan.

The Specific Plan development procedures, regulations, standards and specifications shall supersede the relevant provisions of the City's Zoning Code (Huntington Beach Zoning and Subdivision Ordinance), as they currently exist or may be amended in the future. Any development regulation and building requirement not addressed in the Specific Plan shall be subject to the City's adopted regulations in effect at the time of an individual request.

3.1 METHODS AND PROCEDURES

The methods and procedures for implementation of the Specific Plan shall be on a project-by-project basis. The adoption of the Specific Plan alone will not require any improvements to the project area. Physical improvements will only coincide with the approval of new development projects. The Specific Plan is a regulatory document and is not intended to be a Development Agreement.

3.2 APPLICATION PROCEDURE

The Specific Plan requires that all requests for initial development or establishment of a use must be accompanied by an application for a Conditional Use Permit to the City's Zoning Administrator as

provided in the Huntington Beach Zoning and Subdivision Ordinance. Any request for a subdivision of a parcel shall require submittal of a Tentative Map.

Subsequent requests for minor or ancillary uses in conjunction with the original use may be approved by the Planning Director. The Director also has the authority to determine if any application shall require review by the Design Review Board.

3.3 ENVIRONMENTAL DETERMINATION

The extent and intensity of all anticipated development activity for the Ward/Garfield Specific Plan area has been identified in the Specific Plan and analyzed in an Environmental Assessment accompanying this Specific Plan.

Development project requests consistent with the Specific Plan shall not be subject to additional environmental review unless otherwise required by CEQA. However, the Planning Director may request an additional environmental assessment for unique or unusual circumstances that have not been previously addressed in the initial environmental review.

The City shall impose any applicable environmental mitigation measures, as specified in the environmental review as conditions of approval on individual projects. Such conditions of approval shall describe the time period and manner in which the mitigation measure must be satisfied.

3.4 REQUEST FOR DEVIATION

The Ward/Garfield Specific Plan Development Regulations are intended to encourage projects that create an aesthetically pleasing appearance, enhance the environment, and facilitate an adaptation to the surrounding environment.

Deviations pertain only to the Development Regulations of the Specific Plan and may be granted for special circumstances. Requests for Deviation may include but are not limited to building height, setbacks, parking, and landscaping.

The Planning Director may consider deviation requests up to ten (10) percent of any single standard. Deviations greater than ten (10) percent or deviations for projects subject to entitlement review must be approved by a Variance, subject to the procedures outlined in the City's Zoning and Subdivision Ordinance.

Deviations may be allowed when, in the opinion of the Planning Director, significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met. These benefits may include: additional landscaping, greater setbacks, concentrated or intensified landscaping, and unique/innovative designs.

The Planning Director may approve the Request for Deviation in whole or in part upon making the following findings:

- Promote better design, environmental and land planning techniques and contribute to the economic viability of the community, through aesthetically pleasing architecture, landscaping and site layout; and

- Not be detrimental to the general health, welfare, safety and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general; and
- Be consistent with objectives of the Specific Plan in achieving a project adapted to the area and compatible with the surrounding environment; and
- Be consistent with goals and policies of the City's General Plan, and comply with State and Federal Law.

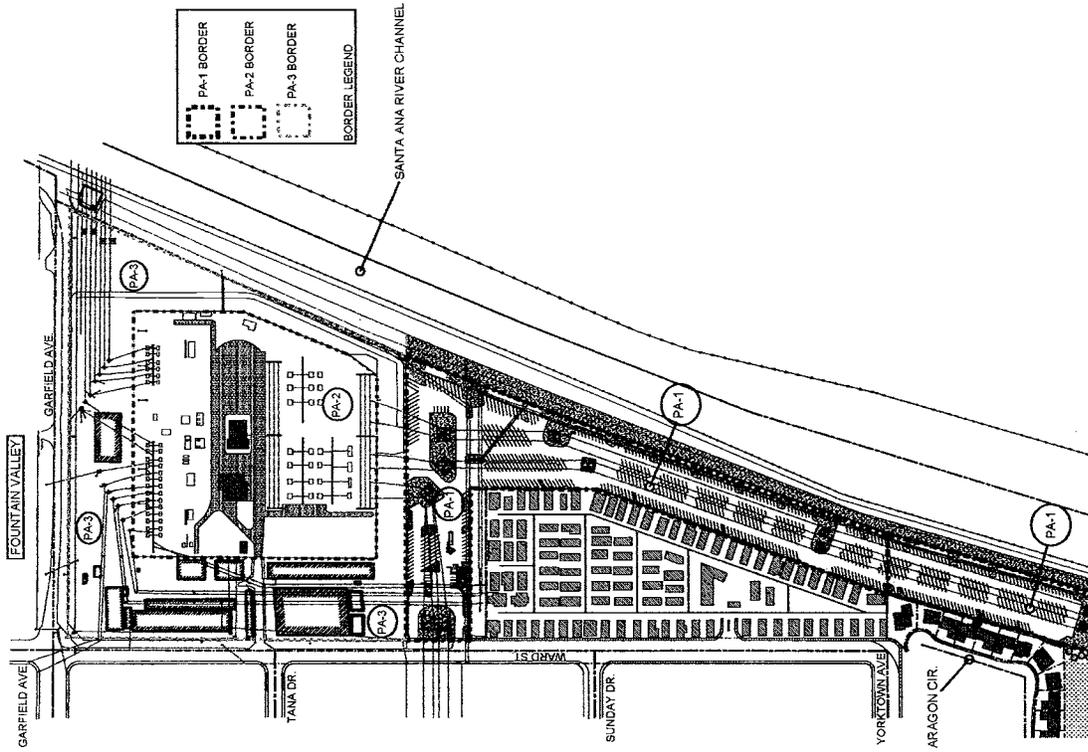
3.5 SPECIFIC PLAN AMENDMENTS

The Specific Plan can be amended. The Planning Director shall have the discretion to determine if requests for modifications to the Specific Plan are minor or major. Minor modifications may be accomplished administratively by the Director. Major modifications will require the processing of a Zoning Text Amendment, subject to the City's processing regulations in place at the time of the request.

Minor modifications are simple amendments to the exhibits and/or text that are intended to clarify and not change the meaning or intent of the Specific Plan. Major modifications are amendments to the exhibits and/or text that are intended to change the meaning or intent of the Specific Plan.

3.6 SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this title, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this title, or any future amendments or additions hereto. The City hereby declares that it would have adopted these titles and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.



SECTION FOUR SPECIFIC PLAN CONCEPT

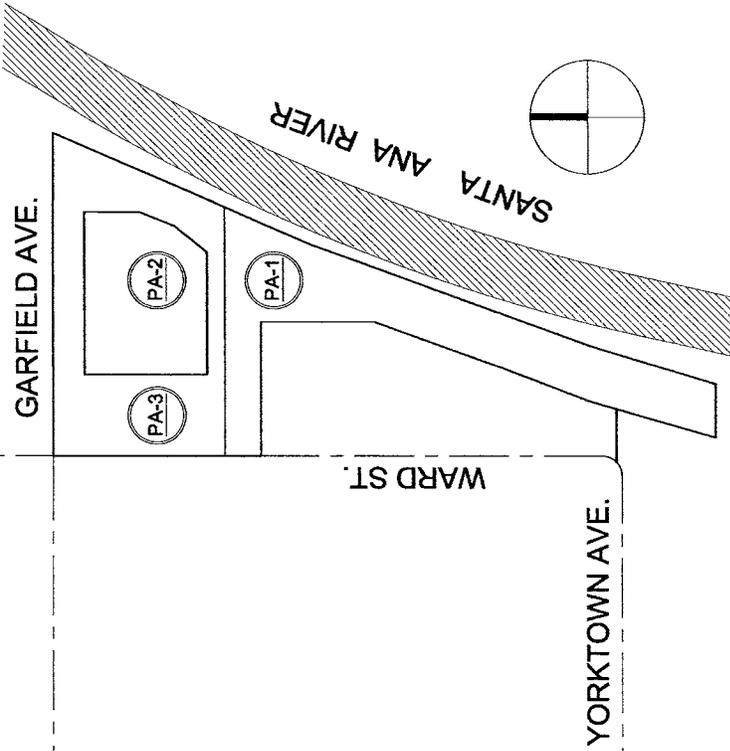
4.0 DEVELOPMENT CONCEPT

The Ward/Garfield Specific Plan development concept provides for an RV Storage facility within a portion of the Southern California Edison right-of-way that runs along the Santa Ana River Channel on the eastern boundary of the City of Huntington Beach. The development concept also recognizes existing uses including Village Nurseries, a retail/wholesale business, the Ellis electrical substation and associated transmission lines, and wireless communication facilities on existing transmission towers.

The Specific Plan is designed to allow for development in a manner that is compatible with the existing commercial nursery and public utility uses. The surrounding area has been developed with residential uses over an extended period of time, including the adjacent Mariner's Pointe mobilehome park, and single family homes to the south and west.

The Ward/Garfield Specific Plan provides the framework and guidelines necessary to create a unique, high quality RV Storage facility while recognizing standards for the existing uses. An illustrative Site Plan has been prepared showing complete build out of the area utilizing the various guidelines described in the Specific Plan. The plan provides a conceptual layout identifying the RV Storage, Nursery and Southern California Edison uses, parking design, access points, and landscaping. It is only intended for illustrative purposes to present an image of how the site may be developed and is not to be construed as the definitive plan for the area.

The Specific Plan recognizes that the primary use of the property revolves around the Southern California Edison Ellis Substation and ancillary transmission lines. The Specific Plan anticipates the continuation of the electrical facilities with the opportunity for separate leases by SCE. Any modifications and/or expansion of the existing facility shall continue to be regulated by the provisions of the Specific Plan and the Huntington Beach Zoning and Subdivision Ordinance.



4.1 PLANNING AREAS

The purpose of identifying separate Planning Areas (Exhibit 4.1) is to delineate the proposed RV Storage facility while allowing for the continuation of current activities. This approach recognizes proposed development and establishes sufficient flexibility to provide for future opportunities. Three distinct Planning Areas are identified to provide opportunities for three different and distinct activities.

Exhibit 4.1 Planning Area Map

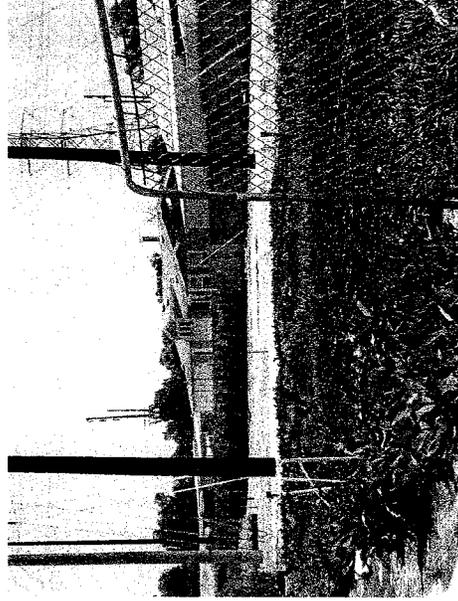
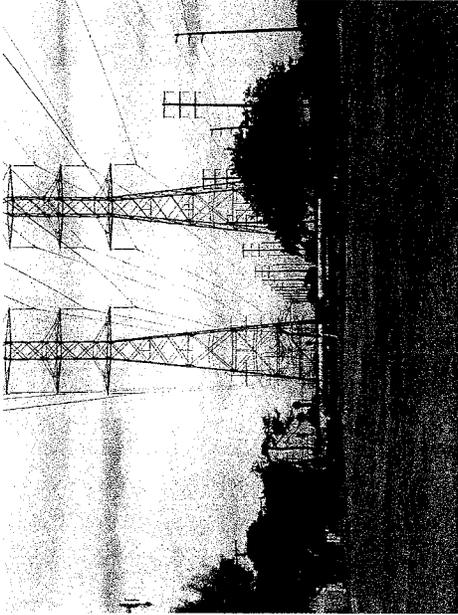
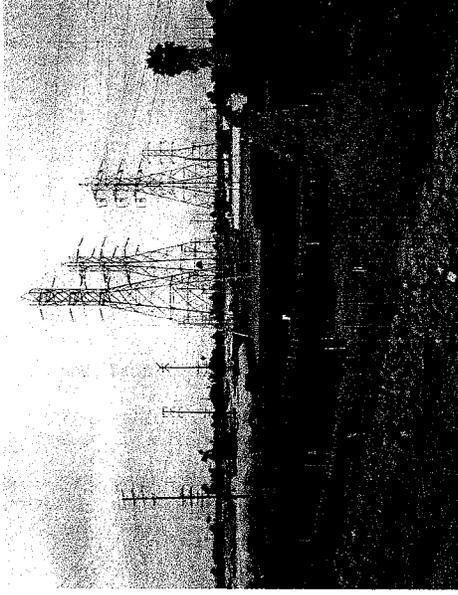


Exhibit 4.2 Images of Planning Area 1

4.2 PLANNING AREA 1

Planning Area 1 (13.52 acres) is devoted to the Huntington Beach RV Storage facility located on the southerly portion of the Specific Plan area. PA-1, also referred to as "the 7" due to its lot configuration, will consist of 557± RV parking spaces, an 800 sq. ft. modular rental office with restroom, and associated perimeter fencing and lighting. There will be a washing facility and dump station for grey and black water, and a trash enclosure inside the facility.

The new RV Storage facility is designed to provide access from Ward Avenue with a large queuing area (approx. 120 ft.) to an automated remote gate system. The site also provides a large turnaround area in front of the gate (Exhibit 4.5). Existing transmission towers and electrical lines will continue to exist above the RV parking stalls. There will be no on-site vehicle repair at the facility.

An ornamental security fencing system with vertical landscaping material is proposed along the existing residential properties to minimize view impacts to the parked RV's, boats and jet-skis. The fencing system will provide the needed security for the RV Storage facility as well as provide security to the rear yards of the residential properties.

Permitted uses in Planning Area 1 will be limited to RV Storage, Landscape Nurseries, Wireless Communication facilities, and electric utilities.

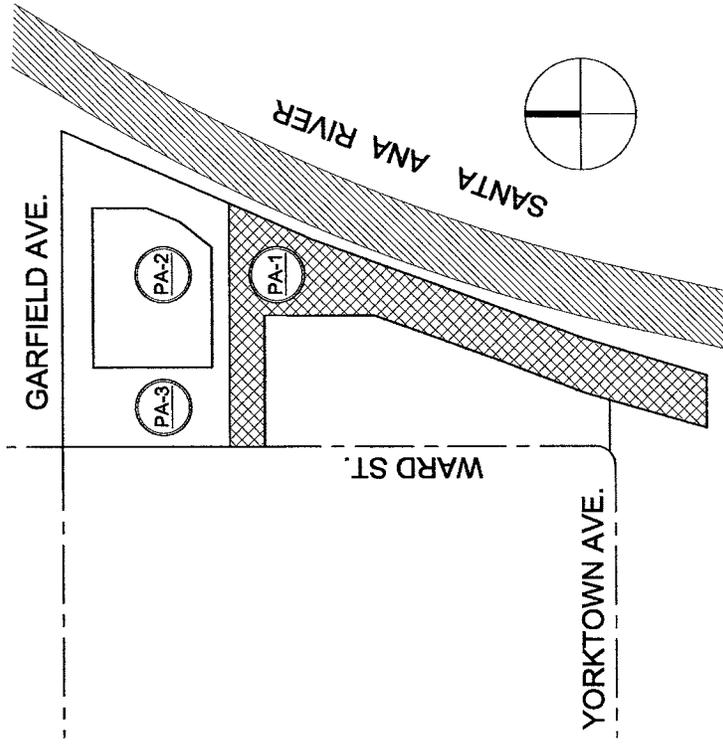


Exhibit 4.3 Map of Planning Area 1

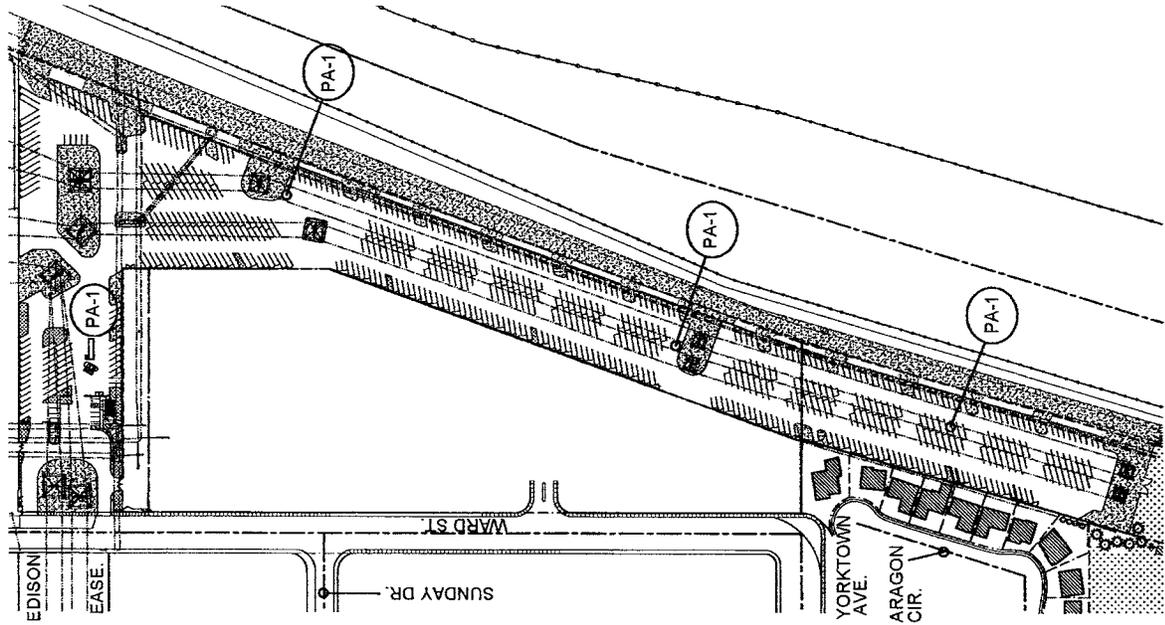


Exhibit 4.5 PA-1 Site Plan

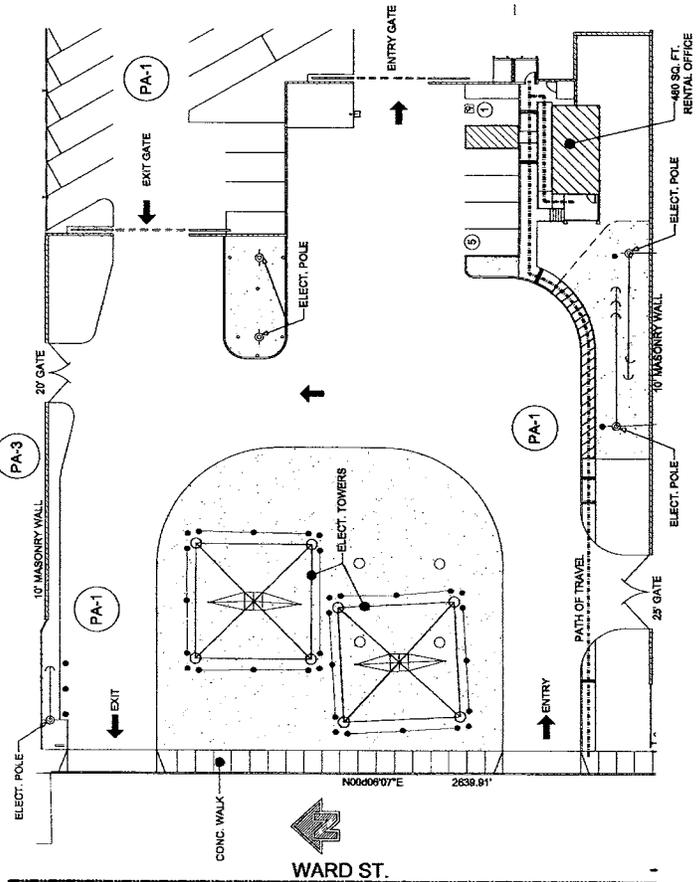
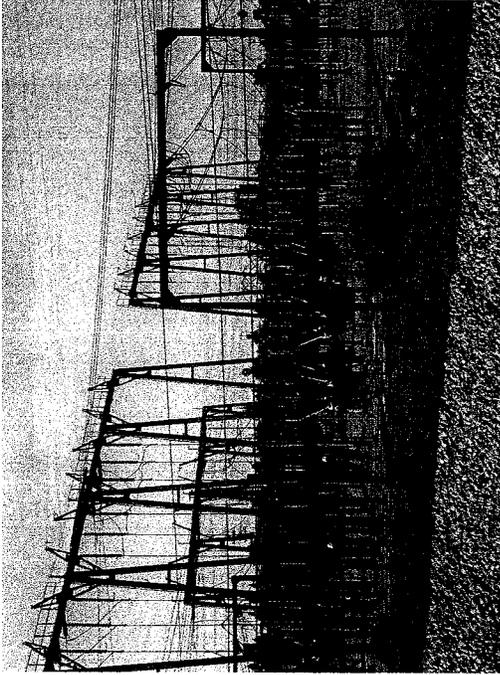


Exhibit 4.4 Proposed Entry for RV Storage



Entry to Ellis Substation



Looking west

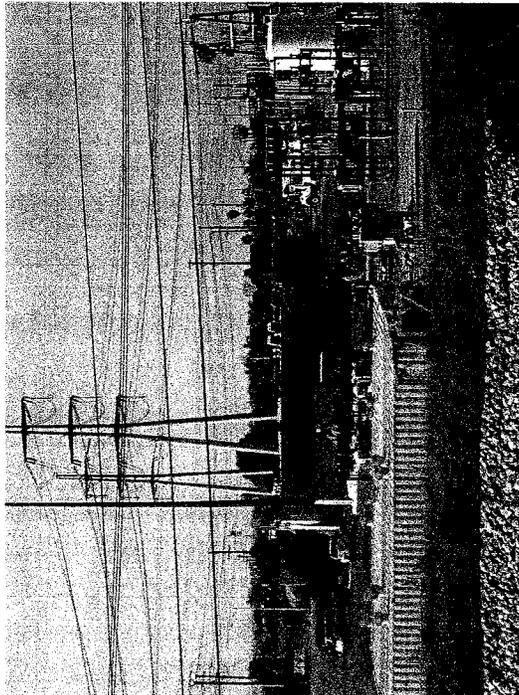


Exhibit 4.6 Images of Planning Area 2

4.3 PLANNING AREA 2

Planning Area 2 (12.95 acres) consists of the existing Southern California Edison Edison Substation at 19118 Ward Street. No change is proposed to this area.

The structures at the Ellis Substation include an approximately 2000 sq. ft. building with an ancillary service truck bay. Existing access is provided from Ward Avenue through a portion of the nursery and to a security keypad entry system. The access will be provided in perpetuity. There are 10 on-site parking spaces for the current 8-10 employees that staff the substation on a daily basis.

The Specific Plan designates Planning Area 2 solely for the SCE Ellis Substation.

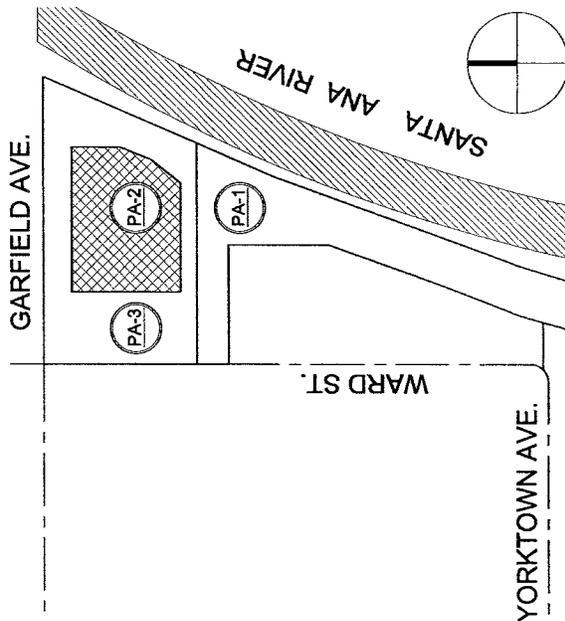


Exhibit 4.7 Map of Planning Area 2

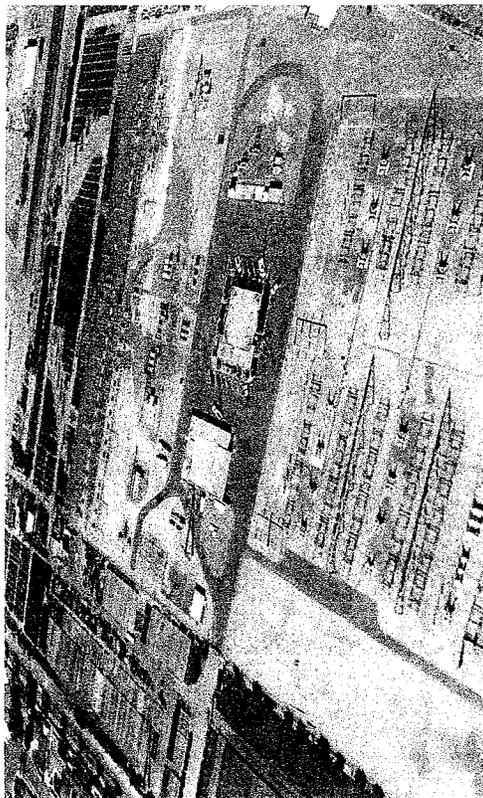


Exhibit 4.8 PA-2 Aerial Photograph

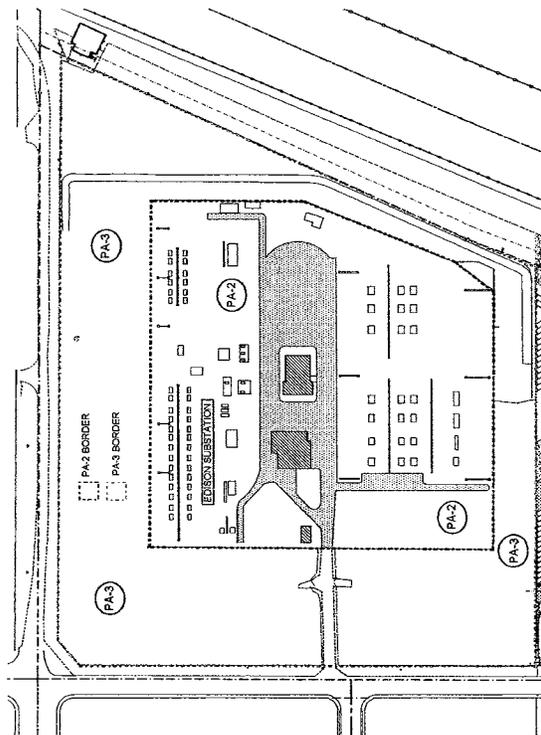


Exhibit 4.9 PA-2 Site Plan

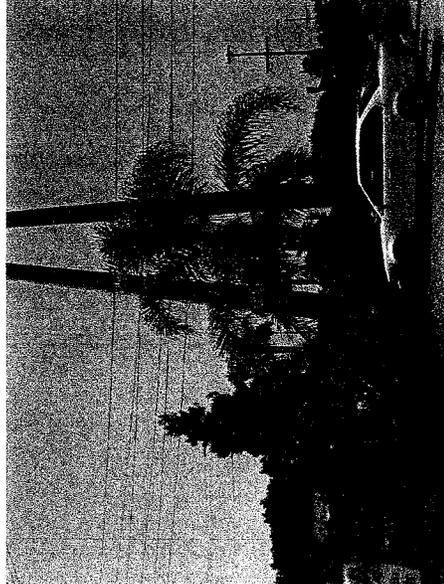
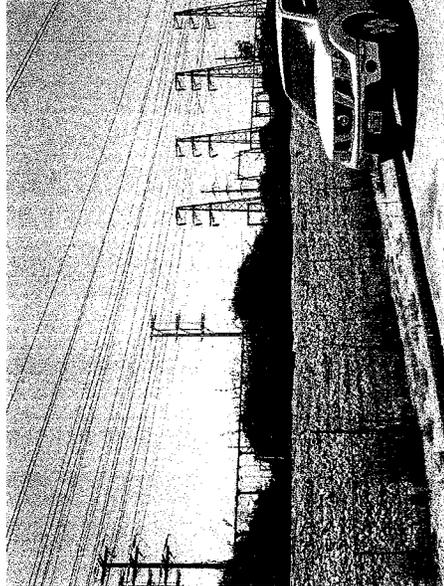


Exhibit 4.10 Images of Planning Area 3

4.4 PLANNING AREA 3

Planning Area 3 is a 17.13 acre area that surrounds the SCE Ellis Substation. PA-3 is currently occupied by Village Nurseries Landscape Center at 10500 Garfield Avenue. The commercial landscape nursery currently leases the property from SCE.

Primary access for the nursery is provided at the terminus of Garfield Avenue with business related access from Ward Avenue via the Ellis Substation driveway entry. Permitted uses will be limited to RV storage, landscape nurseries, wireless communication facilities, and electric utilities. All future modifications will be subject to the provisions of the Specific Plan.

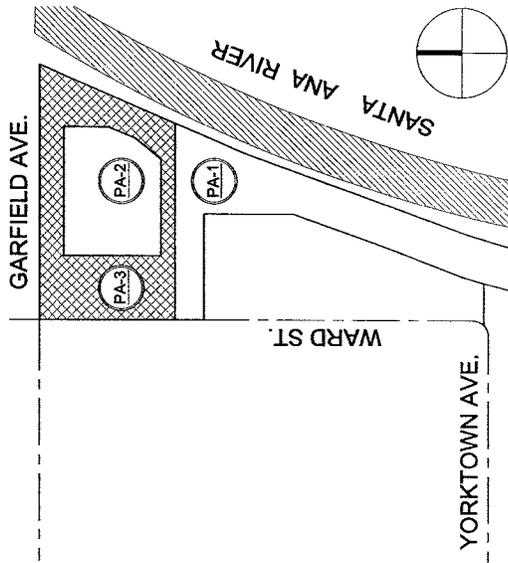


Exhibit 4.11 Map of Planning Area 3

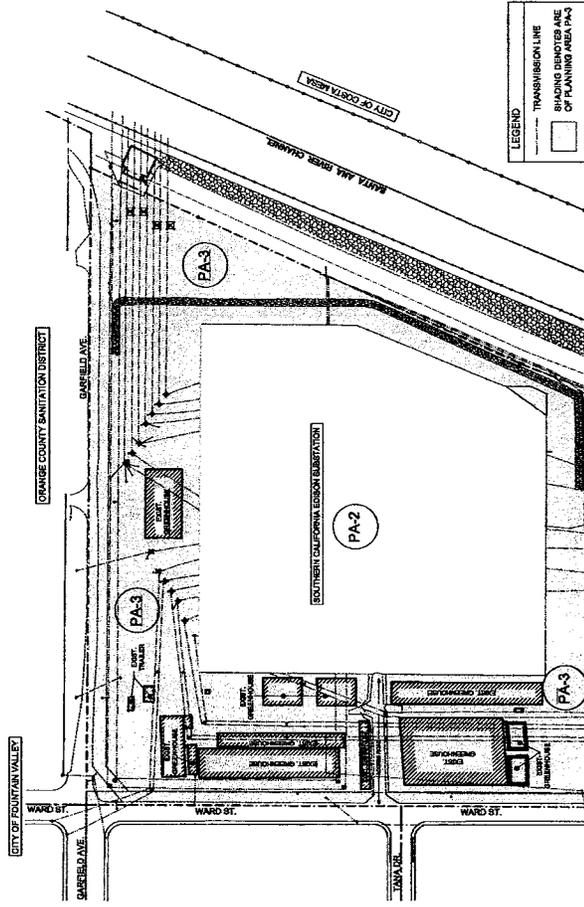


Exhibit 4.12 PA-3 Site Plan

4.5 ACCESS AND CIRCULATION

Access to the Ward/Garfield Specific Plan area from the San Diego Freeway (Interstate 405) can be obtained from the Euclid off-ramp, west on Ellis Avenue to Ward Street, and southbound on Ward Street to Garfield Avenue. Access is also available via Garfield or Yorktown Avenues to Ward Street and the Specific Plan area.

Primary vehicular access to the project site is provided via three driveways on Ward Street, a Collector Arterial Street, and one driveway on Garfield Avenue, a Primary Arterial that terminates east of Ward Street at the Santa Ana River Channel. Pedestrian access to Village Nurseries is provided from Garfield Avenue. The intersection of Ward Street and Garfield Avenue is at the boundary of Huntington Beach and Fountain Valley.

The entire site is owned by Southern California Edison that leases portions of their property to private operators. Vehicular access to the Ellis Substation (PA-2) will continue to be provided from Ward Street through a portion of Village Nurseries property (PA-3) and will be provided in perpetuity. Ward Street and Garfield Avenue, adjacent to the project area, are designated for Class II bike trail systems.

Internal circulation is currently provided by a system of private accessways serving as access to individual activity areas within the project site. Circulation will be further enhanced by a proposed entryway to the new recreational vehicle storage facility. The RV parking facility is designed with asphalt parking stalls and drive aisles.

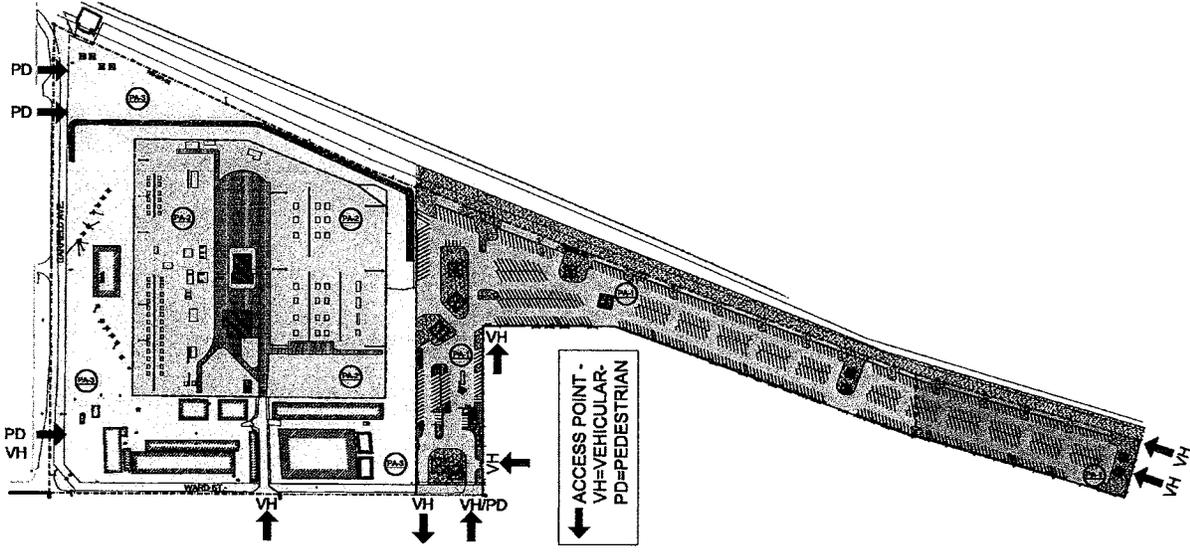


Exhibit 4.13 Access/Circulation Plan

All new ingress and egress to and from the site shall be provided at locations approved by the City. All internal accessways shall be privately owned and maintained. The standards for such drives, including width and construction, shall meet the requirements of the City.

4.6 PUBLIC FACILITIES

Public facilities analyses of infrastructure requirements and detailed design, construction and phasing will be completed as required by the City of Huntington Beach Department of Public Works. Future development within the Specific Plan area will be responsible for the construction of public facilities improvements concurrent with individual project development, subject to review and approval of the Director of Public Works.

Water System

Domestic water for the property will be provided by the Public Works Water Division of the City of Huntington Beach. The Water Division provides water to all of the customers within the City of Huntington Beach.

The Water Division has use of both underground and imported water sources to service the area. The underground supply comes from nine existing wells, and imported water delivered to the City of Huntington Beach by the Metropolitan Water District (MWD) at three locations. The Specific Plan area is part of the City's Master Plan for Water Service.

All water improvements shall be designed to the City of Huntington Beach water standards for future City acceptance and approval. Locations of fire hydrants and apparatuses will be reviewed for each project by the Fire Department and Water Division of the City of Huntington Beach to ensure adequate fire flow and pressure.

Sewer System

The City of Huntington Beach is responsible for the review and approval of the collection of wastewater within the project area, and the Orange County Sanitation District (OCSD) is responsible for the treatment of wastewater.

The City system ultimately is collected by the Sanitation District via their trunk and distribution lines to convey sewage to their plant. Any new sewer lines within the property will be contained in private roads or in easements that may ultimately be dedicated to the City of Huntington Beach. The sewer system will be designed to City sewer standards for possible future public acceptance and maintenance.

There are currently no sewer facilities available on Ward Street at the entry to the RV Storage Facility. Sewer facilities are available on Ward Street north of the site entry and within the Mariner's Pointe Mobilehome complex. The RV Storage facility will include an office building with restroom facilities and a dump station that will require a sewer connection. These existing sewer connections drain to the Orange County Sanitation District plant at Brookhurst and PCH.

Storm Drainage/Water Quality

The City of Huntington Beach and the Orange County Flood Control District (OCFCD) are the agencies responsible for the flood control system in the project vicinity. There are no storm drain systems that exist within or along the project site. The proposed RV Storage facility will involve installing impervious surfaces on a large portion of the site. The new drainage pattern will be very similar

to the existing drainage pattern, except drainage will be directed away from the Edison towers and drainage devices will be added to the project to aid in an infiltration process. At the entrance of the site, the use of new curb and gutter will direct drainage toward Ward Street. At the northeast portion of the site, drainage will occur through V-gutters which will then direct the flows to an infiltration trench located along the eastern property line of the project. The majority of the area along the Santa Ana River Channel will drain toward the east property line where an infiltration trench will collect all of the runoff from this area.

Stormwater systems eventually discharge into coastal ocean water. They may also discharge into wetlands or streams. Stormwater discharging from the site shall be of sufficient quality and volume to maintain or enhance the functional capacity of the receiving waters. Where new storm drains are necessary to accommodate the development, they shall be sited and designed to discharge in the least environmentally sensitive location. The on-site water retention and percolation system will minimize run-off into the City's stormwater system. All drainage and runoff will comply with the National Pollution Discharge Elimination System (NPDES) requirements.

Storm Drains and/or Catch Basins shall be marked "No dumping-drains to Ocean" or with other appropriate local insignia. These marking shall be maintained for the life of the project.

4.7 UTILITIES

There are several public utility service providers in the Ward/Garfield Specific Plan area as described below. Adequate facilities exist for the current service needs of the area as well as the anticipated additional facilities.

Electricity

Electrical service to the area is provided by the Southern California Edison Company. Existing transmission and distribution lines are adequate to service current and potential future needs.

Natural Gas

Natural gas service in the Specific Plan area is provided by the Southern California Gas Company. Adequate facilities exist for current and projected future needs.

Telephone

Telephone service in the Specific Plan area is provided by Verizon. Coordination with the service provider for the installation of new service will be necessary.

Cable Television

Cable television service within Huntington Beach is provided by Time Warner Communications. Coordination with the cable company for the installation of new service will be necessary, however not anticipated as part of this proposal.

Solid Waste Disposal

Rainbow Disposal Company currently provides solid waste disposal services for the area. Based on service projections and anticipated demand increase, an adequate level of service will be maintained.

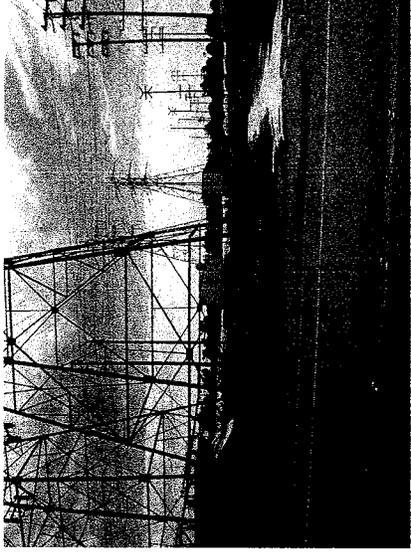


Exhibit 5.1 Images of the Area

**SECTION FIVE
DEVELOPMENT REGULATIONS**

5.0 PURPOSE

The purpose of this section is to provide specific development regulations and standards that will be applied to individual development projects in each Planning Area of the Specific Plan. Upon adoption by the City of Huntington Beach, the Specific Plan will be the zoning document for the project area.

5.1 GENERAL PROVISIONS

The provisions contained herein shall govern the design and development of the Ward/Garfield Specific Plan area. Standards and/or criteria for development and activities not specifically addressed in this Specific Plan may require referral to the current provisions of the Huntington Beach Zoning and Subdivision Ordinance and Municipal Code.

Whenever an activity has not been specifically listed as being permitted in a particular Planning Area of the Specific Plan, it shall be the duty of the Planning Director to determine if it is consistent with the intent of this Specific Plan and compatible with other permitted uses. In the case of any conflicting provisions, the regulation and policies of the Specific Plan shall prevail. In addition, all projects must comply with the following policies and requirements.

Policies and Requirements

- **Grading.** All grading shall comply with the applicable sections of the HBMC and shall be approved by both the Planning Director and Director of Public Works.

- **Construction.** All construction shall comply with the provisions of the current Uniform Building Code and as subsequently amended and the applicable sections of the Huntington Beach Municipal Code.

5.2 DEFINITIONS

For the purposes of the Specific Plan, words, phrases and terms shall have the meanings as defined below. Terms not specifically defined in the Specific Plan shall have the same definition as used in the City of Huntington Beach Zoning and Subdivision Ordinance.

When consistent with the context, words used in the present tense include the future tense; words used in a singular number include the plural number; and words of the masculine gender include the feminine and neuter gender. The word “shall” is always mandatory and the word “may” is permissive.

Accessory Building

A detached building on the same lot as a main building or activity, the use of which is incidental to that of the main activity.

Accessory or Ancillary Use

A use that is appropriate, subordinate, and customarily incidental to the main use of the site and which is located on the same site as the main use.

Building Height

Building height is the vertical dimension measured from the top of the highest roof to the top of the subfloor/slab directly underneath.

Deviations

An adjustment in one or more Development Regulations in order to accommodate special circumstances and/or unique architectural features.

Entryway

The point of ingress and egress from a public or private street to the project.

Modification (Minor)

An amendment to the exhibits and/or text that is intended to clarify and not change the meaning or intent of the Specific Plan. Minor modifications require action by the Planning Director.

Modification (Major)

An amendment to the exhibits and/or text that is intended to change the meaning or intent of the Specific Plan. Major modifications require a Zoning Text Amendment and action by the Planning Commission and City Council.

Setback Line

The line that defines the width or depth of the required yard. Such line shall be parallel to the property line and/or Planning Area boundary line and removed therefrom by the perpendicular distance described as the setback.

Specific Plan

Specific Plan shall mean the Ward/Garfield Specific Plan as adopted by the City Council of the City of Huntington Beach.

Street

A public or approved private thoroughfare or road easement which affords the principal means of access to abutting property.

Structure

Any building or portion thereof, wall fence, etc., extending forty-two (42) inches in height above the grade.

Use

The purpose for which land or building is arranged, designed, or intended, or for which it is occupied or maintained.

Zone

A district as defined in the State Conservation and Planning Act, shown on the official zoning maps and to which uniform regulations apply.

5.3 DEVELOPMENT STANDARDS

The Development Standards shall serve as the mechanism for the implementation of the Ward/Garfield Specific Plan. The standards set forth in this section will assure that future development within the project is implemented in a manner consistent with the intent of the Specific Plan. The standards contained herein provide flexible mechanisms to anticipate future needs and achieve compatibility between land uses and the surrounding community. Standards and guidelines are designed to be compatible with the existing land use categories of the City. The primary land uses in the Specific Plan allow for existing electric utilities, low-activity commercial, and recreational vehicle storage. Development Standards shall be established for each Planning Area in order to accommodate the existing and proposed uses.

Permitted Uses

Permitted uses shall be established in each Planning Area and shall be required to meet all applicable provisions of the Specific Plan.

- **Planning Area 1 Permitted Uses.**
 - Recreation Vehicle Storage and accessory buildings;
 - The RV Storage facility will include a washing facility and dump station for grey and black water. The dump station will require all applicable City and County permits
 - Nursery uses,
 - Wireless communication facilities subject to current requirements set forth in the HBZSO;

- Electric utilities and incidental structures including electrical transmission lines and towers.
- **Planning Area 2 Permitted Uses.**
 - Electrical Substation,
 - electrical transmission lines,
 - transmission towers,
 - switching buildings (existing Southern California Edison Ellis Substation) with private access road.
- **Planning Area 3 Permitted Uses.**
 - Nursery uses,
 - Recreational Vehicle Storage and accessory buildings;
 - Wireless communication facilities subject to current requirements set forth in the HBZSO;
 - Electric utilities and incidental structures including electrical transmission lines and towers.

| DEVELOPMENT STANDARDS | PA-1 (HB RV Storage) | PA-2 (SCE Ellis Substation) | PA-3 (Nursery) |
|--|--|---|--|
| Maximum Building Height | 15 ft. | 15 ft. | 20 ft. |
| Minimum Building Setback | | | |
| Front | 100 ft. | 0 ft.* | 15 ft. |
| Side | 15 ft. | 0 ft.* | 0 ft.* |
| Street Side | n/a | n/a | 15 ft. |
| Rear | 15 ft. | 0 ft.* | 0 ft.* |
| *Setbacks shall comply with California Building Code | | | |
| Required Off-Street Parking | 5 spaces for office use | 5 spaces for office use | 1:1000 sq. ft. of display area; +1:300 sq. ft. of office area |
| Landscaping | Min. 8% of site; concentrated in areas of public view | Min. 8% of site; concentrated in areas of public view | Min. 8% of site; concentrated in areas of public view |
| Fencing | Max. 8 ft. in height with ornamental fencing design and integrated landscaping | Max. 8 ft. in height | Max 8 ft. in height |
| Other Development Standards | Wireless Communication Facilities (WCF) shall comply with the requirements set forth in the HBZSO. | | |

Exhibit 5.2 Development Standards Chart

Maximum Building Height

The maximum allowable building height shall be established in each Planning Area.

- **Planning Areas 1 and 2.** Building height shall be limited to fifteen (15) feet.
- **Planning Area 3.** Building height shall be limited to twenty (20) feet to allow for greenhouse structures.

Building Setbacks

Setbacks shall be established in each Planning Area. The provisions outlined shall not apply to existing structures or perimeter fencing. However, any expansion of nonconforming structures shall comply with current requirements set forth in the HBZSO. In addition, recreational vehicles are not considered structures, and are therefore not subject to setback provisions.

- **Planning Area 1.** The minimum setback from any exterior property line shall be fifteen (15) feet. The minimum front setback shall be 100 feet.
- **Planning Area 2.** There are no minimum setbacks for the Ellis Substation facility provided structures comply with the California Building Code (CBC). No changes to the substation are proposed.
- **Planning Area 3.** The minimum setback for structures along public streets shall be 15 feet, with no setback requirement along interior property lines provided structures comply with the California Building Code (CBC).

Additional setbacks are required by the terms of the lease agreement with the property owner, from the electrical transmission towers which cross the property. A “no-park or build zone” of 100 feet is required for a non-polymer tower and 50 feet is required for a polymer tower.

Parking

All developments will be required to meet the minimum on-site parking standards of the Huntington Beach Zoning and Subdivision Ordinance unless otherwise noted on Exhibit 5.2. In addition, the following shall apply:

- Existing uses at the time of Specific Plan adoption shall be deemed in compliance with parking standards of the Specific Plan. Any alteration or expansion of those activities may require additional parking.
- Proposed uses and activities shall provide the following:
 - **Planning Area 1**
 - A minimum of five (5) public parking spaces shall be provided for RV Storage office uses. No additional parking is required to be provided for the RV Storage use.
 - **Planning Area 2**
 - A minimum of five (5) employee parking spaces shall be provided for the Ellis Substation use.
 - **Planning Area 3**
 - A minimum of 1 space for every 1000 sq. ft. of public display area shall be provided, plus a minimum of 1 space for every 300 sq. ft. of office area shall be provided.

5.4 DESIGN GUIDELINES

The Design Guidelines establish the character and style for development within the project area. The Guidelines accommodate individual development identities and promote interrelationships between the varying land uses and community features. The major elements of the Design Guidelines include: site planning, building architecture, landscaping, fencing, signing and lighting. All development proposals within the Specific Plan area shall conform to the Citywide Design Guidelines, as well as those outlined in the Specific Plan.

The Design Guidelines are intended to be consistent with the Design Element of the General Plan and the City's adopted Design Guidelines. The Design Guidelines are general and may be interpreted with some flexibility in their application to specific projects. Variations may be considered for projects with special design characteristics that still meet the objectives of the Guidelines. The Design Guidelines shall be used to promote a high level of design quality while at the same time provide some flexibility, necessary to encourage creativity on the part of individual project designers.

Site Planning

The Specific Plan allows for a combination of uses, all of which will revolve around the primary electrical utility use. The Design Guidelines section provides the measure by which basic concepts for coordinated site planning can be realized. Care must be taken in each project area to provide convenient access and to minimize impacts to surrounding uses. Effective site planning techniques

will establish a strong outline and framework for guiding future development projects.

The successful integration of effective site planning techniques, with the basic design elements on individual projects, will enhance the visual experience in the Specific Plan area. Future development within the project area will be in accordance with many of the established existing design concepts, in order to achieve an overall project area compatibility. Site layout shall respect and preserve the natural and existing site features.

1. There should be a minimum queuing area for two bus-sized recreational vehicles in front of the security gate to avoid any traffic impacts on Ward Street.
2. There should be a minimum landscape buffer of five (5) feet between residential properties and any recreational vehicle/trailer.
3. The dumping station and vehicle washing areas should be located away from the residential properties to minimize noise impacts.
4. Parking lot lighting and security lighting should be appropriately shielded so as to not spill over into residential areas.
5. Uses should be located away from existing transmission towers and poles to the greatest extent.

Architectural Guidelines

The Architectural Guidelines are intended to establish a compatible character, style and quality for all development projects within the Specific Plan. This compatibility of character is not intended to discourage individual innovation and creativity, but to simply provide a framework within which an overall sense of community and place will be reinforced. Each building shall be designed and sited with sensitive regard to climate, context, and proper use of materials and form in an honest expression of function as well as aesthetics.

Attention shall be given to incorporating the design, colors, and materials of signage into the overall design of the entire development in order to achieve conformity.

1. Architectural features and/or complementary colors and materials should be incorporated into the design of all exterior surfaces of the buildings in order to create an aesthetically pleasing project.
2. Building architecture and general appearance of the proposed development should enhance the orderly harmonious development of the area and the community as a whole.
3. Modular structures may be permitted provided they appear to be permanently installed with proper skirting. All utilities including air conditioning units and electrical meters should be screened from street view.

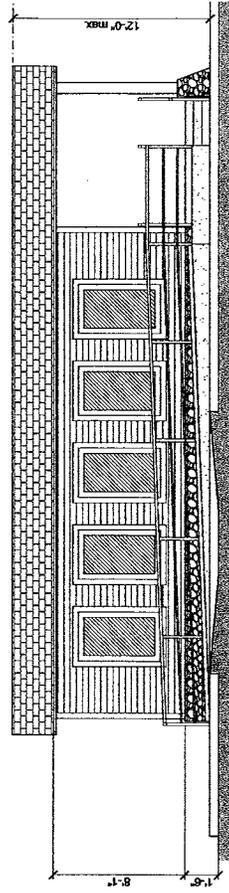
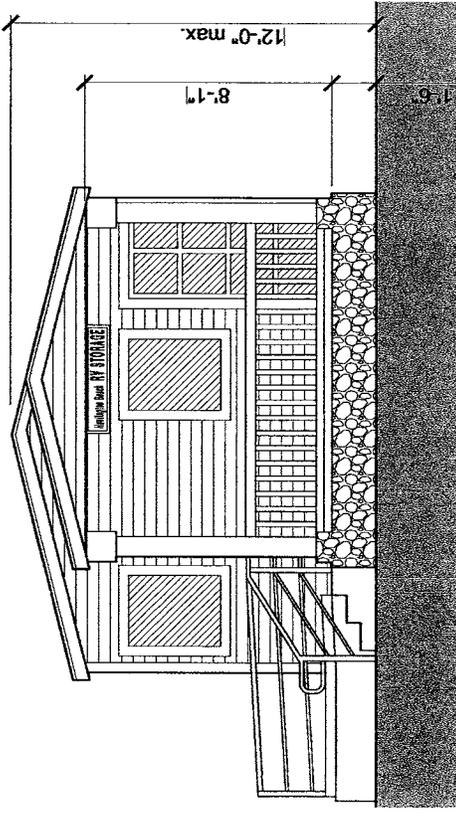


Exhibit 5.4 Proposed Building Elevations (RV Storage Office)

Fencing

Walls and fences shall be provided as a means to secure the open commercial businesses including the RV Storage and Nursery facilities and the SCE Ellis Substation. Any new fencing shall be solid block, decorative, or ornamental in nature and constructed to minimize visual impacts from the adjacent residential properties. Existing chain-link fencing shall be permitted to remain.

Increased fencing height may be necessary to provide security to the RV Storage facility. All new fencing over six (6) feet in height shall be integrated with permanently maintained landscaping material along or within the fencing system.

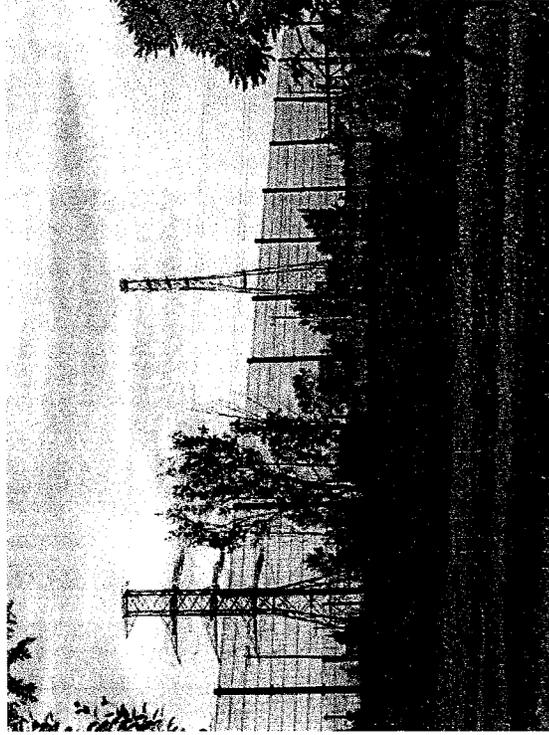
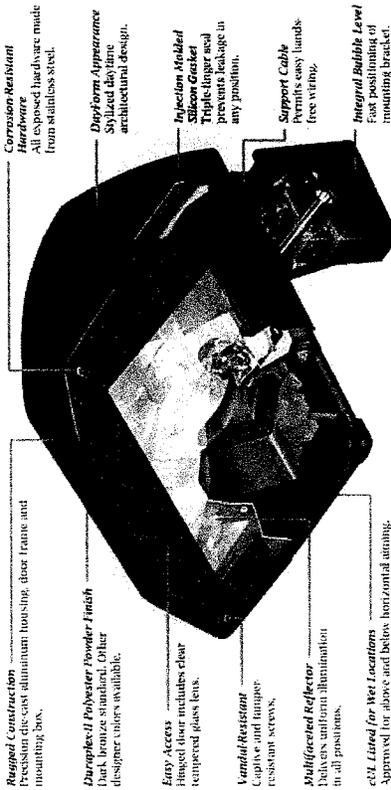


Exhibit 5.7 Fencing Design Detail



Rugged Construction
Precision die-cast aluminum housing, door frame and mounting bracket.

Duraplex® Polyester Powder Finish
Dark bronze standard. Other designer colors available.

Easy Access
Finger door includes clear tempered glass lens.

Weather Resistant
Covers and hinges resistant screws.

Multifaceted Reflector
Allows uniform illumination in all positions.

UL Listed for Wet Locations
Approved for above and below horizontal wiring.

Corrosion Resistant Hardware
All exposed hardware made from stainless steel.

Distinctive Appearance
Stylized key-line architectural design.

Injection Molded Silicone Gasket
Triple lip gasket prevents leakage in any position.

Support Cable
Permits easy handle free wiring.

Integral Adjustable Level
Fast positioning of mounting bracket.

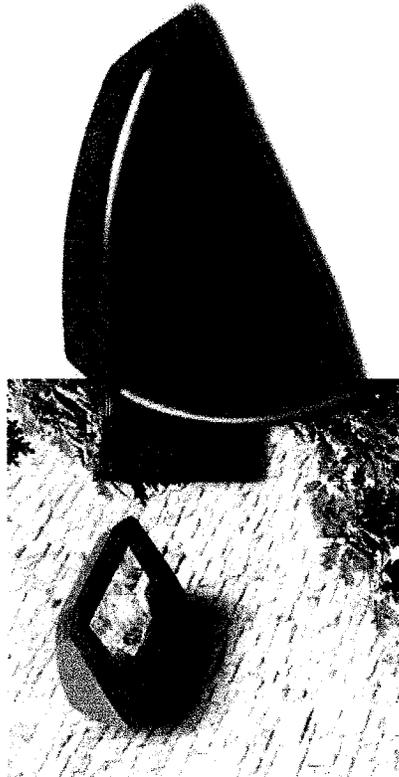


Exhibit 5.5 – Lighting Detail

EXHIBIT "A"

**LEGAL DESCRIPTION
FOR
OVERALL SITE**

BEING THAT PORTION OF THE RANCHO LAS BOLSAS, IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 32, TOWNSHIP 5 SOUTH, RANGE 10 WEST; THENCE S 89°35'38" E, A DISTANCE OF 106.94 FEET; THENCE S 26°49'15" W, A DISTANCE OF 2.26 FEET; THENCE S 24°29'15" W, A DISTANCE OF 1,051.77 FEET; THENCE S 20°57'04" W, A DISTANCE OF 663.67 FEET; THENCE S 20°02'57" W, A DISTANCE OF 1,127.51 FEET; THENCE S 16°06'05" W, A DISTANCE OF 707.49 FEET, THENCE N 73°42'02" W, A DISTANCE OF 180.00 FEET, THENCE N 16°06'05" E, A DISTANCE OF 661.94 FEET; THENCE N 89°30'19" W, A DISTANCE OF 3.60 FEET, THENCE N 20°03'10" E, A DISTANCE OF 974.76 FEET; THENCE N 00°06'07" E, A DISTANCE OF 404.94 FEET; THENCE N 89°53'53" W, A DISTANCE OF 514.50 FEET; THENCE N 00°06'07" E, A DISTANCE OF 1,319.96 FEET; THENCE S 89°35'38" E, A DISTANCE OF 1,320.11 FEET TO THE POINT OF BEGINNING.

CONTAINS 43.60 ACRES, MORE OR LESS.

EXHIBIT "B" OVERALL SITE

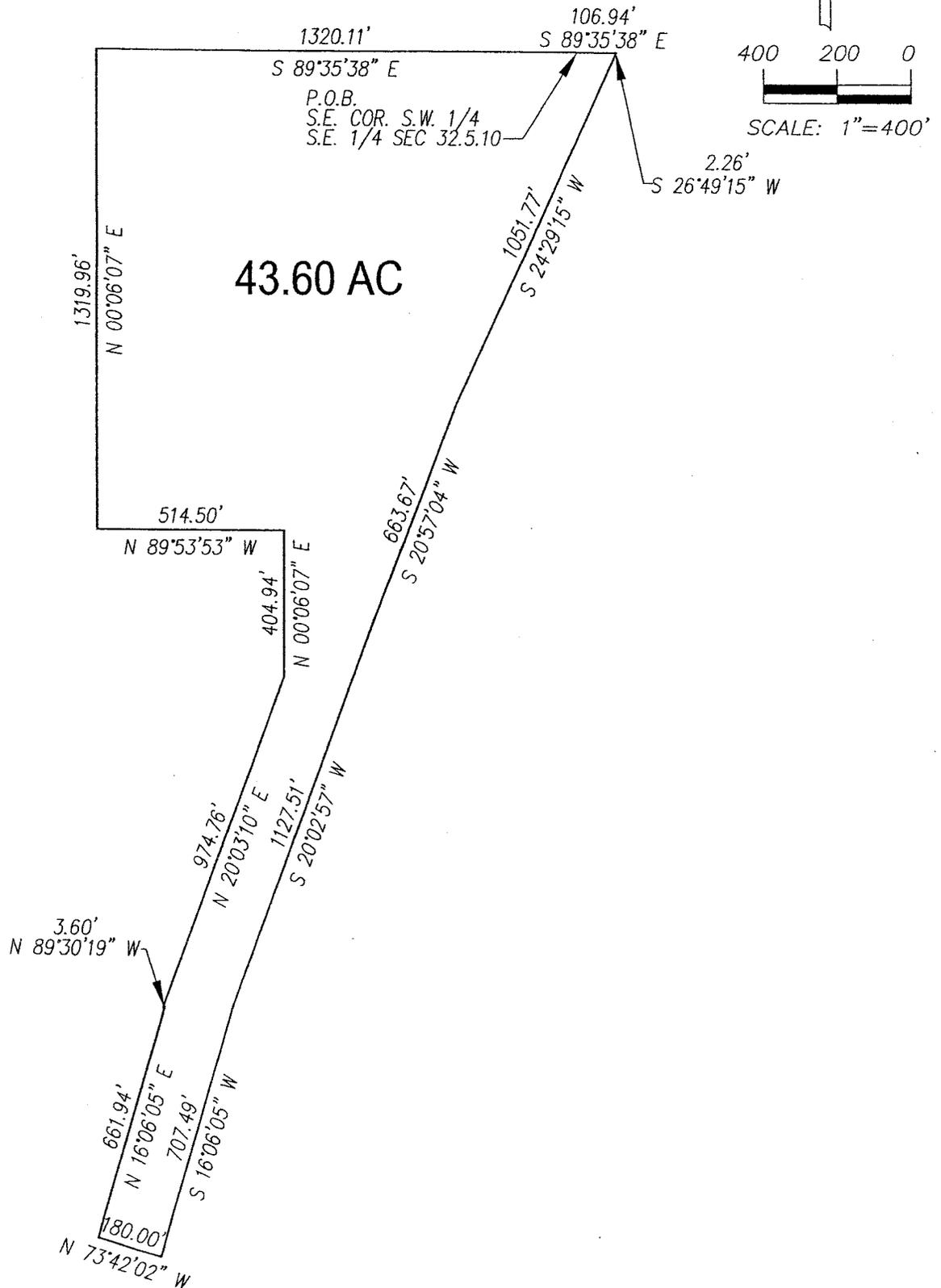


EXHIBIT "C"

**CLOSURE CALCULATIONS
FOR
OVERALL SITE**

North: 2194445.6319 East : 6034643.8029
Line Course: S 16-06-05 W Length: 707.49
 North: 2193765.8950 East : 6034447.5890
Line Course: N 73-42-02 W Length: 180.00
 North: 2193816.4133 East : 6034274.8236
Line Course: N 16-06-05 E Length: 661.94
 North: 2194452.3870 East : 6034458.4047
Line Course: N 89-30-19 W Length: 3.60
 North: 2194452.4181 East : 6034454.8048
Line Course: N 20-03-10 E Length: 974.76
 North: 2195368.0854 East : 6034789.0360
Line Course: N 00-06-07 E Length: 404.94
 North: 2195773.0247 East : 6034789.7565
Line Course: N 89-53-53 W Length: 514.50
 North: 2195773.9402 East : 6034275.2573
Line Course: N 00-06-07 E Length: 1319.96
 North: 2197093.8981 East : 6034277.6058
Line Course: S 89-35-38 E Length: 1320.11
 North: 2197084.5413 East : 6035597.6827
Line Course: S 89-35-38 E Length: 106.94
 North: 2197083.7833 East : 6035704.6200
Line Course: S 26-49-15 W Length: 2.26
 North: 2197081.7664 East : 6035703.6003
Line Course: S 24-29-15 W Length: 1051.77
 North: 2196124.6013 East : 6035267.6472
Line Course: S 20-57-04 W Length: 663.67
 North: 2195504.8093 East : 6035030.3379
Line Course: S 20-02-57 W Length: 1127.51
 North: 2194445.6277 East : 6034643.7977

Perimeter: 9039.45 Area: 1,899,210 sq. ft. 43.60 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)

Error Closure: 0.0066 Course: S 51-25-51 W

Error North: -0.00411 East : -0.00516

Precision 1: 1,369,613.64

EXHIBIT "D"

**LEGAL DESCRIPTION
FOR
PLANNING AREA 1**

BEING THAT PORTION OF THE RANCHO LAS BOLSAS, IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 5 SOUTH, RANGE 10 WEST; THENCE S $89^{\circ}35'38''$ E, A DISTANCE OF 106.94 FEET; THENCE S $26^{\circ}49'15''$ W, A DISTANCE OF 2.26 FEET; THENCE S $24^{\circ}29'15''$ W, A DISTANCE OF 1,051.77 FEET; THENCE S $20^{\circ}57'04''$ W, A DISTANCE OF 159.89 FEET TO THE TRUE POINT OF BEGINNING; THENCE S $20^{\circ}57'04''$ W, A DISTANCE OF 503.78 FEET; THENCE S $20^{\circ}02'57''$ W, A DISTANCE OF 1,127.51 FEET; THENCE S $16^{\circ}06'05''$ W, A DISTANCE OF 707.49 FEET; THENCE N $73^{\circ}42'02''$ W, A DISTANCE OF 180.00 FEET; THENCE N $16^{\circ}06'05''$ E, A DISTANCE OF 661.94 FEET; THENCE N $89^{\circ}30'19''$ W, A DISTANCE OF 3.60 FEET; THENCE N $20^{\circ}03'10''$ E, A DISTANCE OF 974.76 FEET; THENCE N $00^{\circ}06'07''$ E, A DISTANCE OF 404.94 FEET; THENCE N $89^{\circ}53'53''$ W, A DISTANCE OF 514.50 FEET; THENCE N $00^{\circ}06'07''$ E, A DISTANCE OF 203.00 FEET; THENCE S $89^{\circ}53'53''$ E, A DISTANCE OF 934.86 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 13.52 ACRES, MORE OR LESS.

EXHIBIT "E" PLANNING AREA 1

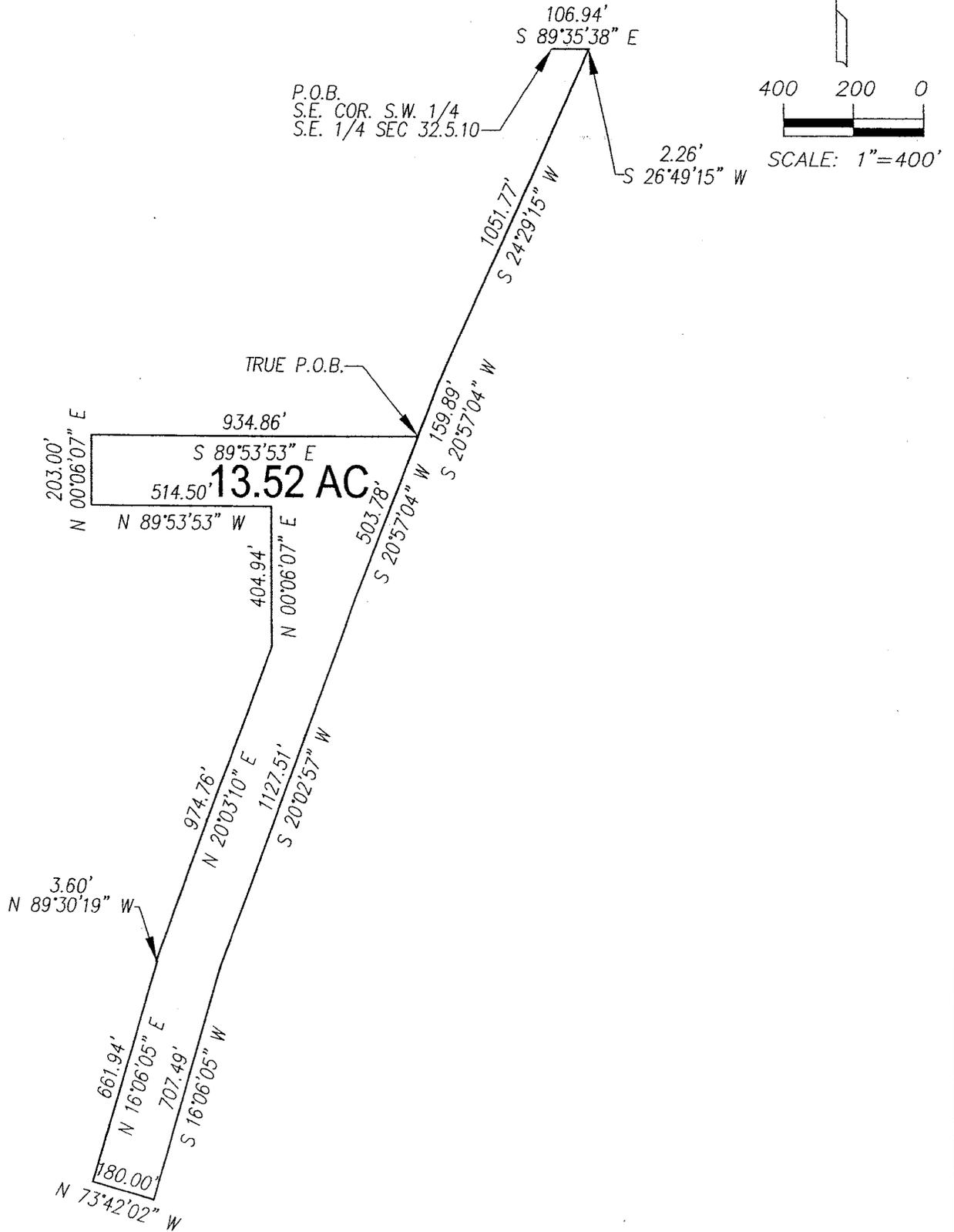


EXHIBIT "F"

**CLOSURE CALCULATIONS
FOR
PLANNING AREA 1**

North: 2195922.1564 East : 6037729.4680
Line Course: S 16-06-05 W Length: 707.49
 North: 2195242.4195 East : 6037533.2542
Line Course: N 73-42-02 W Length: 180.00
 North: 2195292.9378 East : 6037360.4887
Line Course: N 16-06-05 E Length: 661.94
 North: 2195928.9115 East : 6037544.0698
Line Course: N 89-30-19 W Length: 3.60
 North: 2195928.9426 East : 6037540.4699
Line Course: N 20-03-10 E Length: 974.76
 North: 2196844.6099 East : 6037874.7011
Line Course: N 00-06-07 E Length: 404.94
 North: 2197249.5493 East : 6037875.4216
Line Course: N 89-53-53 W Length: 514.50
 North: 2197250.4647 East : 6037360.9224
Line Course: N 00-06-07 E Length: 203.00
 North: 2197453.4644 East : 6037361.2836
Line Course: S 89-53-53 E Length: 934.86
 North: 2197451.8010 East : 6038296.1421
Line Course: S 20-57-04 W Length: 503.78
 North: 2196981.3280 East : 6038116.0049
Line Course: S 20-02-57 W Length: 1127.51
 North: 2195922.1465 East : 6037729.4647

Perimeter: 6216.38 Area: 588,943 sq. ft. 13.52 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)

Error Closure: 0.0104 Course: S 18-18-13 W

Error North: -0.00991 East : -0.00328

Precision 1: 597,728.85

EXHIBIT "G"

**LEGAL DESCRIPTION
FOR
PLANNING AREA 2**

BEING THAT PORTION OF THE RANCHO LAS BOLSAS, IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 32, TOWNSHIP 5 SOUTH, RANGE 10 WEST; THENCE S $89^{\circ}35'38''$ E, A DISTANCE OF 241.36 FEET; THENCE S $00^{\circ}22'09''$ W, A DISTANCE OF 251.90 FEET TO THE TRUE POINT OF BEGINNING; THENCE N $89^{\circ}35'27''$ W, A DISTANCE OF 780.26 FEET; THENCE S $00^{\circ}23'47''$ W, A DISTANCE OF 770.41 FEET; THENCE S $89^{\circ}33'55''$ E, A DISTANCE OF 582.24 FEET; THENCE N $36^{\circ}02'30''$ E, A DISTANCE OF 111.18 FEET; THENCE N $22^{\circ}08'47''$ E, A DISTANCE OF 359.97 FEET; THENCE N $00^{\circ}22'09''$ E, A DISTANCE OF 345.94 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 12.95 ACRES, MORE OR LESS.

ATTACHMENT NO. 14.49

EXHIBIT "H" PLANNING AREA 2

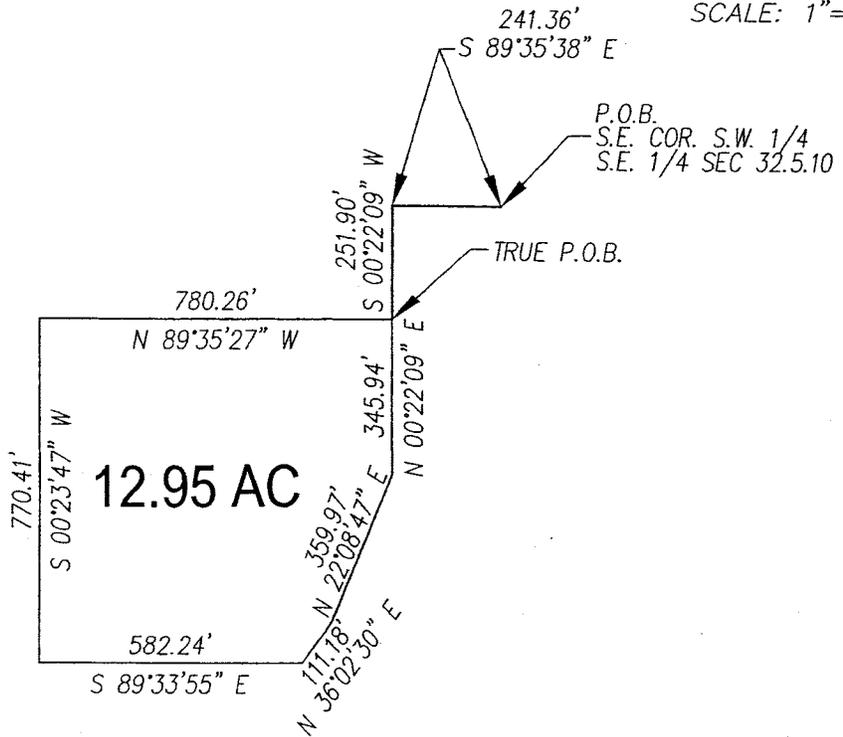
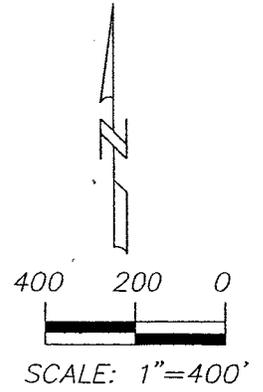


EXHIBIT "I"

**CLOSURE CALCULATIONS
FOR
PLANNING AREA 2**

North: 2196855.8602 East : 6037823.9861
Line Course: N 00-22-09 E Length: 345.94
 North: 2197201.7931 East : 6037826.2151
Line Course: N 89-35-27 W Length: 780.26
 North: 2197207.3651 East : 6037045.9750
Line Course: S 00-23-47 W Length: 770.41
 North: 2196436.9735 East : 6037040.6451
Line Course: S 89-33-55 E Length: 582.24
 North: 2196432.5559 East : 6037622.8683
Line Course: N 36-02-30 E Length: 111.18
 North: 2196522.4549 East : 6037688.2837
Line Course: N 22-08-47 E Length: 359.97
 North: 2196855.8676 East : 6037823.9831

Perimeter: 2949.99 Area: 564,061 sq. ft. 12.95 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)

Error Closure: 0.0080 Course: N 22-09-46 W
Error North: 0.00739 East : -0.00301
Precision 1: 368,750.00

EXHIBIT "J"

**LEGAL DESCRIPTION
FOR
PLANNING AREA 3**

BEING THAT PORTION OF THE RANCHO LAS BOLSAS, IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 32, TOWNSHIP 5 SOUTH, RANGE 10 WEST; THENCE S 89°35'38" E, A DISTANCE OF 106.94 FEET; THENCE S 26°49'15" W, A DISTANCE OF 2.26 FEET; THENCE S 24°29'15" W, A DISTANCE OF 1,051.77 FEET; THENCE S 20°57'04" W, A DISTANCE OF 159.89 FEET; THENCE N 89°53'53" W, A DISTANCE OF 934.86 FEET; THENCE N 00°06'07" E, A DISTANCE OF 1,116.95 FEET; THENCE S 89°35'38" E, A DISTANCE OF 1,320.11 TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF THE ABOVE DESCRIBED LAND KNOWN AS PL2, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 32, TOWNSHIP 5 SOUTH, RANGE 10 WEST; THENCE S 89°35'38" E, A DISTANCE OF 241.36 FEET; THENCE S 00°22'09" W, A DISTANCE OF 251.90 FEET TO THE TRUE POINT OF BEGINNING; THENCE N 89°35'27" W, A DISTANCE OF 780.26 FEET; THENCE S 00°23'47" W, A DISTANCE OF 770.41 FEET; THENCE S 89°33'55" E, A DISTANCE OF 582.24 FEET; THENCE N 36°02'30" E, A DISTANCE OF 111.18 FEET; THENCE N 22°08'47" E, A DISTANCE OF 359.97 FEET; THENCE N 00°22'09" E, A DISTANCE OF 345.94 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 17.13 ACRES, MORE OR LESS.

EXHIBIT "K" PLANNING AREA 3

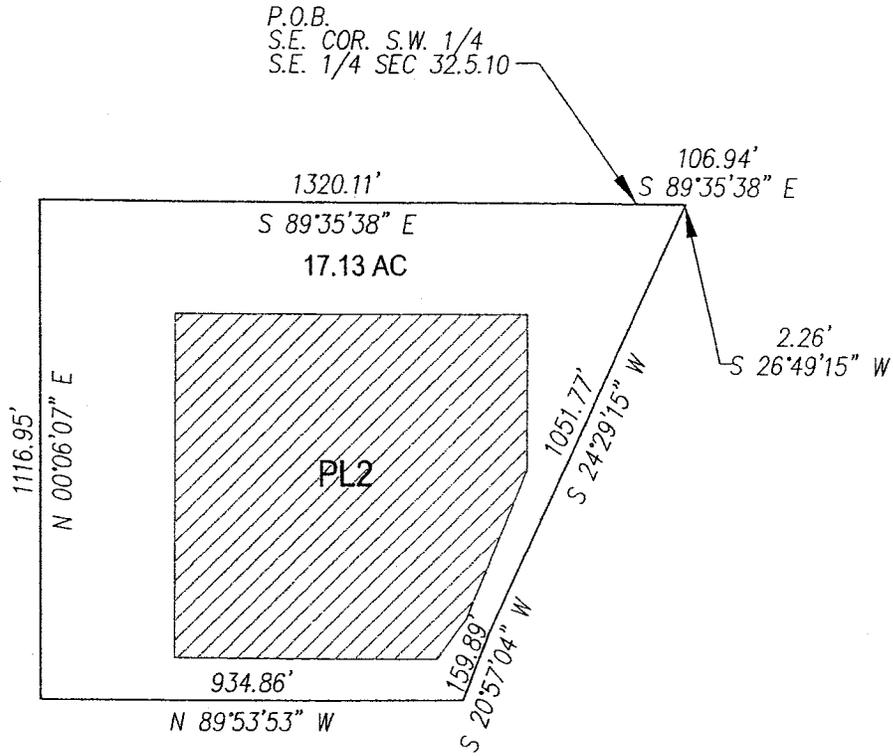
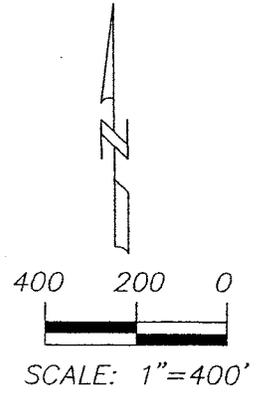


EXHIBIT "L"

**CLOSURE CALCULATIONS
FOR
PLANNING AREA 3**

North: 2196301.1102 East : 6037240.3725
Line Course: S 89-35-38 E Length: 106.94
North: 2196300.3522 East : 6037347.3098
Line Course: S 26-49-15 W Length: 2.26
North: 2196298.3353 East : 6037346.2901
Line Course: S 24-29-15 W Length: 1051.77
North: 2195341.1702 East : 6036910.3370
Line Course: S 20-57-04 W Length: 159.89
North: 2195191.8512 East : 6036853.1649
Line Course: N 89-53-53 W Length: 934.86
North: 2195193.5146 East : 6035918.3064
Line Course: N 00-06-07 E Length: 1116.95
North: 2196310.4628 East : 6035920.2937
Line Course: S 89-35-38 E Length: 1320.11
North: 2196301.1060 East : 6037240.3706

Perimeter: 4692.79 Area: 1,310,268 sq. ft. 30.08 acres

Mapcheck Closure - (Uses listed courses, radii, and deltas)
Error Closure: 0.0046 Course: S 24-18-36 W
Error North: -0.00420 East : -0.00190
Precision 1: 1,020,169.57

