



City of Huntington Beach Planning and Building Department

STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Rosemary Medel, Associate Planner *RM*
DATE: May 15, 2012

SUBJECT: SITE PLAN REVIEW NO. 12-01 (BEACH AND ELLIS MIXED USE PROJECT)

APPLICANT: Ben Brosseau Consulting, Inc., 15149 Camarillo Street, Sherman Oaks, CA 91403

PROPERTY

OWNER: Morrie Golcheh, 10537 Santa Monica Blvd., Los Angeles, CA 90025

LOCATION: 18502-18552 Beach Blvd, Huntington Beach, CA 92646 (southeast corner of Beach and Ellis- Shell Gas Station and Town & Country Plaza)

STATEMENT OF ISSUE:

- ◆ Site Plan Review No. 12-01 represents a request for the following:
 - Develop 274 multi-family residential apartment units including six live-work units
 - Develop 8,500 square feet of ground floor commercial area
 - Develop 14,976 square feet of public open space plaza, 8,169 square feet of public access paseo and a 14,499 square foot second level private courtyard
 - Demolish all existing structures on-site

- ◆ Staff's Recommendation: Approve Site Plan Review No. 12-01 with modifications based upon the following:
 - Facilitates the Beach and Edinger Corridors Specific Plan (BECSP) Town Center –Neighborhood segments by providing a mixed use development of commercial and residential uses envisioned within the Specific Plan.
 - Facilitates the transformation of the visual character of Beach Blvd from “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north-south thoroughfare.
 - Facilitates to make the most of each increment of new development to build toward a more environmentally sustainable future city and region.
 - Facilitates mixed use development that produces an environment which is both attractive and sustainable by providing pedestrian-scaled blocks with building massing and architecture that emphasizes a variety and visual interest, pedestrian connectivity between Five Points Shopping District and community re-investment with new and upgraded infrastructure.
 - Enhances development intensity to ensure the emergence of a vital urban district (Five Points District).
 - Consistent with good zoning practice and implements the goals of the BECSP while conforming to the standards and regulations set forth in the development code.

- Compatible with existing surrounding commercial, residential, transportation uses, and anticipated mixed land uses.
 - Serves affordable housing needs of the community by providing 27 on-site affordable housing units.
 - Incorporates sustainable building practices and provides a LEED Silver Rated Certified project for the commercial portion and Green Point Rated - LEED Silver Equivalent for the residential portion.
- ◆ Staff's Suggested Modifications:
- The north (Ellis) elevation shall be revised to reflect the relocation of the Ellis driveway per the site plan dated May 7, 2012.
 - East elevation (west garage exterior wall) of Plaza, shall be enhanced through use of landscaping, upgraded materials, installation of public art or other design feature approved by the Planning Division.
 - Rooflines of east and south elevations of Building 2 shall be designed at varied heights to create a visual break.
 - Removable bollards shall be installed at both the north and south entrances of the Plaza.
 - Existing surface and sub-surface utilities (electrical pullboxes/vaults/manholes/vent pipes/manholes/vent pipes/traffic signal control pullboxes/cabinets, etc.) located along Beach Blvd and Ellis Ave frontages of the project site shall be relocated to allow for construction of the street standards and specifications of BECSP and to allow for maximum visibility of the new commercial component of the mixed use project. All utility relocation shall be permitted through the appropriate agency or utility company and coordinated with the City of Huntington Beach Planning and Building Department.

RECOMMENDATION:

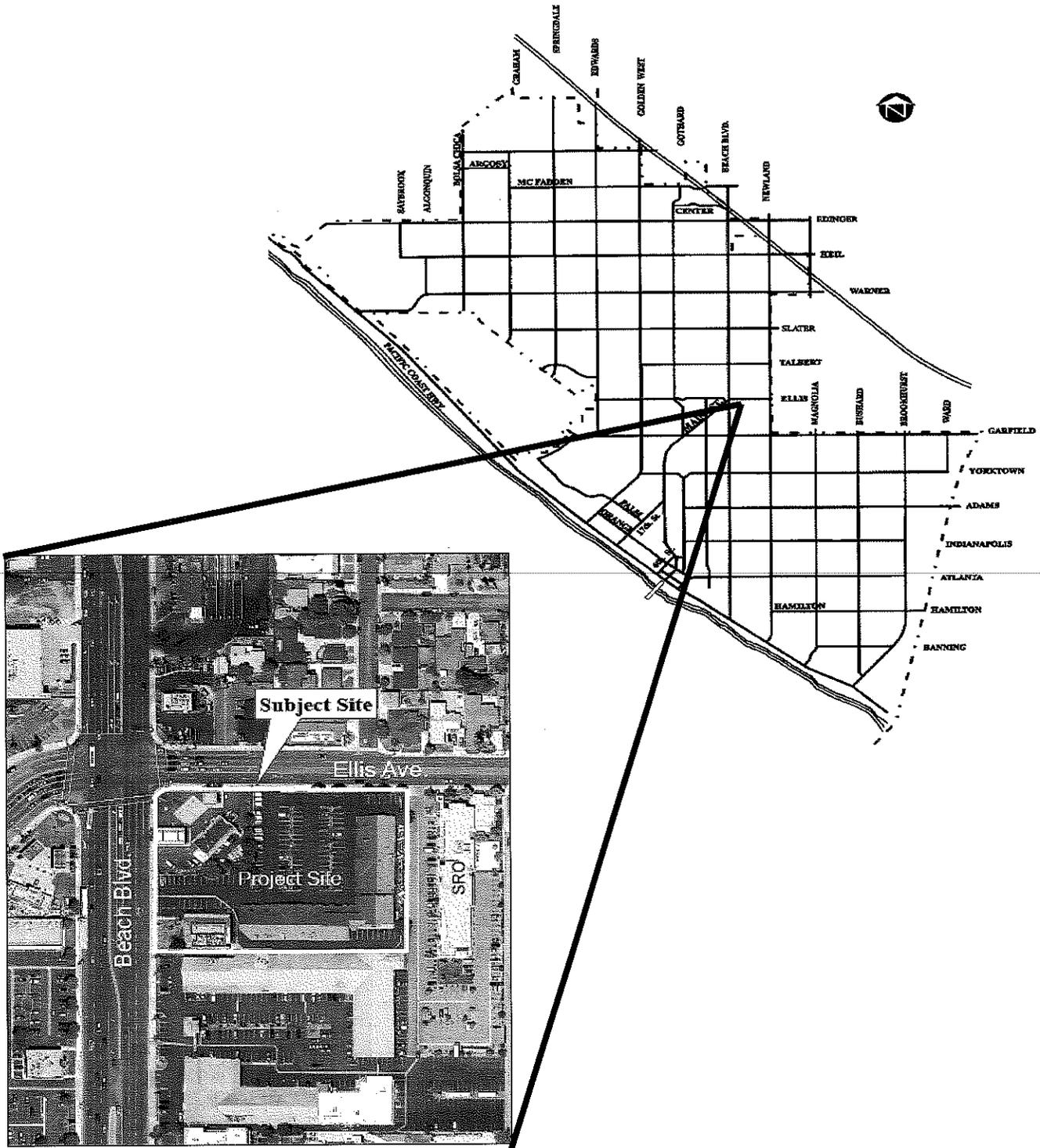
Motion to:

- A. "Approve CEQA Findings of Fact (Attachment No. 6)."
- B. "Approve Site Plan Review No. 12-01 with the suggested findings and conditions for approval (Attachment No. 1)."

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

- A. "Continue Site Plan Review No. 12-01 and direct staff accordingly."
- B. "Deny Site Plan Review No. 12-01 with findings for denial."



**VICINITY MAP
SITE PLAN REVIEW NO. 12-01**

(BEACH AND ELLIS MIXED USE PROJECT -18502-18552 BEACH BLVD)

PROJECT PROPOSAL:

Site Plan Review No. 12-01 represents a request to develop a mixed use project on a 2.74 acre site consisting of 274 apartment units, including six live work units, associated leasing space, private and public open space and 8,500 square feet of commercial space pursuant to the Beach and Edinger Corridors Specific (BECSP), Town Center Neighborhood Segment (Attachment No. 2). The project includes two separate buildings ranging in height from four to six stories (43 ft to 63 ft) with one fronting Beach Boulevard (Building No. 1) and the other fronting Ellis Avenue (Building No. 2). Open space is provided in both public and private open space formats. Publicly accessible open space is in the form of a ground level plaza and paseo. Private open space consists of private balconies, patios, and a pool, spa, club room, and fitness center. Parking is provided in an internal parking structure.

The project site consists of two parcels totaling 119,236 square feet of lot area. The existing 27,784 square feet of buildings, which includes gas station, commercial structure and restaurant, will be demolished. Under the new development, the commercial component will be in Building No. 1 fronting Beach Boulevard. It will have three levels of residential (18 units) above the commercial space for a total of four stories. Building No. 2 is oriented to the east along Ellis Avenue and includes a 430 space three level parking structure, four to six stories of residential development (256 units including the six live work units), the leasing area and a 14,499 square foot private courtyard that will contain the pool. An at grade public plaza separates the two buildings.

The composition of residential units is summarized below:

TABLE 1

Residential Unit Type	Number of Units	Size Range
Studio	26	533-569 sf
One-Bedroom (6 live work)	123	684 to 781 sf
Two-Bedroom	119	992-1,145 sf
All Units	274	

The commercial portion of the project will be LEED Silver Certified incorporating the application of “Green Building” techniques such as those found in the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. The residential portion is proposed to be built pursuant to the Green Point Rated Program – Green Point Certified but designed to the LEED Silver equivalent standard.

The proposed project is required to provide affordable housing in accordance with the BECSP. Of the 274 total units, the project proposes to provide 27 affordable units on-site meeting the affordability requirement of 10 percent. The specific affordability terms will be set forth in a Development Agreement as required by the BECSP. The Development Agreement must be adopted by ordinance and recorded prior to issuance of building permits.

The proposed project will reduce the number of driveways from three to one along Beach Blvd and from three to one along Ellis Ave. The two remaining driveways will serve as the ingress and egress from the site. The Beach Blvd driveway will be a right turn in and out only driveway and a full access in and out driveway is proposed along Ellis Avenue.

The project includes site remediation, though some has already occurred and is ongoing with regulatory protocols in place. The remaining remediation will require excavation of the entire site at a depth of 10

feet. A vapor extraction system will be required to fully remediate the site with the duration approved and monitored by Orange County Health Care Agency.

The Applicant has indicated that the project is proposed to provide needed housing and services in the City of Huntington Beach (Attachment No. 3). The subject site was one of the catalyst sites selected by the City to spur reinvestment in the Beach Boulevard corridor when it began the BECSP process in 2007. As such, the City initiated the environmental review that contemplated redevelopment of the site.

Study Session:

On Tuesday, April 24, 2012, a study session was held with the Planning Commission to introduce the project. Staff provided an overview of the project and the project architect provided the design concept. The Commission asked that staff provide the height of the Single Room Occupancy project located east of the project. The height is three stories at 38’4”. The Commission requested that staff provide the number of parking stalls that will be available for the commercial component of the project, which is 31. The final question pertained to the proposed extended parking stalls. These are designed as an amenity and are not part of the required parking for the development. Tenants may park another vehicle there or use the extra space for bikes, surfboards, or other items.

Since the Study Session, the applicant has revised the site plan in response to staff comments. The changes reflect moving Building No. 1 two feet east at certain portions in order to move building projections and awnings behind the property line and eliminate the need for an encroachment permit from Caltrans. Most notably, the driveway on Ellis Avenue of Building No. 2 has been moved further east. This is discussed in the Analysis section of this report under Traffic and Access.

ISSUES:

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

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	M-sp-d (Mixed Use – Specific Plan Overlay – Design Overlay)	SP-14 (Beach and Edinger Corridors Specific Plan)	Service Station , Commercial Center and Restaurant
North of Subject Property: (across Ellis Ave.)	M-sp-d, Residential Medium Density (RM-15)	SP-14, RM	Commercial, Water District pumping site and Residential
East of Subject Property	CG	CG	Single Room Occupancy (SRO)
South of Subject Property	M-sp-d	SP-14	General Commercial
West of Subject Property (across Beach Blvd):	M-sp-d	SP 14	General Commercial

General Plan Conformance:

The project site is located within the Town Center Neighborhood segments of the Beach and Edinger Corridors Specific Plan. The General Plan land use designation is Mixed Use - Specific Plan Overlay - Design Overlay (M-sp-d). The project is consistent with the following General Plan goals, policies and objectives:

A. Air Quality Element

Goal AQ 1: Improve regional air quality by a) decreasing reliance on single occupancy vehicular trips, b) increasing efficiency of transit, c) shortening vehicle trips through a more efficient jobs-housing balance and a more efficient land use pattern, and d) increasing energy efficiency.

Policy AQ 1.10.1: Continue to require the utilization and installation of energy conservation features in all new construction.

B. Circulation Element

Goal CE 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Objective CE 3.2: Encourage new development that promotes and expands the use of transit services.

Policy CE 6.1.6: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.

C. Growth Management Element

Policy GM 1.1.7: Ensure that new development site design incorporates measures to maximize policing safety and security.

Policy GM 2.1.4: Ensure that new development site design incorporates measures to maximize fire safety and prevention.

D. Housing Element

Goal H 2: Provide adequate housing sites to accommodate regional housing needs.

Goal H 3: Assist in development of affordable housing.

Policy H 2.2: Facilitate the development of mixed use projects in appropriate commercial areas, including stand-alone residential development (horizontal mixed use) and housing above ground floor commercial uses (vertical mixed use). Establish mixed use zoning regulations.

Policy H 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

E. Land Use Element

Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.

Goal LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.

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 8: Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for the City's neighborhoods, corridors, and centers.

Policy LU 8.1.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map, in accordance with the principles discussed below:

- a. Not applicable
- b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard.
- c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
- d. Not applicable
- e. Intermix uses and densities in large-scale development projects.
- f. Site development to capitalize upon potential long-term transit improvements.
- g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions, in form, scale, and density of development, and other elements.

Goal LU 9: Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Policy LU 9.1.4: Require that recreational and open space amenities be incorporated in new multi-family developments and that they be accessible to and of sufficient size to be usable by all residents.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

Policy LU 11.1.2: Limit commercial uses in mixed use development projects to those uses that are compatible with the residences.

Policy LU 11.1.4: Require the incorporation of adequate onsite open space and recreational facilities to serve the needs of the residents in mixed use development projects.

Policy LU 11.1.5: Require that mixed use developments be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access.

Policy LU 11.1.7: Require that mixed use development projects be designed to achieve a consistent and high quality character, including the consideration of the:

- a. Visual and physical integration among the commercial and residential uses (Plates LU-3 and LU-4);
- b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units

F. Noise Element

Policy N 1.2.1: Require, in areas where noise levels exceed an exterior L_{dn} of 60 dB(A) and an interior L_{dn} of 45 dB(A), that all new development of “noise sensitive” land uses, such as housing, health care facilities, schools, libraries, and religious facilities, include appropriate buffering and/or construction mitigation measures that will reduce noise exposure to levels within acceptable limits.

Policy N 1.2.3: Require development, in all areas where the ambient noise level exceeds an L_{dn} of 60 dB(A), to conduct an acoustical analysis and incorporate special design measures in their construction, thereby, reducing interior noise levels to the 45 dB (A) L_{dn} level.

Policy N 1.5.1: Require that commercial and residential mixed use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. The design measures may include: (1) the use of materials which mitigate sound transmission; or (2) the configuration of interior spaces to minimize sound amplification and transmission.

G. Recreation and Community Services Element

Policy RCS 2.1.1: Maintain the current park per capita ratio of 5.0 acres per 1,000 persons, which includes the beach in the calculation.

H. Urban Design Element

Goal UD 1: Enhance the visual image of the City of Huntington Beach.

Objective UD 1.3: Strengthen the visual character of the City’s street hierarchy in order to clarify the City’s structure and improve Citywide identity.

Policy UD 1.1.3: Require a consistent design theme and/or landscape design character along the community’s corridors that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.

I. Utilities Element

Objective U 1.2: Ensure that existing and new development does not degrade the City's surface waters and groundwater basins.

Objective U 1.3: Minimize water consumption rates through site design, use of efficient systems, and other techniques.

Policy U 1.3.2: Continue to require the incorporation of water conservation features in the design of all new and existing uses such as the use of native plants, low flow toilets and water efficient appliances.

The Town Center Neighborhood District features the City's widest range of contemporary housing types and a wide mixture of uses. The project's adjacency to the Five Point Center allows for the opportunity to expand upon housing options by providing 274 apartment units all concentrated within walking distance of the Five Points Shopping Center. A total of 27 affordable units will be developed onsite. The convenience of shopping and accessible transportation options contributes to the urban lifestyle envisioned in the Specific Plan.

The design colors and materials of the proposed project will appeal to those seeking a more contemporary urban lifestyle. Storefronts face Beach Blvd but also face the interior of the plaza activating this public open space. The plaza connects to the paseo through enhanced paving, landscaping and lighting. The open space component exceeds the required square footage of the BECSP and is designed to enhance the gathering experience for residents as well as residents and shoppers from adjacent developments. The public open space plaza also serves to connect pedestrians from Beach Blvd to Ellis Avenue and to provide pedestrian access to the parking structure and the lobbies of the two residential structures. Staff believes that the pedestrian connections envisioned for this area are important to implementing a successful mix of residential and retail uses that promote walkability and public gathering. The second level courtyard offers a private open space courtyard, and private amenities include indoor laundry, bicycle storage, fitness center and club facility.

The project has been designed to comply with the development standards of the BECSP through building articulation, use of materials and a color palette, which enhances the details of the buildings. Adding varying building rooflines relating to the top of the structure and creating a strong base of the structures through use of stone veneer and wood create a strong visual anchor. The building along Ellis complies with the development standards across from residential by reducing the height and graduating overall height from four to five stories and ultimately to the maximum permitted height of six stories across from the commercial edge of Ellis Avenue adjacent to the plaza.

The project exceeds parking requirements. The residential portion of the parking garage will be well lit and secure from the general parking area as well as appropriately lighting the guest and commercial sections. The project will eliminate four existing driveways to the site, which will reduce conflicts with traffic flow on Beach Blvd and Ellis Ave.

The project would comply with the BECSP and other City codes to comply with noise requirements, reduce water consumption and stormwater runoff and be sustainably designed. The project will incorporate a mechanical ventilation system and upgraded windows and doors to ensure that noise

standards are met. A preliminary Water Quality Management Plan (WQMP) has been reviewed by Public Works staff demonstrating that the project can comply with National Pollution Discharge Elimination System requirements. A final WQMP is required to be submitted for review and approval prior to grading permit issuance. Finally, the project will incorporate sustainable site development strategies, utilize water savings features, emphasize recycling of resources and materials and maximize indoor environmental quality through design features and community policies.

Zoning Compliance:

This project is located within Specific Plan No. 14 Beach and Edinger Corridors Specific Plan and complies with the requirements of the Town Center – Neighborhood segment. The table below provides an overview of the project’s conformance to the significant development standards of the BECSP. In addition, a list of City Code Requirements of the applicable provisions of the BECSP and the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) and Municipal Code has been provided to the applicant and attached to this report (Attachment No. 4) for informational purposes only.

Provision	Town Center - Neighborhood	Proposed Project
2.2 Use Regulations	Residential and various commercial permitted	Commercial; Multi-family Residential Apartments; Live Work
2.2.2 Special Retail Configuration	n/a	n/a
2.2.3 Affordable Housing	10% Required for 3 or more units	27 units (10%)
2.3.1 & 2.3.2 Height & Special Bldg. Height	Min. 2 Stories; Max. 6 stories Beach Blvd 4 stories max. Ellis Ave. 4-6 stories max.	Beach Blvd. 4 Stories Ellis Ave. 4 to 6 stories
2.3.3 Length	Max. 300’ along a street or open space	207’2” ft Complies with use of paseo to break building volumes
2.3.4 Special Building Length	Limited Corner Building 120 ft max length along Ellis Ave unless a building break.	Max 207’2” ft Use of paseo allows exception to exceed building length.
2.3.5 Building massing (Volume Proportions)	Beach Blvd. 3L:2H to 5L:2H All other streets 1L:3H to 3L:1H (Ratio of Length to Height)	Beach Blvd. 3L:2H Ellis Ave. 1L:3H to 3L:1H
2.4.1 Building Orientation to Streets	Orientation to street or open space required	Buildings are oriented to Beach and Ellis; complies
2.4.2 a. Private Frontage	Shopfronts, arcade, forecourt, grand portico, common lobby, stoop, terraced flush permitted	Common Lobby entries and shopfronts applied; Complies
2.4.3 Front Setback	Beach Blvd. 0’ min/10’ max Ellis Ave. 0’ min/15’ max	Beach Blvd. 0’-2’ Ellis Ave. 0’-4’
2.4.4 Side Yard Setback	Min w/living space windows 10’ Min w/out living space windows – 0’	10’ with window (applies to South side; complies)
2.4.5 Rear Setback	Min. 10’	10’ on East side
2.4.6 Alley setback	Min 5’	10’ at East private alley

Provision	Town Center - Neighborhood	Proposed Project
2.4.7 Frontage coverage	Beach Blvd. 90% Min. Ellis Ave. 90% Min.	Beach Blvd 90% Ellis Ave 90%
2.4.8 Space btwn bldgs	Min. 20'	20' – 40'
2.4.9 Build to corner	Required for Bldg 1	Building No. 1 complies
2.5.1 Improvements to existing streets	4) Beach Blvd. – Palm Tree Blvd. (typical configuration) 7) Ellis Ave.– Neighborhood Street	Complies 4' parkway – 6' sidewalk 6' parkway – 6' sidewalk
2.5.2 Proposed streets	n/a	n/a
2.5.3 Max. Block size	2,400 linear feet max	n/a; No new block created
2.5.4 Street Connectivity	n/a	n/a
2.5.5 East-West Street Connection	n/a	n/a
2.5.6 Residential Transition Boundary	n/a	n/a
2.5.7 Street types – new street design	n/a	n/a
2.6.1 Provision of public open space	50 sf/1000 sf retail 100 sf/1000 sf office 50 sf/residential unit	Total Required: 14,551 sf Total Provided: 14,976sf
2.6.2 Special Public Open Space	n/a	n/a
2.6.3 Provision of Private Open Space	Equivalent of 60 sf per unit	Total Required: 16,440 sf Total Provided: 31,006 sf
2.6.4 Public Open Space Types	Park, Linear Green, Square, Plaza, Courtyard, Passage, Paseo Permitted	Plaza Provided, Complies
2.6.5 Private Open Space Types	Courtyard Private Yard	Provided -complies with Courtyard design
2.6.6 Stormwater mgmt.	Source control and site design required	Provided – WQMP Required to ensure compliance
2.6.7 Stormwater BMP types	Required	Provided - WQMP
2.6.8 Open Space Landscaping	Required	Provided
2.6.9 Setback Area Landscape Types	Required	Complies with setback landscaping and perimeter landscaping
2.7.2 Parking Types	Surface lot rear, wrapped ground level, wrapped all levels, partially submerged/structure permitted;	Provided - Podium designed wrapped parking structure with submerged parking component
2.8.1 Façade Height	Top/Base required	Provided
2.8.1 Arch. Elements Regulations	Required	Provided

Urban Design Guidelines Conformance:

The project is required to comply with the architectural regulations and guidelines of the BECSP. A detailed discussion of the project's design is provided in the Analysis section of this staff report.

Environmental Status:

Staff has reviewed the proposed project and determined that it is within the scope of development analyzed in Certified EIR No. 10-004. The EIR was certified by City Council on February 6, 2012. The proposed project is very similar in scope and design to the Alternative No. 3 project that was analyzed in the EIR, and the impacts described as part of Alternative No. 3 would provide an accurate assessment of the project's potential environmental impacts. An Environmental Assessment (Initial Study Checklist) was prepared to document whether there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent or supplemental EIR or an addendum to the EIR for the currently proposed project (Attachment No. 5). As analyzed in the Environmental Assessment, the currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects. In addition, none of the changes in the proposed project result in an increase in significance for any of the impacts that have been analyzed. Consequently, revisions to Certified EIR No. 10-004 are not required and none of the other conditions listed in Section 15162(a) of the CEQA Guidelines that would require the preparation of a subsequent EIR have occurred. Therefore, based on the analysis for the project, previously certified EIR No. 10-004 is the appropriate level of analysis and no additional environmental review is required.

EIR No. 10-004 determined that the majority of impacts could be mitigated to be less than significant with incorporation of mitigations measures (see MMRP Attachment No. 7) and code requirements. However, construction related air quality impacts and Transportation/Traffic cumulative impacts could not be mitigated as identified within the BECSP Program EIR. Approval of Site Plan Review No. 12-01 is covered by the Statement of Overriding Considerations (SOC) adopted in conjunction with the BECSP EIR pursuant to Section 21094(a)(2) of the CEQA Statute, which went into effect in January 2011. This Statute, which is in effect until January 2016, allows incorporation by reference of a SOC that was adopted for a plan (e.g. BECSP) in conjunction with a program EIR, when approving a project that is tiered from the Plan/EIR and meets certain criteria such as is acted on within three years of the EIR's certification (by Dec. 2012 for BECSP EIR) and does not result in greater or different impacts.

Staff believes the economic and social benefits of the proposed project outweigh the adverse impact to Air Quality and Transportation/Traffic. Approval of the project results in a new mixed-use development that is consistent with the BECSP and General Plan and begins the transformation of the Beach Blvd Corridor as envisioned in the BECSP. In addition, the project would have the following benefits:

- The project would promote new investment that supports the growth and success of Five Points District and other businesses in the vicinity.
- The project would create pedestrian connectivity that encourages walking, and ultimately walking within the Five Points District and adjacent properties.
- The project creates a development that is compatible with and sensitive to the existing land uses in the project area.
- The project provides residential and commercial buildings that convey a high quality visual image, architectural character and a major intersection corridor image.

- The project provides a mixed use community consistent with the policies and development framework of the BECSP to maximize land use opportunities.
- The project creates a community that enables residents to live in proximity to jobs, commercial services, and reduces the need for automobile use.
- The commercial portion of the project will be designed to LEED Silver standards incorporating the application of Green Building techniques and the residential portion will be designed pursuant to the Green Point Program to build toward a more environmentally sustainable future for the City and region.

Prior to acting on the project, the Planning Commission is required to approve Findings of Fact as required by CEQA. (Attachment No. 6).

Environmental Board: The Environmental Board provided comments on EIR No. 10-004 and these were responded to prior to EIR certification.

Coastal Status: Not applicable

Redevelopment Status: Not applicable

Design Review Board: Not applicable

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

The Departments of Public Works, Fire, Community Services, Police and Planning and Building have reviewed the proposed project and provided comments and recommendations. Any recommended conditions of approval are incorporated into the suggested conditions provided in Attachment No. 1. In addition, the identified departments were actively involved in the formulation of the BECSP development code with which the proposed project fully complies.

Public Notification:

Legal notice was published in the Huntington Beach Independent on May 3, 2012, and notices were sent to property owners of record and occupants within a 500 ft. radius of the project site, interested parties, and individuals/organizations that commented on EIR No. 10-004. As of May 8, 2012, no communications on Site Plan Review No. 12-01 have been received.

Application Processing Dates:

DATE OF COMPLETE APPLICATION:
April 10, 2012

MANDATORY PROCESSING DATE(S):
Within 180 days of certification of EIR,
September 10, 2012 (based on EIR public hearing
date of February 6, 2012)

ANALYSIS:

The BECSP was adopted in March 2010 to enhance the overall economic performance, physical beauty and functionality of the Beach Boulevard and Edinger Avenue Corridors. The BECSP is intended to guide future development and initiate the transformation of the corridors from commercial strip, in many cases underutilized and underperforming, to a pattern of centers and segments with development standards and regulations that reflect the vision of a particular area. As previously mentioned, the project site is located within the Town Center - Neighborhood segment of the BECSP. The project is at a premiere intersection as it is the gateway to the Five Points District envisioned as a high density, up to six stories, district visually connecting to the existing multi-story development of the Pacifica Community area south of Main Street across from Five Points, where the buildings range in height from one to 14 stories height. The project will transform the under-performing and under-utilized commercial center to become a landmark development in one of the Specific Plan's most urbanized core districts. During the EIR process the issues of discussion related to height, traffic impacts and onsite circulation and hazardous materials remediation. These issues are discussed below.

BECSP Conformance

The proposed project is consistent with the intent of the Town Center - Neighborhood segment of the BECSP as stated above and overall objective of the BECSP to improve the viability of the Beach Blvd corridor by implementing a project that provides a high quality designed multi-level mixed use development. The project offers 274 residential units, adding to the population base of the Five Points District, and includes new commercial development that will serve the project and surrounding area. The Specific Plan's form based code creates a deliberate physical environment by regulating height, setbacks, structural articulation and building massing.

As mentioned, the proposed project is designed with two separate structures: Building No. 1, a four story structure fronts Beach Blvd; and Building No. 2, from four to six stories that fronts Ellis Avenue. Both buildings conform to the height, volume and articulation standards of the Specific Plan. Development regulations require that the height of structures be restricted when across the street from a residential structure or residential zone, which is the case for a portion of Ellis Avenue to the north of the site. In this District, the regulation allows a maximum permitted height equal to the number of permitted stories in the residential zone plus two stories. Therefore, maximum height on the subject site is limited to five stories directly across from the residential zone on Ellis Avenue. The majority of this area is owned by the Orange County Water District (OCWD) and is used as a site for injection wells for the seawater barrier to push back saltwater from groundwater. The applicant has proposed four stories immediately across from the existing residential structures on Ellis Avenue adjacent to the OCWD property, with the building increasing in height to five stories across from the well site. The portion of the building across from the commercial development on Ellis is six stories. The proposed height is in compliance with the BECSP. The proposed Ellis elevation incorporates a paseo design and significant modulation in the facade, which provides articulation of building volume to break up the massing at various incremental sections as permitted and in compliance with the BECSP.

During the Study Session Commissioner Sheir Burnett asked staff to confirm the finished height of the adjacent Single Room Occupancy (SRO) development. The construction drawings for the SRO show a height of 38'4". The maximum height permitted in this zone (Commercial General) is fifty feet. The proposed mixed use project is not required to have height limitations adjacent to commercial property and the proposed project complies with the maximum height along the east property line, which is six stories.

As proposed, the height of the building is 43' (four stories) for a distance of 65' south from the Ellis property line then increases to 63'6" (six stories).

The proposed project also complies with building length standards and utilizes an allowed exception to increase the maximum building length along Ellis Ave. This exception, which would allow a building length greater than 120 feet, is permitted if certain design features are incorporated to visually separate a building. The building along Ellis incorporates a paseo to achieve this objective but also has a recessed lobby entrance. Thus, even though the length of the building is 207'2" the pedestrian will experience lengths of 110'2", 97' and 95'5" along Ellis Avenue when taking into account these features and the garage entrance. The pedestrian scale experience as one views the project from across the street or walking adjacent to the project will be further improved because the second story will be setback 10 ft from the first floor facade.

In response to staff's recommendation, Building No. 1 has been moved two feet east at certain portions of the westerly property line in order to move building projections and awnings behind the property line. The additional setback will result in a wider sidewalk at a range of seven to 10 feet in certain areas and will allow for overhead projections and doors to swing out on private property. This negates the need for the applicant to obtain an encroachment permit from Caltrans. This is a change in the plans since the April 24th Study Session.

Land Use Compatibility

The commercial uses surrounding the project site include general commercial, multiple family and quasi-residential (designated commercial) uses. The existing commercial uses would benefit from the influx of residential. Residents would benefit from the pedestrian-friendly improvements required as part of the Specific Plan. Landscaping along the periphery of the development will improve the aesthetics of the site including required landscaped parkways along Beach and Ellis. Interior noise would be minimized through noise attenuation features required by the project's mitigation measures and conditions of approval. The project site is an appropriate location to combine housing and economic activity to provide both living and employment options for a wide range of people. Not only would the proposed project be compatible with the surrounding land uses, it would contribute to the synergistic mix of uses and people in creating a vibrant urban atmosphere within the Five Points District.

Architecture

The project proposes a contemporary architectural style consistent with the guidelines set forth in the BECSP. The project provides primary building volumes, facade offsets and notches, expressed building entries and architectural base treatments that are required by the BECSP development code. The contemporary architectural style will add to the transitional architectural element of the Five Points District to revitalize the area. Enhanced materials and facade treatments including variation in massing and stone veneers at the base add to the visual aesthetic of the structures. The buildings are further articulated with the proposed colored palette.

As required by the BECSP, the applicant has articulated the buildings' rooflines. In regards to Building No. 2, staff is recommending a suggested condition of approval that the south and east roofline of the building be more varied as required by Section 2.3.5 Building Massing. The applicant has achieved this variation on the north and west rooflines, but staff thinks the detail should be carried to the other two sides.

Staff has worked with the applicant to achieve a project that provides high quality and compatible architecture. The project's architecture is reflective of the intent of the Town Center – Neighborhood segment, which is envisioned to be an urban neighborhood with the widest range of contemporary housing types within the BECSP.

Traffic and Access

As part of the Beach and Ellis EIR, a Traffic Analysis was conducted in July 2011 to further analyze a project specific development when compared to the analysis conducted as part of the Beach and Edinger Corridors Program EIR. The analysis concluded that the analyzed project would reduce average daily trips from those identified in the Program EIR and that of Alternative 3, while demonstrating a slightly higher peak hour volume of trips, would still be lower than what was estimated under the Program EIR.

During the public hearing process for the Beach and Ellis EIR, the Planning Commission expressed concern that additional traffic circulation analysis should be conducted when an actual project is proposed. As part of Site Plan Review No. 12-01, in April 2012, Overland Traffic Consultants, Inc. conducted a project specific traffic analysis. The traffic analysis has been conducted to determine the estimated project trip generation, comparison to previous environmental work, updated operational analysis of the Beach Blvd and Ellis Ave intersection, driveway location analysis including driveway volumes, queues and available gaps in traffic on Ellis. In addition, an evaluation of the collision history along Ellis Ave between Beach Blvd and Goodwin Lane has been conducted.

The new traffic study concluded that under conservative assumptions, the project will create a net of 911 daily trips with 119 trips during the morning peak hour and 71 trips during the evening peak hour. This level of trip generation is similar to previous traffic analysis of the site with lower daily and PM peak hour trips and slightly higher AM peak hour trips. Therefore, the project is not anticipated to create or contribute significantly to any traffic impacts at the intersection of Beach Blvd and Ellis Avenue/Main Street.

The traffic study also included a gap analysis to evaluate the opportunities for project related traffic on Ellis Ave to use the Ellis driveway. The analysis considered the potential on and off-site queues, potential street lane striping changes and the capacity of gaps in traffic to accommodate the various traffic movement. The traffic study concluded that there was significant potential for queues and delays for exiting vehicles at the originally proposed driveway location and recommends that the full access driveway on Ellis Ave be relocated approximately 347 feet east to line up with Patterson Lane to the north. This will reduce the potential of turning movement conflicts and will facilitate entry and exit from the parking garage. The applicant is in agreement with this recommendation and has revised the site plan to reflect the new location.

A review of the past five years of accident history indicates an average of two accidents per year. A review of these accidents indicates the potential that the existing six driveways may have contributed to the accidents. The project eliminates two driveways on both Beach Blvd and Ellis Avenue. Only two driveways will be constructed: one at the south end of the Beach Blvd frontage and one at the Ellis Avenue frontage aligning with Patterson Lane. With the reduction in the number of driveways and relocating the Ellis driveway to the east end of the project site, it is expected that off-site circulation will be improved. Having only two driveways will reduce traffic congestion during peak hours for left turns from the Ellis driveway and the driveway on Beach Blvd near the point where a fourth through lane is

provided for northbound traffic, thus minimizing conflicts and operating efficiently and effectively. It is anticipated that the recommended driveway configuration will not result in any significant increase in accident potential and is likely to reduced accident potential near the project.

Finally, deliveries to the site will be accommodated at the south portion of the plaza providing a temporary loading and unloading area for commercial deliveries as well as move-in/move-out for renters. The majority of businesses are expected to be able to receive deliveries from trucks that can enter the garage. However, for those instances when the trucks are too tall or large, this area will provide a safe temporary loading and unloading area. The required parking management plan, which must be approved by the Planning Division, will regulate days and times for the limited use of the loading area. Additionally, bollards will be installed to ensure the safety of people using the open space should an unscheduled delivery occur. Emergency vehicles will be able to access the plaza and exit on Ellis via a rolled curb. A fire lane is designed along the south property line east of the garage entrance and adjacent to the paseo in compliance with Huntington Beach Fire Department regulations.

Pedestrian Connectivity

The pedestrian connections envisioned for the area are important to implementing a successful mix of residential and commercial uses that promote walkability. The plaza is a focal pedestrian feature and serves to connect pedestrians from Beach Blvd to Ellis Avenue, providing pedestrian entry to the parking structure and residential lobbies of Buildings No. 1 and 2. A pedestrian passage in the middle of Building No. 1 provides access from the sidewalk to the plaza. Along Ellis, the pedestrian will experience a six foot wide parkway and a six foot wide sidewalk with landscaping and trees separating pedestrians from the traffic flow. The six live work units will have shopfront entrances with planters providing opportunities for landscaping and an enhanced public space, and will help to activate the street along this frontage. A paseo at the east end of Building No. 2 will provide access from Ellis to the second level courtyard and units. Finally, an enhanced landscape and paved pathway will be provided along the south property line. During daylight hours, the pathway area will be open to the public but access will be restricted to the project’s residents after dark with security gates.

Parking

Parking for the project is provided through an at-grade podium parking structure with subterranean parking. A total of 430 parking spaces are proposed, which exceeds the minimum. Parking for the project is provided as follows:

Use	Required Parking (min.)	Provided
Residential studio units one-bedroom units two-bedroom units six live-work units guest parking	389 Residential spaces - 26 spaces (26 units - 1 per unit) - 123 spaces (123 units - 1 per unit) - 179 spaces (119 units - 1.5 per unit) - 6 spaces (6 units – 1 per unit) - 55 spaces (2 spaces per 10 units)	347 Gated spaces 334 Residents 3 Guests/Leasing Employees 10 Extra 83 Non-gated spaces 29 Commercial ** 54 Guests
Commercial 8,500 sf retail 1,100 sf lease office	31 Commercial Spaces - 26 spaces (3 spaces per 1,000 sf) - 5 spaces (2.5 spaces per 1,000 sf)	** (Assumes 2 commercial required spaces will be in gated area for leasing office employees)
Total	420 spaces	430 spaces *

*Project provides 45 extended parking spaces not included in the overall parking supply as an amenity for tenants

The majority of the residential parking is provided at the subterranean level behind secured gates. The majority of the guest and commercial spaces will be non-gated on the main level. All of the on-site parking spaces will comply with the minimum dimensions required by the BECSP and Huntington Beach Zoning and Subdivision Ordinance. The project provides bicycle parking for residents, employees and guests in accordance with the requirements of the HBZSO. The project is required to provide a parking management plan to ensure that all of the parking spaces within the project site are adequately utilized and sufficiently serve the project's uses.

Open Space

The BECSP establishes minimum requirements for the square footage of public open space, requiring pedestrian circulation, walkability and consistent accessibility. The minimum required square footage is 14,551 square feet based on the proposed uses. Required open space is provided in the form of an interior open-to-the-sky plaza located between the two proposed buildings. With the recommendation to move Building No. 1 to the east by two feet, there was a decrease of the plaza open space by 180 sq ft, but the project still is in compliance with the BECSP. The plaza is activated with shopfronts on the west elevation. The plaza will be used as a gathering area providing seating, tables, landscaping and accessibility to retailers and will incorporate enhanced pavers, landscaping and lighting. Pursuant to a recommended condition, the plaza will be further enhanced by closing a portion of the west wall of the parking structure in order to allow for the opportunity for this area to be used to either provide vertical landscaping, additional seating and/or public art. Staff believes this will help to activate the plaza.

Private open space is primarily provided in a second level 14,499 square foot courtyard accessible from Ellis Avenue through a paseo and from the main lobby entrance from the plaza. Residents will enjoy such amenities as pool, spa, and social gathering spaces. At the courtyard level, residents are provided with a fitness room overlooking the courtyard. The open space elements of the project are consistent with the objectives of the Specific Plan and will benefit the residents, business tenants and the community.

Sustainability

The BECSP requires all projects to incorporate sustainable elements in the project design. The proposed project would provide a range of sustainable elements such as those found in Section 2.8 Architectural Regulations of the BECSP, which incorporate all stages of the project's lifecycle from recycling building materials during construction to a project-wide no smoking policy during operation of the project.

The applicant proposes to exceed minimum requirements and design the commercial portion of the project as LEED Silver Certified and the residential portion as GreenPoint Rated but equivalent to the LEED Silver standard. Both programs serve the full range of new residential construction in California, which feature a points-based achievement system to evaluate compliance. GreenPoint Rated is intended to serve newly constructed or remodeled homes in California that perform beyond standard practice whereas under the LEED rating system, the use of specific green building practices or design elements, in addition to certain prerequisite practices, accrue "points" on a checklist. Projects which meet the minimum number of points are "Certified." Projects which accrue more than the minimum are rated Bronze, Silver, Gold or Platinum according to the number of points earned. The GreenPoint brand is intended to inform consumers about how well their homes perform above California Building codes and is only used for residential development. It is not unusual to design a project using the "Dual Branding" method of incorporating both LEED and GreenPoint rating standards. Sustainable design features include

Energy Star appliances, tankless hot water heaters, energy efficient heating and cooling systems, windows, and lights with sensor switches. The certification in the rating program will create the City's first LEED Silver Certified project.

Landscaping would comply with the City's Water Efficient Landscaping Ordinance and implement water efficient techniques such as grouping plant materials by hydrozoning methods, applying thicker mulch coverage to planters and utilizing weather-based irrigation controllers to avoid overwatering during rainy and wet weather conditions. The project also proposes other strategies to promote indoor air quality and recycling through both project design features and education/policy implementation.

Affordable Housing

The proposed project is required to provide affordable housing in accordance with the BECSP. Of the 274 total units, the project proposes to provide 27 affordable units on-site meeting the affordability requirement for 10 percent. The applicant is proposing that the affordable units be all moderate income level units. Staff has indicated support for the proposal because the applicant is proposing to do a LEED Silver Certified and GreenPoint Rated project, which would be the first in the City. The specific affordability terms will be set forth in a Development Agreement as required by the BECSP. The Development Agreement must be adopted by ordinance and recorded prior to issuance of building permits. The provision of on-site affordable units furthers the intent of the Town Center - Neighborhood segment envisioning a wide range of housing types. In addition, the affordable units, and the project in general, would provided needed housing for fulfilling the City's share of the Regional Housing Need for the 2008-2014 planning period.

Hazards and Hazardous Materials

During the EIR certification process the Planning Commission expressed concern regarding the remediation of the site prior to occupancy as stated in the Mitigation Monitoring Program for the BECSP Program EIR. Mitigation Measures 4.6-1 through 4.6-3 ensure remediation of contaminated soils containing hazardous materials prior to development of the proposed project and by providing supplemental procedures in the event of unanticipated discoveries of contaminants during construction. As described in the EIR some site remediation has already occurred and is ongoing with regulatory protocols in place. If unknown contamination is encountered, a Risk Management Plan shall be prepared and implemented that identifies the contaminants of concern and the potential risk posed to human health. Excavation of the entire site will be at a depth of 10 feet thus removing contaminants at the former cleaner's location. Because the site is located within a Methane Overlay District, mitigation measure MM4.6-3 requires that the project comply with HBFD City Specification No. 429, Methane Building Permit Requirement prior to issuance of a grading permit to reduce the potential impacts of methane gas to future occupants and visitors of the project site. Implementation of this mitigation measure would also reduce any impacts associated with methane testing and methods of gas detection as required by the Huntington Beach Fire Department (HBFD).

SUMMARY:

Staff recommends approval of Site Plan Review No. 12-01 because the project:

- Implements the objectives of the BECSP to improve the viability of the Beach Blvd and Ellis Avenue;
- Provides a mixed use development that is consistent with the BECSP development code and

- compatible with the surrounding existing and anticipated land uses;
- Facilitates development that produces an environment which is both attractive and sustainable by increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources;
- Is consistent with good zoning practice and implements the goals of transforming the Beach Blvd Corridor by providing commercial uses with 274 residential units to support the new commercial uses as well as existing surrounding commercial uses;
- Serves affordable housing needs of the community by providing on-site affordable housing units;
- Includes LEED Silver and Green Point Rated Certifications;
- Provides a housing choice for residents seeking to be within walking distance of work, services, reduce dependency on their automobile, have access to multiple amenities for an active and mobile lifestyle; and
- Provides a high quality architectural design integrating design elements that promote a healthy and active lifestyle as an image for Huntington Beach.

ATTACHMENTS:

1. Suggested Findings and Conditions of Approval for Site Plan Review No. 12-01
2. Site Plan, Floor Plans, Elevations, and other site plan exhibits dated May 1, 2 and 7, 2012
3. Project Narrative dated February 10, 2012
4. Code Requirements Letter dated March 20, 2012 (for information purposes only)
5. Environmental Assessment
6. CEQA Findings of Fact for Site Plan Review No. 12-01
7. Mitigation Monitoring and Reporting Program

SH:HF:MBB:rm

ATTACHMENT NO. 1

FINDINGS AND CONDITIONS OF APPROVAL

SITE PLAN REVIEW NO. 12-001

FINDINGS FOR APPROVAL – SITE PLAN REVIEW NO. 12-001:

1. Site Plan Review No. 12-001 for the construction of a mixed use development consisting of 274 multi-family residential units and 8,500 square feet of commercial area and associated improvements will not be detrimental to the general welfare of persons working or residing in the vicinity or detrimental to the value of property and improvements in the neighborhood as this development replaces a mostly vacant and underperforming commercial center. The mixed-use residential and commercial development, with the recommended conditions of approval, incorporates architectural and design elements that provide maximum compatibility of design with the existing and anticipated development surrounding the project site, promotes pedestrian accessibility, and promotes the image of the Huntington Beach envisioned within the Beach and Edinger Corridors Specific Plan (BECSP). Structures on the project site are four to six stories in height and feature enhanced building materials and colors, building recesses and façade offsets, and variation in massing composition. The neighborhood will benefit from the proposed 23,145 sf of publicly accessible open space. The project's conformance with the Beach and Edinger Corridors Specific Plan further ensures that the form, height, and architectural design convey an overall high level of quality.
2. The proposed mixed use project will not adversely affect the Circulation Plan of the BECSP. The project will reduce the number of ingress/egress driveways at the site from six to two thereby reducing conflicts with through traffic and the potential for accidents. The proposed northerly garage entrance will be relocated to directly across from Patterson Lane to reduce peak hour traffic impacts of west bound traffic from the project site. The project will dedicate 2 ft along Beach Blvd and four ft along Ellis Ave to accommodate the Palm Tree Blvd and Neighborhood Street public right-of-way improvements consistent with the BECSP. No additional street improvements are required to improve capacity/efficiency on intersection operations; however, the project will pay fees commensurate with the project's contribution of traffic on the area-wide roadway system.
3. The project complies with the applicable provisions of the Beach and Edinger Corridors Specific Plan (SP14) and other applicable regulations. The project complies with the development standards in terms of height, setbacks, minimum onsite parking, open space and architectural regulations. The project also ensures that the form and architectural design convey an overall high level of quality materials consistent with the vision of the Specific Plan.

4. The granting of the site plan review will not adversely affect the General Plan. It is consistent with the Land Use Element designation of Mixed Use – Specific Plan Overlay – Design Overlay on the subject property. In addition, it is consistent with the following goals and policies of the General Plan:

A. Air Quality Element

Goal AQ 1: Improve regional air quality by a) decreasing reliance on single occupancy vehicular trips, b) increasing efficiency of transit, c) shortening vehicle trips through a more efficient jobs-housing balance and a more efficient land use pattern, and d) increasing energy efficiency.

Policy AQ 1.10.1: Continue to require the utilization and installation of energy conservation features in all new construction.

B. Circulation Element

Goal CE 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Objective CE 3.2: Encourage new development that promotes and expands the use of transit services.

Policy CE 6.1.6: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.

C. Growth Management Element

Policy GM 1.1.7: Ensure that new development site design incorporates measures to maximize policing safety and security.

Policy GM 2.1.4: Ensure that new development site design incorporates measures to maximize fire safety and prevention.

D. Housing Element

Goal H 2: Provide adequate housing sites to accommodate regional housing needs.

Goal H 3: Assist in development of affordable housing.

Policy H 2.2: Facilitate the development of mixed use projects in appropriate commercial areas, including stand-alone residential development (horizontal

mixed use) and housing above ground floor commercial uses (vertical mixed use). Establish mixed use zoning regulations.

Policy H 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

E. Land Use Element

Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.

Goal LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.

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 8: Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for the City's neighborhoods, corridors, and centers.

Policy LU 8.1.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map, in accordance with the principles discussed below:

- a. Not applicable
- b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard.
- c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
- e. Intermix uses and densities in large-scale development projects.
- f. Site development to capitalize upon potential long-term transit improvements.
- g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions, in form, scale, and density of development, and other elements.

Goal LU 9: Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Policy LU 9.1.4: Require that recreational and open space amenities be incorporated in new multi-family developments and that they be accessible to and of sufficient size to be usable by all residents.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

Policy LU 11.1.2: Limit commercial uses in mixed use development projects to those uses that are compatible with the residences.

Policy LU 11.1.4: Require the incorporation of adequate onsite open space and recreational facilities to serve the needs of the residents in mixed use development projects.

Policy LU 11.1.5: Require that mixed use developments be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access.

Policy LU 11.1.6: Require that the ground floor of structures that horizontally integrate housing with commercial uses locate commercial uses along the street frontage (housing may be located to the rear and/or on upper floors).

Policy LU 11.1.7: Require that mixed use development projects be designed to achieve a consistent and high quality character, including the consideration of the:

- a. Visual and physical integration among the commercial and residential uses (Plates LU-3 and LU-4);
- b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units

F. Noise Element

Policy N 1.2.1: Require, in areas where noise levels exceed an exterior L_{dn} of 60 dB(A) and an interior L_{dn} of 45 dB(A), that all new development of “noise sensitive” land uses, such as housing, health care facilities, schools, libraries, and religious facilities, include appropriate buffering and/or construction mitigation measures that will reduce noise exposure to levels within acceptable limits.

Policy N 1.2.3: Require development, in all areas where the ambient noise level exceeds an L_{dn} of 60 dB(A), to conduct an acoustical analysis and incorporate special design measures in their construction, thereby, reducing interior noise levels to the 45 dB (A) L_{dn} level.

Policy N 1.5.1: Require that commercial and residential mixed use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. The design measures may include: (1) the use of materials which mitigate sound transmission; or (2) the configuration of interior spaces to minimize sound amplification and transmission.

G. Recreation and Community Services Element

Policy RCS 2.1.1: Maintain the current park per capita ratio of 5.0 acres per 1,000 persons, which includes the beach in the calculation.

H. Urban Design Element

Goal UD 1: Enhance the visual image of the City of Huntington Beach.

Objective UD 1.3: Strengthen the visual character of the City's street hierarchy in order to clarify the City's structure and improve Citywide identity.

Policy UD 1.1.3: Require a consistent design theme and/or landscape design character along the community's corridors that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.

I. Utilities Element

Objective U 1.2: Ensure that existing and new development does not degrade the City's surface waters and groundwater basins.

Objective U 1.3: Minimize water consumption rates through site design, use of efficient systems, and other techniques.

Policy U 1.3.2: Continue to require the incorporation of water conservation features in the design of all new and existing uses such as the use of native plants, low flow toilets and water efficient appliances.

The project would provide a mixed use, urban infill development with 274 rental units increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources. The area has a variety of complementary uses that are critical to any vibrant community such as the Five Point Shopping Center, several commercial centers, Senior Housing projects and its proximity to the beach at a distance of 0.75 miles. The proposed project maximizes the density contributing to one of the two most urbanized areas envisioned within the Specific Plan: Town Center Neighborhood. The project promotes walking between the various commercial uses and services reducing vehicular trips and pollution. The proposed project and unit mix was designed to provide new urban lifestyle being embraced by the younger population providing more technology, less space needed not as dependent on their own individual automobile. The project is required to meet the City's affordable housing obligations

providing 27 on-site affordable units. The proposed project will provide work force housing to the residents of Huntington Beach and Northern Orange County. The proposed project incorporates architectural and design principles to provide a pedestrian-oriented scale and ensure maximum design compatibility with the surrounding commercial, quasi-residential use and multiple family neighborhood. The project will be designed and certified to a Green Point Rated rating program for the residential portion of the project and LEED Silver Certified rating for the commercial portion of the project and will meet City noise requirements. Bicycle parking is located within the garage providing sufficient area to accommodate 70 spaces. Residential parking areas would be well-lit with parking for residents secured from public and commercial parking areas. Guest parking is located next to the commercial parking stalls and behind the secured gated residential parking area. The project would comply with the BECSP and other City codes to reduce water consumption and stormwater runoff. The project will incorporate sustainable site development strategies, utilize water savings features, emphasize recycling of resources and materials and maximize indoor environmental quality through design features and community policies.

CONDITIONS OF APPROVAL – SITE PLAN REVIEW NO. 12-001:

1. The site plan received May 7, 2012, floor plans and elevations received May 1, 2012 and revised colored elevations received May 2, 2012 for Site Plan Review No. 12-001, shall be the conceptually approved design except as amended by the conditions specified as follows:
 - a) The north (Ellis) elevation shall be revised to reflect the relocation of the Ellis driveway per the site plan dated May 7, 2012.
 - b) East elevation (west garage exterior wall) of Plaza, shall be enhanced through use of landscaping, upgraded materials, installation of public art or other design feature approved by the Planning Division.
 - c) Rooflines of east and south elevations of Building 2 shall be designed at varied heights to create a visual break.
 - d) Removable bollards shall be installed at both the north and south entrances of the Plaza.
 - e) Existing surface and sub-surface utilities (electrical pullboxes/vaults/manholes/vent pipes/manholes/vent pipes/traffic signal control pullboxes/cabinets, etc.) located along Beach Blvd and Ellis Ave frontages of the project site shall be relocated to allow for construction of the street standards and specifications of BECSP and to allow for maximum visibility of the new commercial component of the mixed use project. All utility relocation shall be permitted through the appropriate agency or utility company and coordinated with the City of Huntington Beach Planning and Building Department.

2. Comply with all mitigation measures adopted for the project in conjunction with certified Environmental Impact Report No. 10-004.
3. At least 14 days prior to any grading activity, the property owner/developer shall provide notice in writing to property owners of record and tenants of properties within a 500-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 and Building Department.
4. Prior to issuance of a precise grading permit, the following shall be completed:
 - a) The project site is located in close vicinity to Orange County Water Districts' Seawater Intrusion Barrier and Groundwater Replenishment System. The applicant shall coordinate with, and obtain approval and permit from OCWD, for the construction of the proposed underground parking structure/foundation, and shall satisfy all OCWD requirements to mitigate any impact to the said Seawater Intrusion Barrier and Groundwater Replenishment System. A copy of the permit/approval shall be transmitted to the Public Works Department.
 - b) If tie-backs or other method of horizontal anchoring systems are proposed for construction of any temporary and/or permanent earth retaining structure, no encroachment of such anchor shall be allowed within the public right-of-way.
 - c) Caltrans encroachment permits for work within the Caltrans right-of-way (for construction of sidewalks, driveways, utility connections, drainage etc.) shall be obtained by the applicant prior to City issuance of a grading permit. Since Caltrans does not allow any increase in drainage above existing onto Beach Boulevard, the applicant shall include a Hydrology Study for Caltrans review and approval with the encroachment permit application. A copy of each submittal, encroachment permit, traffic control plans and/or other permission granted by Caltrans shall be transmitted to the Public Works Department.
5. Prior to submittal for building permits, the following shall be completed:
 - a) One set of project plans and one 8 ½ inch by 11 inch set of all colored renderings, elevations, and materials sample and color palette, revised pursuant to Condition of Approvals and Code Requirements, shall be submitted for review, approval and inclusion in the entitlement file, to the Planning Division.
 - 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,

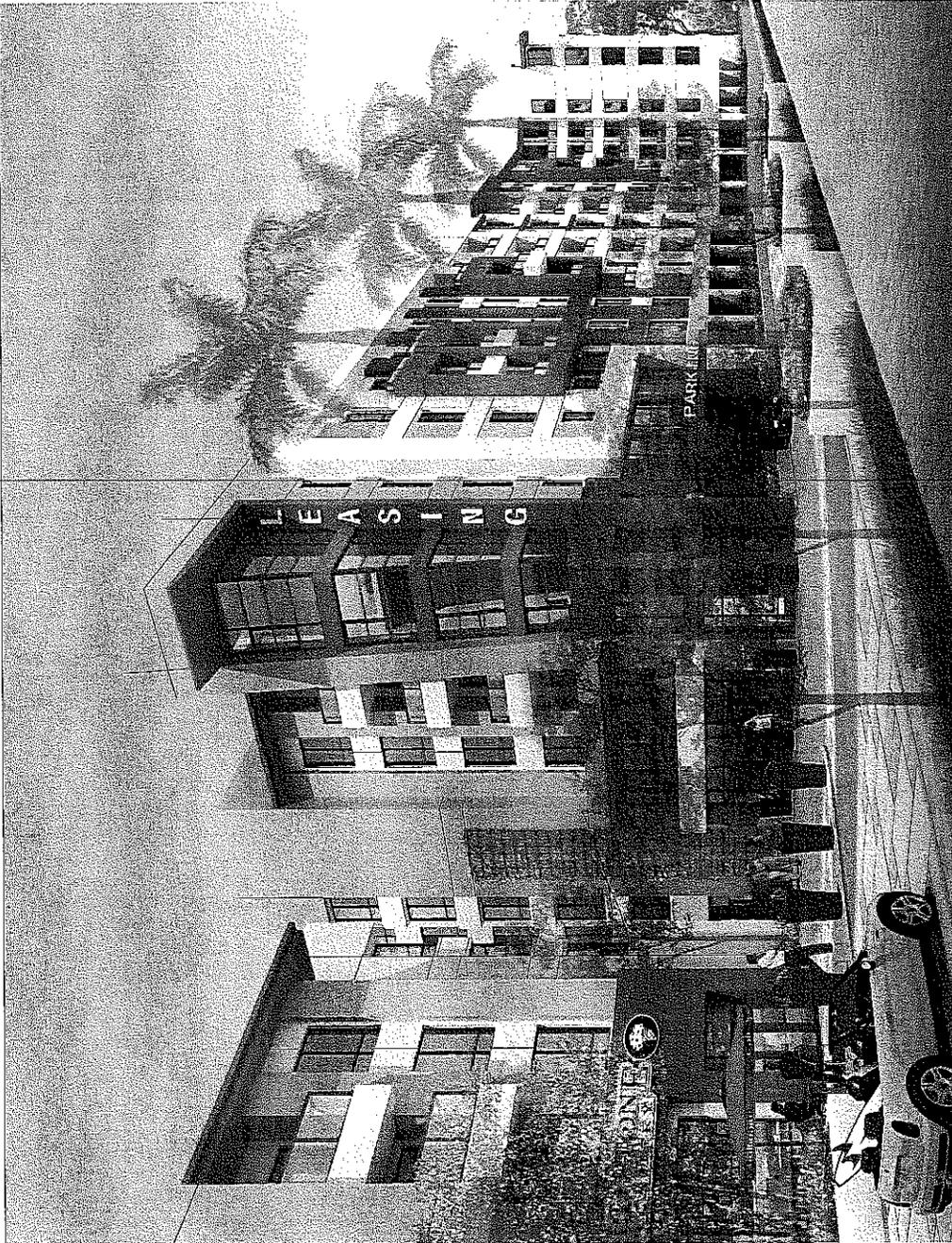
mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.

- c) Contact the United States Postal Service for approval of mailbox location(s).
6. Prior to issuance of a building permit the following shall be completed:
- a) The property owner/developer shall provide a Landscape Maintenance License Agreement to address the continuing maintenance and liability for all landscaping, irrigation, furniture and enhanced hardscape that encroaches into the Beach Blvd and Ellis Avenue Rights-of-Way. The agreement shall describe all aspects of maintenance such as enhanced sidewalk cleaning, trash cans, disposal of trash, signs, tree or palm replacement and any other aspect of maintenance that is warranted by the development plan improvements proposed. The agreement shall state that the property ownership shall be responsible for all costs associated with maintenance, repair, replacement, liability and fees imposed by the County, City and/or Caltrans.
 - b) A Development Agreement shall be approved by the City Council and recorded. The Agreement shall provide for affordable dwelling units in accordance with the Beach and Edinger Corridors Specific Plan (BECSP) and the Huntington Beach Zoning and Subdivision Ordinance as well as required traffic mitigation fees. The number and location of units and affordability terms shall be set forth in the Development Agreement.
 - c) A public art element, approved by the Design Review Board, Director of Planning and Building, and the Cultural Services Supervisor, shall be depicted on the plans. Public Art shall be innovative, original, and of artistic excellence; appropriate to the design of the project; and reflective of the community's cultural identity (ecology, history, or society).
7. Prior to occupancy of the first dwelling unit and/or commercial tenant, the following shall be completed:
- a) A Parking Management Plan, approved by the property owner/developer shall be submitted for review and approval by the Planning Division. Said plan shall depict designated (residents/ tenants / employees / guests / public/ customers / carpooling) parking space locations.
 - b) The property owner/developer shall submit proof of registration with the GreenPoint Rated and LEED Silver program and a checklist of how certification is proposed to be achieved. Within 45 days of final building permit approval, the property owner/developer shall provide a final report by an accredited third party stating that the project has achieved LEED Silver for the retail portion of the development. The residential units shall receive a GreenPoint Rated certification that is equivalent of LEED Silver. The developer shall provide the City with evidence of said certification.

- c) Interior of parking structure shall be painted white to reflect natural light and increase illumination. Lighting shall be placed in a manner to illuminate the interior of vehicles allowing individuals approaching their vehicles to see inside prior to their entry.
 - d) If complex will restrict entry to residents only by locked entry points, then those security systems shall be user friendly to the Police and Fire Departments.
 - e) Addresses and unit numbers shall be painted on the roofs of the apartments. Unit number on interior shall be a minimum of 3' x 1 ½".
 - f) The existing power poles along the easterly side of the project property line shall be undergrounded.
 - g) The property owner/developer shall submit documentation to the Planning Division showing compliance with the Acoustical Study dated April 26, 2012.
8. Operation and use of the project shall comply with the following:
- a. Live work units shall not be rented separately.
 - b. Security gates shall be installed at the southern paseo at the east property line entrance and the area immediately east of the fire lane. This area shall be accessible to residents only after dark and shall remain open during daylight hours.
9. Signage is not approved as part of Site Plan No. 12-001 and shall not be installed prior to approval of a Planned Sign Program by the Planning Division.
10. The developer or developer's representative shall be responsible for ensuring the accuracy of all plans and information submitted to the City for review and approval.

INDEMNIFICATION AND HOLD HARMLESS CONDITION:

The owner of the property which is the subject of this project and the project property owner/developer 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 property owner/developer of any claim, action or proceeding and should cooperate fully in the defense thereof.



PERSPECTIVE VIEW FROM BEACH BOULEVARD ENTRY DRIVE

BEACH BLVD. MIXED-USE DEVELOPMENT HUNTINGTON BEACH, CA

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92668 (714) 639-9900

11-214 May 01, 2012

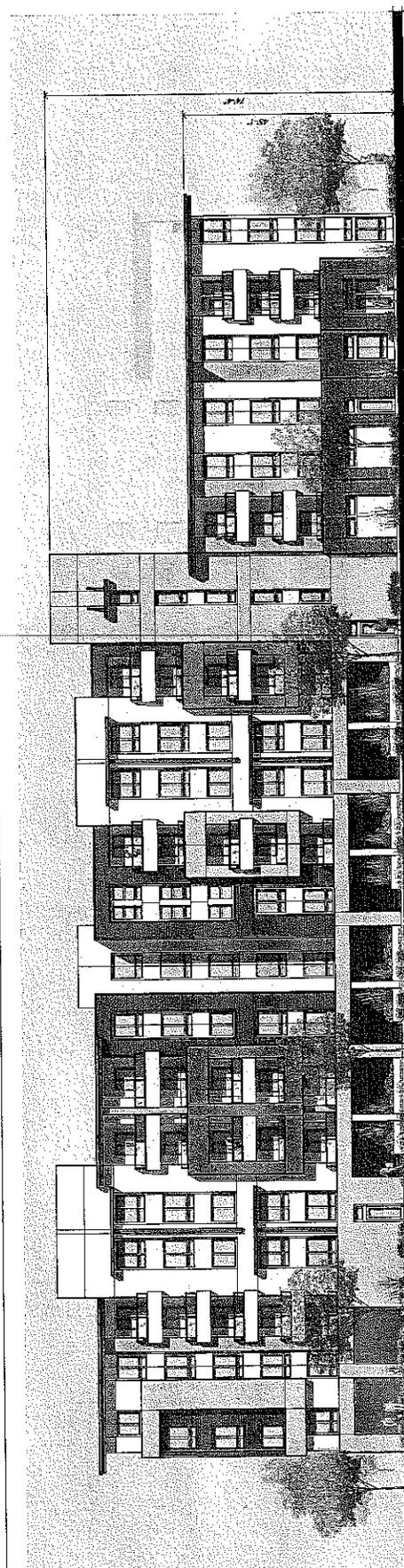


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 www.architectsorange.com

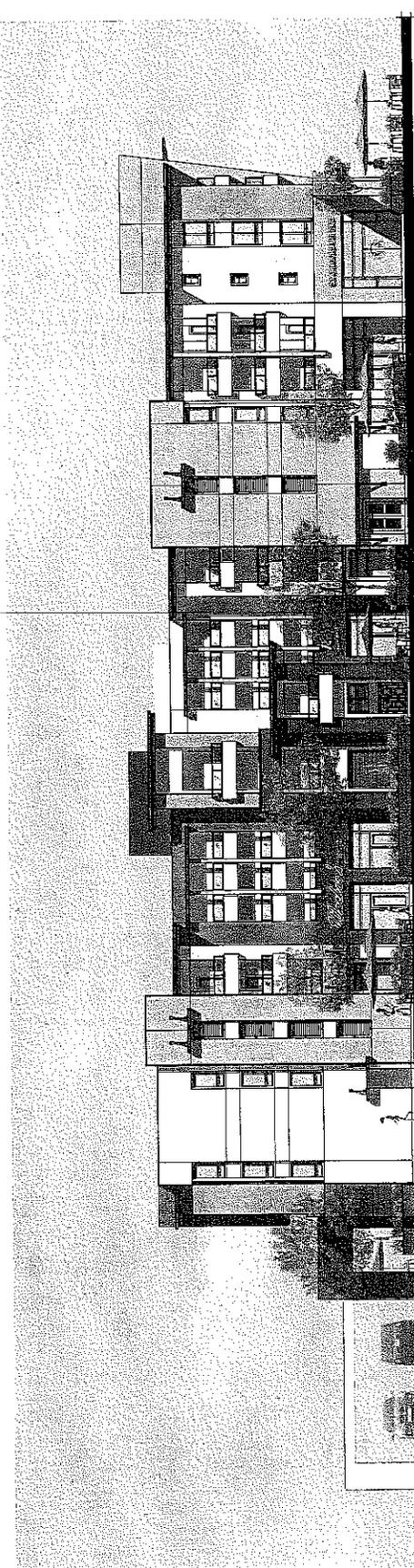
NO. ITEM	DATE
1. DAY REVIEW	05.11.11
2. DR SUBMITTAL	11.06.11
3. REVISED EXHIBITS	04.23.12
4. REVISED SUBMITTAL	05.01.12

AGENCY SUBMITTAL 05.01.12

CASE FILE NUMBERS:
 X



East Elevation Building 2



West Plaza Elevation Building 1

SCALE: 1' = 3/32"

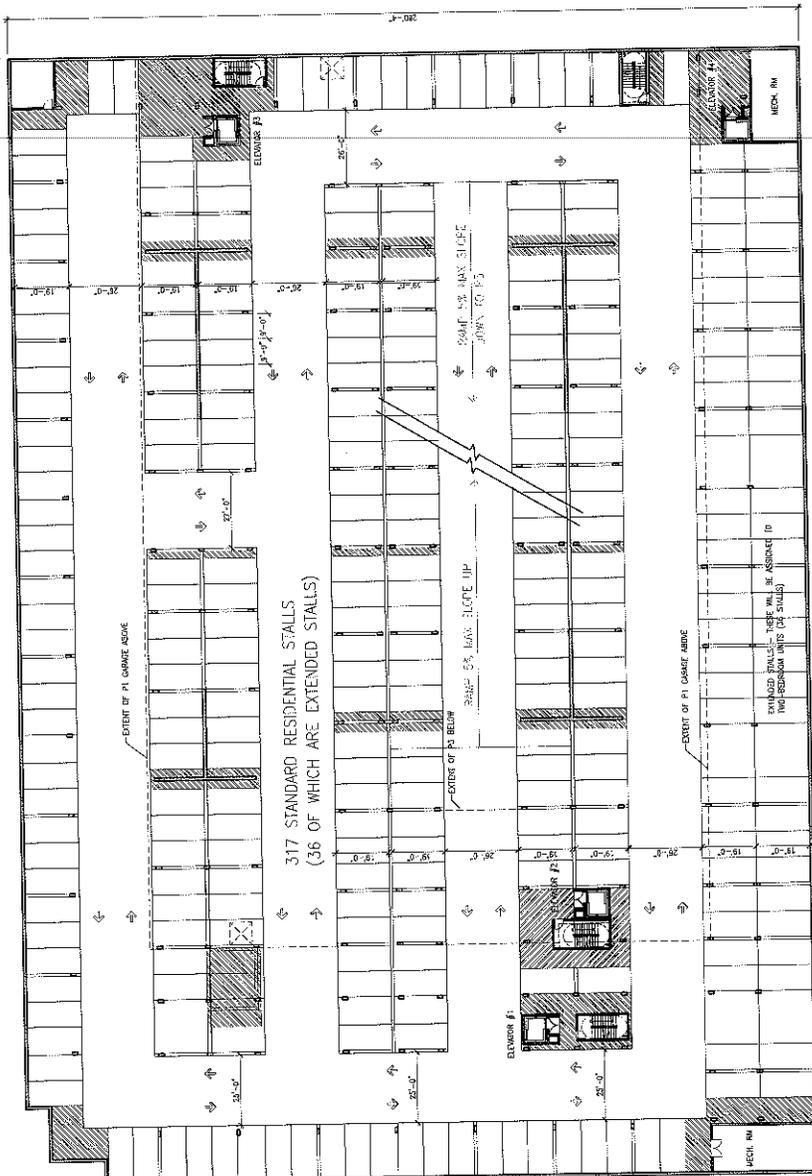
ELEVATIONS	A3.3
NO. ITEM	
1. FOR REVIEW	DATE
2. FOR SUBMITTAL	11.09.11
AGENCY SUBMITTAL 11.09.11	
CASE FILE NUMBER: X	

11-214 MAY 1, 2012

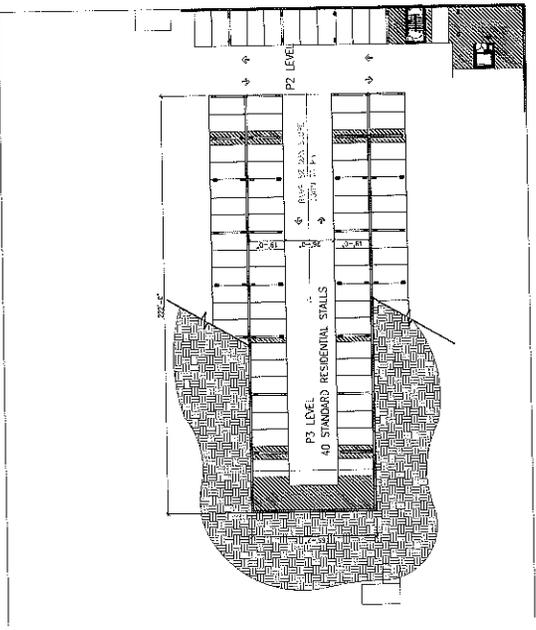
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HUNTINGTON BEACH, CA
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BEACH BLVD. MIXED-USE DEVELOPMENT



GARAGE PLAN - LEVEL P2 (SUBTERRANEAN)
SCALE: 1" = 20'=0"



GARAGE PLAN - LEVEL P3 (SUBTERRANEAN)
SCALE: 1" = 30'=0"



11-274 May 01, 2012

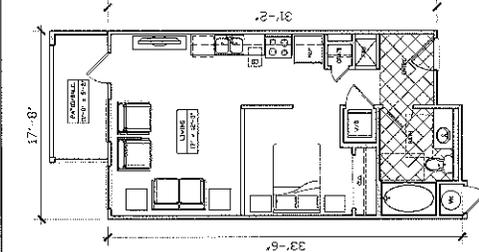
BUILDING FLOOR PLAN P2 LEVEL		A2.1	
NO. ITEM	DATE	REVISION	DATE
1	04/23/12	1	05/01/12
2	04/23/12	2	05/01/12
3	04/23/12	3	05/01/12
4	05/01/12	4	05/01/12



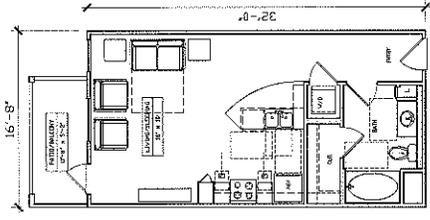
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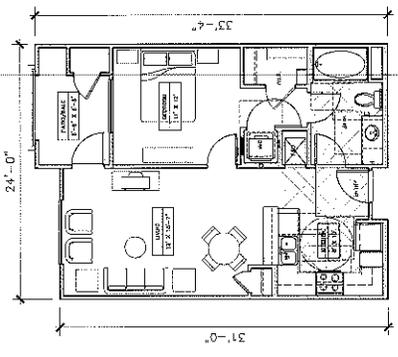
BEACH BLVD. MIXED-USE DEVELOPMENT



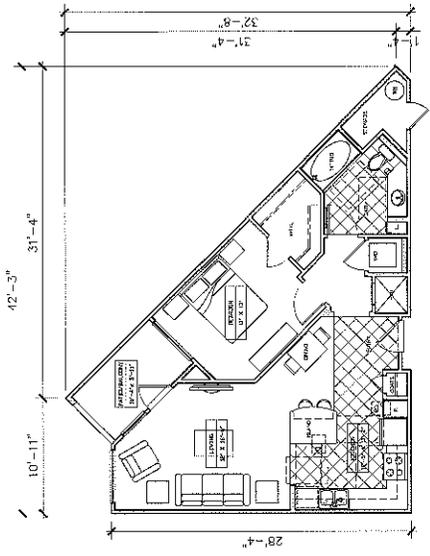
UNIT S1
STUDIO - 1 BATH
LIVABLE AREA: 569 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.



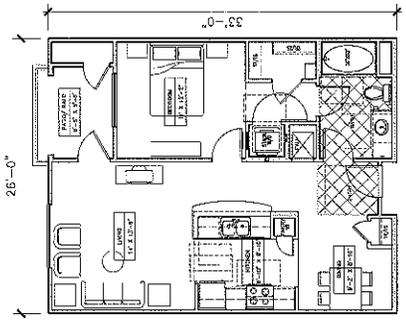
UNIT S2
STUDIO - 1 BATH
LIVABLE AREA: 533 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.



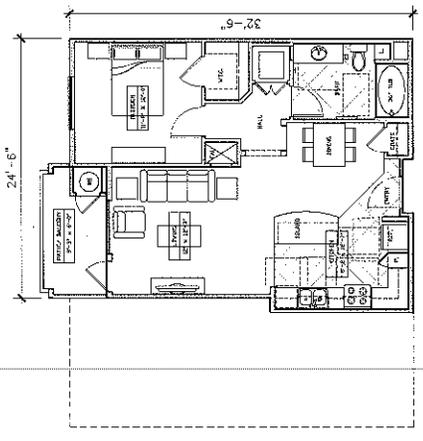
UNIT A1
1 BEDROOM - 1 BATH
LIVABLE AREA: 684 SQ. FT.
PATIO/BALCONY: 65 SQ. FT.



UNIT A2
1 BEDROOM - 1 BATH
LIVABLE AREA: 748 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.



UNIT A3
1 BEDROOM - 1 BATH
LIVABLE AREA: 781 SQ. FT.
PATIO/BALCONY: 61 SQ. FT.



UNIT A5
1 BEDROOM - 1 BATH
LIVABLE AREA: 787 SQ. FT.
PATIO/BALCONY: 61 SQ. FT.

SCALE: 3/16" = 1'-0"

UNIT PLANS	DATE
1 DAY REVIEW	08.11.11
2 DR SUBMITTAL	11.09.11
3 REVISED EXHIBITS	04.23.12
4 REVISED SUBMITTAL	05.01.12

AGENCY SUBMITTAL: 05.01.12

UNIT PLANS: **A5.1**

AGENCY FILE NUMBER: X

11-214 May 01, 2012

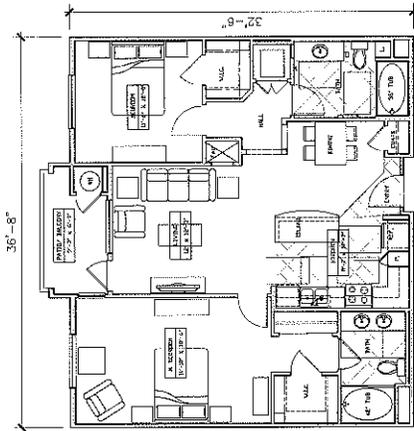
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Cost: \$100 per plan by printed copy.

BEACH BLVD. MIXED-USE DEVELOPMENT

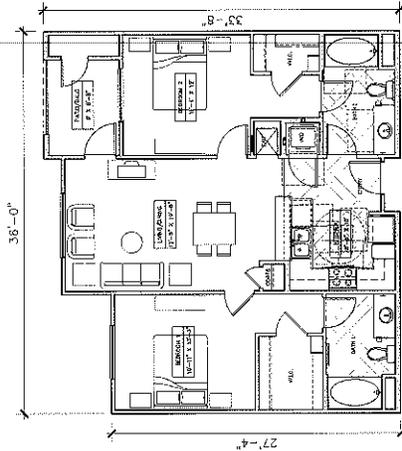
HUNTINGTON BEACH, CA

ARCHITECTS ORANGE

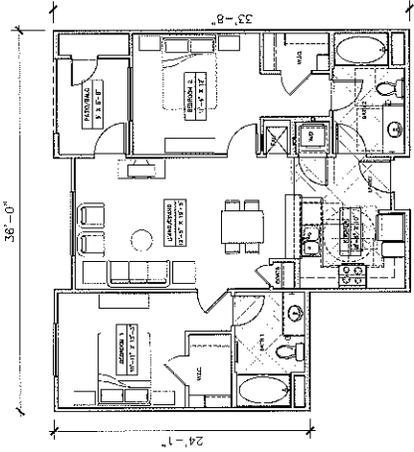
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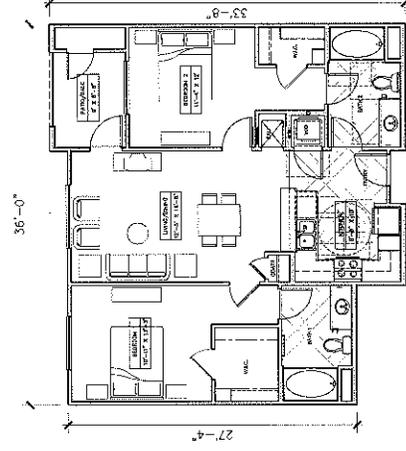
UNIT B1
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,145 SQ. FT.
PATIO/BALCONY: 61 SQ. FT.



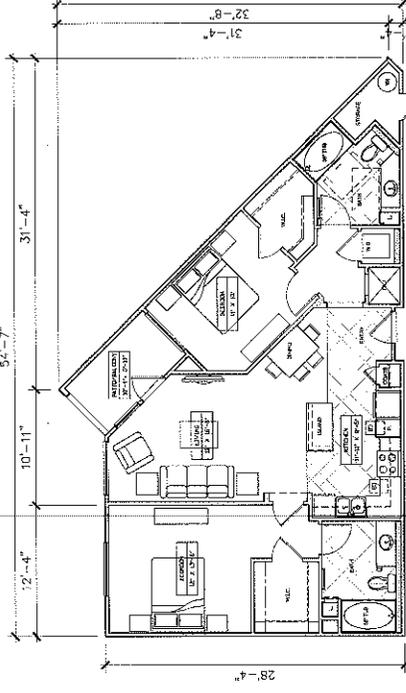
UNIT B2
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,028 SQ. FT.
PATIO/BALCONY: 61 SQ. FT.



UNIT B2-A
2 BEDROOM - 2 BATH
LIVABLE AREA: 992 SQ. FT.
PATIO/BALCONY: 61 SQ. FT.



UNIT B2-B
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,028 SQ. FT.
PATIO/BALCONY: 61 SQ. FT.



UNIT B3
2 BEDROOM - 2 BATH
LIVABLE AREA: 1,097 SQ. FT.
PATIO/BALCONY: 60 SQ. FT.

SCALE: 3/16" = 1'-0"

UNIT PLANS	NO. ITEM	DATE
	1	DAT REVIEW 08.11.11
	2	DR SUBMITTAL 11.08.11
	3	REVISED EXHIBITS 04.23.12
	4	REVISED SUBMITTAL 06.01.12

AGENCY SUBMITTAL	05.01.12
CASE FILE NUMBERS:	X

11-214 May 01, 2012

HUNTINGTON BEACH, CA
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92666 (714) 659-8960

RECEIVED
FEB 10 2012
Dept. of Planning
& Building

18502-10 BEACH BOULEVARD

PROJECT DESCRIPTION - RESIDENTIAL MIXED-USE

Project Site

The Project site is located at 18502-10 Beach Boulevard in the City of Huntington Beach. The Project site is generally bounded by Beach Boulevard to the west, Ellis Avenue to the north, commercial uses to the south, and multifamily residences to the east. The entire Project site is approximately 2.74 acres, or approximately 119,354 square feet, in area. (and, approximately 2.69 acres after dedication)

Overview of Proposed Project

Ben Brosseau Consulting, Inc "BBC" intends to develop the Project site with a mixed-use building comprised of 274 units (100 DUA), including six live work units on the ground floor fronting Ellis Avenue, and 8,500 square feet of commercial space fronting Beach Boulevard (the "Project"). It is contemplated the Project will set aside ten percent (10%) of units, or 28 units, for affordable housing at moderate income levels. The units in the Project will range in size from 550 to 1400 square feet, with the following approximate unit mix and parking provided:

- Studio – 26 units x 1.0 spaces/unit = 26 spaces
- 1-Bed - 123 units x 1.0 spaces/unit = 123 spaces
- 2-Bed - 119 units x 1.5 spaces/unit = 179 spaces
- 6-Live/Work - 6 units x 1.0 spaces/unit = 6 spaces
- Guest - 274 units 2/10 units = 55 spaces
- 8,500 sf commercial space x 3.0 spaces / thousand sf = 26 spaces
- Total: 268 units + 6 live/work + 8500sf commercial with = 415 parking spaces

The Project intends to comply with the architectural guidelines and sustainability requirements governing the Project site. Pursuant to the Beach & Edinger Corridors Specific Plan, the building will range 4 to 6 stories in height and will seek to accommodate the public open space requirement on site, in part by incorporating a 24-foot wide pedestrian only Paseo linking Ellis Avenue to rear parking and courtyard areas.

The 8,500 sf retail portion of the project will be designed to achieve LEED Silver Certification and the residential portion will be GreenPoint Rated designed to the LEED Silver equivalent. The proposed project goes beyond the state requirements of CALGreen in incorporating environmentally-conscious strategies and materials. The project incorporates retail and work/live spaces to create a more community-

focused building. The project is located within many community services and within walking distance of multiple bus lines, It also offers a large community courtyard with pool for the residents.

The project will meet or exceed minimum CALGreen code requirements by diverting over 65% of all construction and demolition debris generated during construction (compared to 50%), protecting all HVAC from dust and dirt throughout construction, reducing irrigation water consumption by at least 30%, reducing indoor water consumption by at least 20%, and exceeding Title-24, 2008 energy code by at least 15%. All units will be provided with an active ventilation system, further improving the indoor air quality environment already created by using low-VOC paints, coatings, sealants, adhesives, composite wood, carpets and resilient flooring.

PROJECT NARRATIVE

Description of project and Services (Use, SF, hours and days of operation, number of employees, etc.):

The existing site currently has a gas station at the SE corner of Beach & Ellis; a restaurant/bar at the SW corner of the property and a 1-story strip-mall retail center and parking lot for the remainder of the subject property.

The proposed use would contemplate a mixed-use project consisting of 274 dwelling units with a variety of unit types to serve residents through a broad range of income levels, including studio units, one and two-bedroom units, and 6 live-work units. The Retail portion of the proposed project will have approximately 8,500 s.f. of general retail; actual tenants (use) and number of employees to be determined with market analysis up to time of occupancy.

Reasons for initiating application:

To provide necessary housing and services needed in the City of Huntington Beach

Description of surrounding uses (NSEW):

North (across Ellis Avenue): Fast-food restaurant; Liquor Store, Electric Utility Yard;

North-east (across Ellis Avenue): Single-Family residential

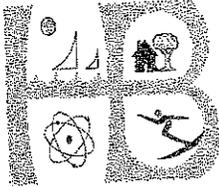
East: Existing 3-story SRO

South: Existing strip-mall retail center

West: (across Beach Blvd.) Gas Station

Description of population served by proposed project:

The proposed project will provide work force housing to the greater residents of Huntington Beach and Northern Orange County. The demographic make-up of the population is late twenties to early thirty year olds. The unit mix was feared to the new urban lifestyle being embraced by the younger population i.e.: more technology, less space needed and not as dependent on their own individual automobile. The proximity of the site to the beach and being on a major transportation corridor all were considered when making these decisions.



City of Huntington Beach
2000 MAIN STREET CALIFORNIA 92648

DEPARTMENT OF PLANNING AND BUILDING
www.huntingtonbeachca.gov

Planning Division
714.536.5271

Building Division
714.536.5241

March 20, 2012

Ben Brosseau Consulting
15149 Camarillo Street
Sherman Oaks, CA 91403

**SUBJECT: PROJECT IMPLEMENTATION CODE REQUIREMENTS
(SITE PLAN REVIEW NO. 12-001 ENVIRONMENTAL ASSESSMENT NO. 12-
001 BEACH AND ELLIS MIXED USE)**

Dear Mr. Brosseau:

Attached please find applicable code requirements and comments for the subject project. These conditions and comments are based on the initial submittal dated February 10, 2012. The applicable city policies, standard plans, and the BECSP development and use requirements are incorporated, excerpted from the Beach and Edinger Corridors Specific Plan 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 BECSP 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 rmedel@surfcity-hb.org or 714-374-1684 and/or the respective source department (contact person below).

Sincerely,

Rosemary Medel,
Associate Planner

Enclosure(s)

Planning Division Requirements 714 374-1684
Building Division Requirements 714 374-1792
Fire Department Joe Morelli 714 536-5564
Steve Bogart - Public Works Dept 714 374-1692

Herb Fauland, Planning Manager
Jason Kelley, Planning Division
Mark Camahan, Building Division

ATTACHMENT NO. 4.1



HUNTINGTON BEACH PLANNING AND BUILDING DEPARTMENT PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: March 16, 2012
PROJECT NAME: BEACH AND ELLIS MIXED USE
PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 12-019
ENTITLEMENTS: SITE PLAN REVIEW 12-001
ENVIRONMENTAL ASSESSMENT 12-001
DATE OF PLANS: February 10, 2012
PROJECT LOCATION: 18502-52 BEACH BLVD
PLAN REVIEWER: ROSEMARY MEDEL, ASSOCIATE PLANNER
TELEPHONE/E-MAIL: (714) 374-1684
PROJECT DESCRIPTION: To permit the construction of a four to six story mixed use building comprised of 274 residential units (100 DUA), including six live work units on the ground floor fronting Ellis Avenue, and 8,500 square feet of commercial space fronting Beach Boulevard. Ten percent of the units will be affordable (28 units).

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.

The Planning and Building Department has reviewed the proposed project submittal and has the following Specific Plan Code Requirements comments or concerns:

Planning Division Code Requirements

1. The development shall comply with all applicable requirements of the Municipal Code, Building & Safety Department and Fire Department, as well as all applicable local, State and Federal Codes, Ordinances and standards, except as noted herein. **(City Charter, Article V)**
2. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**

ATTACHMENT NO. 4.2

3. The applicant shall submit a check in the amount of \$50 for the posting of a 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 action. *(The fee of \$50 is not required for projects where the City is the applicant)* **(California Code Section 15094)**
4. 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/Zoning Administrator. **(HBZSO Section 232.04)**

SITE PLAN REVIEW NO. 12-001:

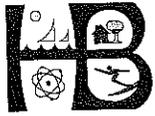
1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design (with the following modifications).
 - a. Parking garage striping shall comply with Chapter 231 of the Zoning and Subdivision Ordinance and Title 24, California Administrative Code. **(HBZSO Chapter 231)**
 - b. The site plan shall include all utility apparatus, such as but not limited to, backflow devices and Edison transformers. Utility meters shall be screened from view from public right-of-ways. Electric transformers in a required front or street side yard shall be enclosed in subsurface vaults. Backflow prevention devices shall be not be located in the front yard setback and shall be screened from view. **(BESCP Section 2.6 Open Space)**
 - c. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of 10 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). **(BECSP Section 2.6 Open Space)**
 - d. The site plan and elevations shall include the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and similar items. If located on a building, they shall be architecturally integrated with the design of the building, non-obtrusive, not interfere with sidewalk areas and comply with required setbacks. **(BECSP Section 2.6.8)**
 - 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)**
 - f. Bicycle parking facilities shall be provided in accordance with the provision of the Huntington Beach Zoning Code. **(HBZSO Section 231.20)**
2. Prior to issuance of demolition permits, the following shall be completed:

- a. The applicant shall follow all procedural requirements and regulations of the South Coast Air Quality Management District (SCAQMD) and any other local, state, or federal law regarding the removal and disposal of any hazardous material including asbestos, lead, and PCB's. These requirements include but are not limited to: survey, identification of removal methods, containment measures, use and treatment of water, proper truck hauling, disposal procedures, and proper notification to any and all involved agencies. **(AQMD Rule 1403)**
 - b. Pursuant to the requirements of the South Coast Air Quality Management District, an asbestos survey shall be completed. **(AQMD Rule 1403)**
 - c. The applicant shall complete all Notification requirements of the South Coast Air Quality Management District. **(AQMD Rule 1403)**
 - 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. **(AQMD Rule 1403)**
 - e. All asbestos shall be removed from all buildings prior to demolition of any portion of any building. *(optional – include only if necessary)* **(AQMD Rule 1403)**
 - f. All facets of the project related to historic preservation shall be reviewed and approved by the City of Huntington Beach. The applicant shall provide written notice of any proposed demolition to the Planning Department, for review by the City of Huntington Beach Historic Resources Board, a minimum of 45 days in advance of permit issuance. The HRB may relocate, fully document and/or preserve significant architectural elements. The applicant/property owner shall not incur any costs associated with moving or documenting the structure by the Board. **(Policy Memo PP-71)**
 - g. The applicant shall provide a consulting arborist report on all the existing trees. Said report shall quantify, identify, size and analyze the health of the existing trees. The report shall also recommend how the existing trees that are to remain (if any) shall be protected and how far construction/grading shall be kept from the trunk. **(Resolution No. 4545)**
 - h. Existing mature trees that are to be removed must be replaced at a 2 for 1 ratio with a 36" box tree or palm equivalent (13'-14' of trunk height for Queen Palms and 8'-9' of brown trunk). **(CEQA Categorical Exemption Section 15304 and HBMC Chapter 13.50).**
3. Prior to issuance of grading permits, the following shall be completed:
- a. Prior to submittal of a landscape plan, the applicant shall provide a Consulting Arborist report on all the existing trees. Said report shall quantify, identify, size and analyze the health of the existing trees. The report shall also recommend how the existing trees that are to remain (if any) shall be protected and how far construction/grading shall be kept from the trunk. **(Resolution No. 4545)**
 - b. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Planning and Building Department for review and approval. **(HBZSO Section 232.04)**
 - c. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Public Works Department for review and approval. **(HBZSO Section 232.04)**

- d. "Smart irrigation controllers" and/or other innovative means to reduce the quantity of runoff shall be installed. **(HBZSO Section 232.04.D)**
 - e. Standard landscape code requirements apply. **(HBZSO Chapter 232 and BECSP)**
 - f. All landscape planting, irrigation and maintenance shall comply with the City Arboricultural and Landscape Standards and Specifications. **(HBZSO Section 232.04.B)**
 - g. Landscaping plans should utilize native, drought-tolerant landscape materials where appropriate and feasible. **(HBZSO Section 232.06.A)**
4. Prior to issuance of building permits, the following shall be completed:
- a. An Affordable Housing Agreement in accord with Section 2.2.3 Affordable Housing Requirements of the BECSP. **(BECSP Section 2.2.3)**
 - 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. **(BECSP Section 2.6.8)**
 - c. A planned sign program for all signage shall be submitted to the Planning Department. Said program shall be approved prior to the first sign request. **(BECSP 2.9 Signage Regulations)**
 - d. The Beach and Edinger Corridors Specific Plan fee shall be paid. **(Resolution No. 2010-80)**
 - e. 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.
5. During demolition, grading, site development, and/or construction, the following shall be adhered to:
- a. Existing street tree(s) to be inspected by the City Inspector during removal of concrete and prior to replacement thereof. Tree replacement or root/tree protection, will be specified upon the inspection of the root system. **(Resolution No. 4545)**
 - b. All Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**
6. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released *(for the first residential unit) (and commencement of use) (and issuance of a Certificate of Occupancy)* until the following has been completed:
- a. The applicant shall stripe the parking lot to conform to provisions of Chapter 231 of the Huntington Beach Zoning & Subdivision Ordinance. **(HBZSO Chapter 231)**

- b. A Certificate of Occupancy must be approved by the Planning Department and issued by the Building and Safety Department. **(HBMC 17.04.036)**
 - c. Complete all improvements as shown on the approved grading, landscape and improvement plans. **(HBMC 17.05)**
 - d. All trees shall be maintained or planted in accordance to the requirements of Chapter 232. **(HBZSO Chapter 232)**
 - e. All landscape irrigation and planting installation shall be certified to be in conformance to the City approved landscape plans by the Landscape Architect of record in written form to the City Landscape Architect. **(HBZSO Section 232.04.D)**
 - f. An onsite 36" box tree or the palm equivalent shall be provided in the front yard, and a 24" box tree shall be provided in the parkway to meet the Huntington Beach; Zoning and Subdivision Ordinance, the Arboricultural and Landscape Standards and Specifications, and the Municipal Code. **(HBZSO Section 232.08, Resolution 4545, HBMC 13.50)**
 - g. The provisions of the Water Efficient Landscape Requirements shall be implemented. **(HBMC 14.52)**
-
- 7. The use shall comply with the following:
 - a. Outdoor storage and display of merchandise, materials, or equipment, including display of merchandise, materials, and equipment for customer pick-up, shall be subject to approval of Conditional Use Permit. **(HBZSO Section 230.74)**
 - 8. 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 /Zoning Administrator's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission /Zoning Administrator may be required pursuant to the provisions of HBZSO Section 241.18. **(HBZSO Section 241.18)**
 - 9. Site Plan Review No. 12-001 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 Department a minimum 30 days prior to the expiration date. **(HBZSO Section 241.16.A)**
 - 10. The project shall comply with all applicable requirements of the Municipal Code, Building & Safety Department and Fire Department, as well as applicable local, State and Federal Fire Codes, Ordinances, and standards, except as noted herein. **(City Charter, Article V)**
 - 11. 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. **(HBZSO Section 232.04)**

12. All permanent, temporary, or promotional signs shall conform to Chapter 233 of the HBZSO and BECSP. 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. **(BECSP 2.9 Sign Regulations)**
13. Alcoholic beverage sales shall be prohibited unless a conditional use permit to the Planning Commission for this particular use is reviewed and approved. **(BECSP 2.2 Building Use Regulations)**



CITY OF HUNTINGTON BEACH

PUBLIC WORKS INTERDEPARTMENTAL
COMMUNICATION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: APRIL 24, 2012
PROJECT NAME: BEACH-ELLIS MIXED USE DEVELOPMENT
ENTITLEMENTS: SPR 12-01
PLNG APPLICATION NO: 2012-0019
DATE OF PLANS: FEBRUARY 12, 2012
PROJECT LOCATION: 18502-18510 BEACH BLVD.
PROJECT PLANNER: ROSEMARY MEDEL, ASSOCIATE PLANNER
TELEPHONE/E-MAIL: 714-374-1684 / RMEDEL@SURFCITY-HB.ORG
PLAN REVIEWER: BOB MILANI, SENIOR CIVIL ENGINEER
TELEPHONE/E-MAIL: 714-375-1735 / BOB.MILANI@SURFCITY-HB.ORG
PROJECT DESCRIPTION: TO PERMIT THE DEVELOPMENT OF 6-STORY MIXED-USE BUILDING CONSISTING OF 274 RESIDENTIAL UNITS, SIX LIVE WORK UNITS, AND 8,500 SQ. FT. OF COMMERCIAL SPACE.
ATTACHED: SITE PLAN

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

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

1. A Legal Description and Plot Plan of the dedications to City to be prepared by a licensed surveyor or engineer and submitted to Public Works for review and approval. The dedication shall be recorded prior to issuance of a grading permit.
2. The following dedications to the City of Huntington Beach shall be shown on the Precise Grading Plan. (ZSO 230.084A)
 - a. Right-of-way dedication along the Ellis Avenue frontage for a total curb to property line width of 12 feet. (ZSO 230.84, BECSP)
 - b. Right-of-way dedication along the Beach Boulevard frontage for a total curb to property line width of 10.5 feet. (ZSO 230.84, BECSP)
 - c. A 20-foot radius right-of-way dedication which transitions to a 22-foot radius at the southeast corner curb return per Public Works Standard Plan No. 207. (ZSO 230.84)
3. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05/ZSO 230.84) Improvements within Caltrans Right-of-Way shall also be reviewed and approved by Caltrans. The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:
 - a. Curb, gutter and sidewalk along the Beach Boulevard and Ellis Avenue frontages shall be removed and replaced per Caltrans Standard Plan (2012) and Public Works Standard Plan Nos. 202 and 207 respectively. (ZSO 230.84, Caltrans)
 - b. All frontage improvements shall be per the City Standard codes and street configuration and specifications of the "Beach Edinger Corridor Specific Plan. The frontage along Beach Boulevard shall comply with the "Palm Tree Boulevard" configuration and the frontage along Ellis Avenue shall comply with the "Neighborhood Street" configuration.
 - c. The proposed driveway approach on Ellis Avenue shall be installed per Public Works Standard Plan No. 211. (ZSO 230.84)
 - d. The proposed driveway approach on Beach Boulevard shall be installed per Caltrans Standard Plan (2012) A87A. (ZSO 230.84, Caltrans)
 - e. The existing driveway approaches on Beach Boulevard and Ellis Avenue shall be removed and replaced with curb, gutter, and sidewalk per Caltrans and Public Works Standard Plan Nos. 202 and 207 respectively. New curb installed along Ellis Avenue shall be painted red, consistent with Caltrans Standard Specifications (2012). (ZSO 230.84)
 - f. Curb ramps on the southeast corner of the intersection of Beach Boulevard at Ellis Avenue shall be removed and replaced with ADA compliant curb ramps per Caltrans Standard Plan (2012) A88A. (ZSO 230.84, Caltrans)
 - g. Pavement rehabilitation along Ellis Avenue frontage to centerline of street, consisting of 2" asphalt grind and overlay. (ZSO 230.84)
 - h. A new sewer lateral shall be installed connecting to the main in Beach Boulevard or Ellis Avenue. All existing laterals serving the site shall be severed and capped at the main or chimney as applicable. (ZSO 230.84)
 - i. New domestic water service(s) and a minimum of 2 master meters shall be installed per Water Division Standards, and sized to meet the minimum requirements set by the

California Plumbing Code (CPC) and Uniform Fire Code (UFC). (ZSO 255.04) (MC 14.08.020)

- j. A separate irrigation water service and meter shall be installed per Water Division Standards. (ZSO 232) (MC 14.52)
 - k. Separate backflow protection devices shall be installed per Water Division Standards for domestic, irrigation, and fire water services. (Resolution 5921 and Title 17)
 - l. The existing domestic water service(s) and meter(s) shall be abandoned per Water Division Standards. (ZSO 255.04)
 - m. If fire sprinklers are required by the Fire Department for the proposed development, a separate dedicated fire service line shall be installed. (ZSO 230.84)
4. The developer shall submit for approval by the Fire Department and Water Division, a hydraulic water analyses to ensure that fire service connection from the point of connection to City water main to the backflow protection device satisfies Water Division standard requirements, and also to verify that onsite pipeline diameter is adequately sized to satisfy fire flow requirements.
 5. The City has adopted the Beach / Edinger Corridor Specific Plan, which will ultimately require the existing 8-inch waterline in Beach Boulevard to be upsized to a 12-inch waterline. While the existing 8-inch waterline may provide adequate water service and fire flows to the property at this time, the ultimate upsizing of the public waterline will be the responsibility of the property owner and shall be constructed across the property frontage for the proposed development. In lieu of construction of the 12-inch waterline, development impact fees may be paid by the property owner at the time of issuance of the Grading Permit providing the City has adopted a Fee Ordinance at that time. (BECSP)
 6. Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). 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. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analyses shows that the City's current drainage system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City. (ZSO 230.84)
 7. A sewer study to verify capacity within the City's sanitary sewer system shall be prepared and submitted to Public Works for review and approval. A fourteen (14)-day or longer flow test data shall be included in the study. The location and number of monitoring sites shall be determined by the Public Works Department. (ZSO 230.84/MC 14.36.010)
 8. The developer shall be required to pay a fair-share fee for mitigation of the impacts to the public sanitary sewer system resulting from the increase in flow anticipated as a result of the increase in development density allowed under the Beach-Edinger Corridor Specific Plan (BECSP Mitigation Measure 4.14-2).
 9. 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 the Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-

DWQ) [General Construction Permit] by providing a copy of the Notice of Intent (NOI) submitted to the State of California 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)

10. A Project Water Quality Management Plan (WQMP) conforming to the current Waste Discharge Requirements Permit for the County of Orange (Order No. R8-2009-0030) [MS4 Permit] prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and acceptance. The WQMP shall address Section XII of the MS4 Permit and all current surface water quality issues.
11. The project WQMP shall include the following:
 - a. Low Impact Development.
 - b. Discusses regional or watershed programs (if applicable).
 - c. Addresses Site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - d. Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan. (DAMP)
 - e. Incorporates Treatment Control BMPs as defined in the DAMP.
 - f. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - g. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - h. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
 - i. Includes an Operations and Maintenance (O&M) Plan for all structural BMPs.
 - j. 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.
 - k. The applicant shall return one CD media to Public Works for the project record file.
12. 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.

13. In complexes larger than 100 dwelling units where car washing is allowed, a designated car wash area that does not drain to a storm drain system shall be provided for common usage. Wash water from this area may 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)
14. A suitable location, as approved by the City, shall be depicted on the grading plan for the necessary trash enclosure(s). The area shall be paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, and screened or walled to prevent off-site transport of trash. The trash enclosure area shall be covered or roofed with a solid, impervious material. Connection of trash area drains into the storm drain system is prohibited. If feasible, the trash enclosure area shall be connected into the sanitary sewer. (DAMP)
15. A detailed soils and geological/seismic analysis shall be prepared by a registered engineer. This analysis shall include on-site soil sampling and laboratory testing of materials to provide detailed recommendations for grading, over excavation, engineered fill, dewatering, settlement, protection of adjacent structures, chemical and fill properties, liquefaction, retaining walls, streets, and utilities. (MC 17.05.150)
16. 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)
17. 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.
18. 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:

19. An Encroachment Permit is required for all work within the City's right-of-way. (MC 12.38.010/MC 14.36.030)
20. A Caltrans Encroachment Permit is required for all work within Caltrans' right-of-way.
21. 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)
22. 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)

23. 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)
24. 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)
25. The construction disturbance area shall be kept as small as possible. (California Stormwater BMP Handbook, Construction Erosion Control EC-1) (DAMP)
26. 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)
27. 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)
28. Comply with appropriate sections of AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. (AQMD Rule 403)
29. Wind barriers shall be installed along the perimeter of the site. (DAMP)
30. 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:**

31. A Precise Grading Permit shall be issued. (MC 17.05)
32. A drainage fee for the subject development shall be paid at the rate applicable at the time of Building Permit issuance. The current rate of \$13,880 per gross acre is subject to periodic adjustments. This project consists of 3.59 gross acres (including its tributary area portions along the half street frontages) for a total required drainage fee of \$49,829. City records indicate the previous use on this property never paid this required fee. Per provisions of the City Municipal Code, this one-time fee shall be paid for all subdivisions or development of land. (MC 14.48)
33. The applicable Orange County Sanitation District Capital Facility Capacity Charge shall be paid to the City Department of Public Works. (Ordinance OCSD-40)
34. A Lot Line Adjustment shall be submitted to the City and County for review and approval and recorded with the County of Orange and copies submitted to the Departments of Public Works and Planning and Building.

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

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

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

36. Complete all improvements as shown on the approved grading and/or improvement plans. (MC 17.05)
37. All new utilities shall be undergrounded. (MC 17.64)
38. Fair share contributions shall be provided towards the intersection improvements identified in the BECSP (Mitigation Measures 4.13-1 to 4.13-18) where applicable. The contributions shall be determined based on an approved traffic impact analysis for the project.
39. 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)
40. 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.

2/29/2012

PLANNING APPLICATION NO: 2012-019
PROJECT LOCATION: 18502 – 18510 BEACH BLVD
PROJECT PLANNER: ROSEMARY MEDEL
PLAN REVIEWER: KHOA DUONG, P.E
TELEPHONE/EMAIL ADDRESS (714) 872-6123/ KHOA@CSGENGR.COM

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 2010 California Building Code (CBC), 2010 California Mechanical Code (CMC), 2010 California Plumbing Code (CPC), 2010 California Electrical Code (CEC), 2010 California Energy Code, 2010 California Green Building Standards and The Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.
2. Provide building code analysis including type of construction, allowable area and height, occupancy group requirements and means of egress per the CBC.
 - a. Submit building analyses to ascertain building sizes, construction types, set back, and frontage issues to be used in justifying building areas. All submittals to date do not have this information which is critical for project of this magnitude.
 - b. For parking garages please see section 406 for specific code parameters in addition to those applicable sections found elsewhere in the code.
 - c. For openings in exterior walls, please comply with Table 705.8.
 - d. For elevators please see Section 708.14 and Chapter 30.
3. For mixed use and occupancy, please see Sections 508 and 509 for specific code parameters in addition to those applicable sections found elsewhere in the code.
 - a. Please review the separation between parking garage and living-work area.
4. Egress – Chapter 10 –
 - a. Submit exit analysis.
 - b. Review the number of required exits to comply with section 1015.
 - c. Review the exit system serving the parking levels.
 - d. Identify on Egress plans location of all fire rated corridors, exit passageways, exit enclosures, etc....

- e. Sheet A2.2 – The stairway shafts/exit enclosures shall lead directly to the exterior of the building. Stairway adjacent to Elevator #4 did not comply.
 - f. Show the distances of travel from all areas to the egress system.
- 5. Provide compliance to disabled accessibility requirements of Chapter 11A and 11B of CBC.
 - 6. Provide building code analysis for all buildings.
 - a. The open yard and fire separation distance requirements may be affected.
 - 7. Sheets A2.1 and A2.2 –
 - a. Provide truncated domes to separate between sidewalk and driving area.
 - b. The accessible paths of travel from accessible parking stalls cannot locate behind the parked cars. Section 1129B.3.
 - 8. Please contact me or our office to review preliminary code analyses to examine any possible building code issue that may arise.

*****Planning and Building Department encourage the use of pre submittal zoning applications and building plan check meetings*****



CITY OF HUNTINGTON BEACH
PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: February 15, 2012
PROJECT NAME: Beach Mixed Use Development. (Southeast corner Beach & Ellis)
PLANNING APPLICATION NO. PLANNING APPLICATION NO. 12-019
ENTITLEMENTS: SITE PLAN REVIEW NO. 12-001

DATE OF PLANS: February 10, 2012
PROJECT LOCATION: 18502-18510 BEACH BLVD, HUNTINGTON BEACH
PROJECT PLANNER: ROSEMARY MEDEL, ASSOCIATE PLANNER
PLAN REVIEWER: LUIS GOMEZ, ECONOMIC DEVELOPMENT
TELEPHONE/E-MAIL: (714) 374-1684/ rmedel@surfcity-hb.org

PROJECT DESCRIPTION: TO PERMIT THE CONSTRUCTION OF A MIXED USE DEVELOPMENT FROM FOUR TO A MAXIMUM OF SIX STORIES CONSISTING OF 274 UNITS, WHICH INCLUDES SIX LIVE-WORK UNITS ALONG ELLIS AVENUE, 8,500 SQUARE FEET OF COMMERCIAL FRONTING BEACH BLVD. PARKING IS PROVIDED IN A THREE LEVEL PODIUM PARKING STRUCTURE INCLUDES AT GRADE PARKING AND TWO SUBTERRANEAN LEVELS.

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.

The Economic Development Department has reviewed Planning Application Number 12-019 and has the following comment:

1. Applicant will be required to meet the applicable provisions of Zoning Code 230.26 – Affordable Housing.
2. Retail parking shall be readably accessible to proposed shop space.



HUNTINGTON BEACH FIRE DEPARTMENT PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: MARCH 8, 2012
PROJECT NAME: BEACH MIXED USE DEVELOPMENT
ENTITLEMENTS: DAT
PROJECT LOCATION: 18502 – 18510 BEACH BLVD, HUNTINGTON BEACH, CA
PLANNER: ROSEMARY MEDEL, ASSOCIATE PLANNER
TELEPHONE/E-MAIL: (714) 374-1684/ rmedel@surfcity-hb.org
PLAN REVIEWER-FIRE: JOE MORELLI, FIRE PROTECTION ANALYST
TELEPHONE/E-MAIL: (714) 536-5531/ Joe.Morelli@surfcity-hb.org
PROJECT DESCRIPTION: TO PERMIT THE CONSTRUCTION OF A MIXED USE DEVELOPMENT FROM FOUR TO A MAXIMUM OF SIX STORIES CONSISTING OF 274 UNITS, WHICH INCLUDES SIX LIVE-WORK UNITS ALONG ELLIS AVENUE, 8,500 SQUARE FEET OF COMMERCIAL FRONT BEACH BLVD. PARKING IS PROVIDED IN A THREE LEVEL PODIUM PARKING STRUCTURE INCLUDES AT GRADE PARKING AND TWO SUBTERRANEAN LEVELS.

The following is a list of code requirements deemed applicable to the proposed project based on plans dated February 10, 2012. 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: JOE MORELLI, FIRE PROTECTION ANALYST.

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

Environmental

FORMER GAS STATION OR UST SITE (Underground Storage Tanks)

- a. **FORMER GAS STATION OR UST SITE (Underground Storage Tanks)**
Based on site characteristics, suspected soil contamination, hydraulic hoists, or proximity to former gas station, or underground storage tanks, the following is required:

"Soil Testing".

ATTACHMENT NO. 4.18

If SCRWQCB requires on-going remediation and co-existence with the proposed development is permissible, a copy of the approved SCRWQCB plan and written permission for co-existence must be submitted in order to obtain Huntington Beach Fire Department approval. Each site will be evaluated on an individual basis.

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 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 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)

Fire Suppression Systems

Fire Alarms

Fire Alarm System is required. For Fire Department approval, shop drawings shall be submitted to the Fire Department as separate plans for permits and approval. For Fire Department approval, reference and demonstrate compliance with *IBC 305.9* on the plans. A C-10 electrical contractor, certified in fire alarm systems, must certify the system is operational annually. (FD)

Fire Sprinklers

Automatic Fire Sprinklers are required. NFPA13 Automatic fire sprinkler systems are required per Huntington Beach Fire Code for new buildings with "fire areas" 5000 square feet or more or for buildings 10,000 square feet or more. An addition of square footage to an existing building also triggers this requirement.

Separate plans (three sets) shall be submitted to the Fire Department for permits and approval. The system shall provide water flow, tamper and trouble alarms, manual pull stations, interior and exterior horns and strobes, and 24-hour central station monitoring.

feet 6 inches (42") wide right or left side opening. Center opening doors require a 4 feet 6 inches (54") width. For Fire Department approval, reference and demonstrate compliance on the building plans. HBBC 3002.4 (FD)

High Rise Buildings

High Rise Buildings. Buildings classified as being 55 feet or more in height must comply with the requirements of the State Fire Marshall for a high-rise building. Also, all building three stories or taller must have the sprinkler system installed and operable on the first floor before combustible construction starts on the third floor. This applies to each and any subsequent floor, such that there cannot be more than one unprotected floor at anytime during the construction of any structure that is three or more stories high. (FD)

Subterranean Parking Garage - Ventilation Systems must have emergency smoke evacuation capability. A zoned, mechanical smoke and combustible products removal system, with manual controls for firefighters located in the fire control room shall be provided. This shall include an emergency power source. System shall also comply with Building Code and be adequate to exhaust carbon monoxide (CO). (FD)

Enhanced Communication Systems are required for Fire Department and Police Department communications in Subterranean Parking Garages. Repeater type radio systems as specified by the Fire and Police Departments shall provide adequate communication inside the parking garages, from inside the garages to the exterior, and to/from the fire control rooms. **Above-grade areas or floors found to have with poor radio reception may also require repeating systems.** (FD)

Class 1 Standpipes (2 1/2" NFH connections) are required at each stairway. The standpipe system in stairwells cannot protrude into or compromise the H.B.B.C. "Exit Width" requirements. For Fire Department approval, reference and portray Class 1 standpipes at each stairway in the plan notes. (FD)

Stairwell Required Minimum Widths. Standpipe systems in stairwell areas shall not impede code required minimum widths. (FD)

Fire Control Room required. Provide a dedicated room for the Fire Department to observe and monitor all systems operations from an integrated annunciator panel. They shall be located in an exterior location that is at grade level and has clear-to-the sky access. (FD)

Building Construction

Exit Signs And Exit Path Markings will be provided in compliance with the Huntington Beach Fire Code and Title 24 of the California Administrative Code. Reference compliance in the plan notes. (FD)

Egress Illumination/Emergency Exit Lighting with emergency back-up power is required. Provide means of egress illumination per HBFC 604.2.4 and UBC 1003.2.9. (FD)

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Com. Services - Waste



CITY OF HUNTINGTON BEACH
PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: February 15, 2012
PROJECT NAME: Beach Mixed Use Development. (southeast corner Beach & Ellis)
PLANNING APPLICATION NO. PLANNING APPLICATION NO. 12-019
ENTITLEMENTS: SITE PLAN REVIEW NO. 12-001
DATE OF PLANS: February 10, 2012
PROJECT LOCATION: 18502-18510 BEACH BLVD, HUNTINGTON BEACH
PROJECT PLANNER: ROSEMARY MEDEL, ASSOCIATE PLANNER
PLAN REVIEWER: *DAVID DOMINGUEZ, MANAGER*
TELEPHONE/E-MAIL: (714) 374-1684/ rmedel@surfcity-hb.org

PROJECT DESCRIPTION: TO PERMIT THE CONSTRUCTION OF A MIXED USE DEVELOPMENT FROM FOUR TO A MAXIMUM OF SIX STORIES CONSISTING OF 274 UNITS, WHICH INCLUDES SIX LIVE-WORK UNITS ALONG ELLIS AVENUE, 8,500 SQUARE FEET OF COMMERCIAL FRONTING BEACH BLVD. PARKING IS PROVIDED IN A THREE LEVEL PODIUM PARKING STRUCTURE INCLUDES AT GRADE PARKING AND TWO SUBTERRANEAN LEVELS.

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.

Community Services:

Appropriate park fees should be applied to both retail and residential components of project.

ATTACHMENT NO. 4.22

**ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 12-001**

1. PROJECT TITLE: BEACH & ELLIS MIXED USE PROJECT

Concurrent Entitlements: Site Plan Review No. 12-001

2. LEAD AGENCY: City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648

Contact: Rosemary Medel, Associate Planner
Phone: (714) 536-5271

3. PROJECT LOCATION: 18502 and 18508–18552 Beach Boulevard

4. PROJECT PROPONENT: Ben Brousseau Consulting, Inc. (BBC)

Contact Person: Steve Sheldon
Phone: (949) 777-9400

5. GENERAL PLAN DESIGNATION:

The project site has a General Plan Land Use designation of Mixed Use-Specific Plan-Design Overlay (M-sp-d). The M-sp-d designation permits a range of commercial and multi-family residential uses. The exact density, location and mix of uses permitted in this designation is governed by a Specific Plan ("sp"), allowing for greater design flexibility and to address the uniqueness of a particular area.

6. ZONING:

The project site is zoned as Specific Plan 14 or SP-14, which is the BECSP adopted in March 2010. The project site is designated as Town Center-Neighborhood located within the Five Points District segment of the BECSP. Development would be subject to the BECSP's Development Code for the Town Center Neighborhood designation, as applicable.

7. PROJECT DESCRIPTION (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The proposed project site consists of two parcels totaling 119,236 square feet (sf) of lot area (approximately 2.74 acres). At the immediate corner of Beach Boulevard and Ellis Avenue, the site is occupied by a Shell Gas Station that includes a 1,678 sf building and two bays. The remainder of the project site is occupied by approximately 22,080 sf retail and restaurant uses and approximately 4,026 sf of office uses. Office, retail and some restaurant uses are located within the Town and Country Plaza, a two-story, L-shaped, multi-tenant shopping center, set back into the southeast corner of the project site. The Town and Country Plaza contains a dental office, dry cleaner, bar/lounge, and other retail uses. A stand-alone, restaurant located on Beach Boulevard contains the remainder of the existing restaurant uses.

The proposed project at Beach Boulevard and Ellis Avenue (proposed project) would result in a six-story mixed-use development consisting of residential and retail uses, as shown in Figure 2 (Project Site Plan).

The proposed project includes development of a mixed-use project consisting of two buildings comprised of 274 apartment dwelling units and 8,500 sf of commercial uses, as well as a 430-space, parking garage. Development along Beach Boulevard would be four stories in height. In addition, directly across from residential along Ellis the proposed project would be limited to four stories in height, graduating to a maximum height of six stories.

Residential development would include 6 live-work units, accessed directly from Ellis Avenue, as well as 26 studio units, 123 one-bedroom units, and 119 two-bedroom units. Commercial uses would be located on the ground floor fronting Beach Boulevard. Parking would be provided in a 430-space parking garage, including 26 at-grade parking spaces for retail. Access to the parking garage would be provided directly from Ellis Avenue and from an alley accessed from Beach Boulevard.

The proposed project would also include 1,356 sf of public open space for the retail uses and 26,075 sf of public open space for the residential uses. Additionally, the proposed project would include 16,507 sf of private open space and courtyards, including dwelling unit balconies and patios. Figure 3 (Project Elevations), illustrates the proposed elevations of the building facade including the Beach Boulevard and Ellis Avenue frontages.

The proposed project goes beyond the state requirements of CALGreen in incorporating environmentally-conscious strategies and materials. The 8,500 sf retail portion of the project will be LEED Silver Certified and the residential portion will be GreenPoint Rated.

8. SURROUNDING LAND USES AND SETTING:

The proposed project site is located approximately two and half miles south of I-405, approximately half way down the Beach Boulevard corridor of the BECSP area. The project site is surrounded to the north by commercial and residential uses, to the west and south by commercial uses and to the east by quasi-residential and residential uses. Adjacent surrounding uses include the following:

- **North (across Ellis Avenue)**—Jack in the Box fast food restaurant, D-K Liquor, Orange County Water District water well facility, and single-family residential uses.
- **West (across Beach Boulevard)**—Chevron gas station and a strip mall with several retail and

- restaurant uses
- **South**—Procure Work Injury Center and other commercial uses
- **East**—A private alleyway and SRO building

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

The City of Huntington Beach adopted Program EIR No. 08-008 (SCH No. 2008071143) in 2009 in conjunction with its subsequent approval of the Beach and Edinger Corridors Specific Plan (BECSP) in 2010. The Program EIR identified mitigation measures that would be applicable to individual projects within the Specific Plan area and provided an environmental framework for analysis of these projects.

The City of Huntington Beach certified a project level EIR for the Beach & Ellis Mixed Use project in November 2011 (EIR No. 10-004). This EIR is tiered from the BECSP Program EIR. The project analyzed in EIR No. 10-004 consisted of up to 105 residential units and 37,000 square feet of commercial space. It also analyzed project alternatives, including one alternative that is nearly identical in intensity and use to the currently proposed project, Alternative 3. Similar to the proposed project, this alternative included 274 residential units and 8,500 square feet of commercial space. There is a slight difference in the unit mix. The currently proposed project has 25 studio units, 123 one-bedroom units, 119 two-bedroom units, and 6 live-work units; whereas Alternative 3 has a unit mix of 25 studio units, 117 one-bedroom units, 125 two-bedroom units, and 7 live-work units. In addition, building heights along Ellis have been reduced for the proposed project.

Project Comparison

	Currently Proposed Project	Previous Project (EIR No. 10-004)	Alternative 3 (EIR No. 10-04)
Studio	25 du	105 residential du	25 du
One-bedroom	123 du		117 du
Two-bedroom	119 du		125 du
Live-work	6 units		7 units
Retail	8,500 sf	37,000 sf	8,500 sf

The City has prepared this Environmental Assessment Checklist to document whether there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent or supplemental EIR or an addendum to the EIR for the currently proposed project. It is the City’s intent to prepare this IS with analysis that demonstrates if the City-certified CEQA documents, including mitigation measures, are still adequate for the currently proposed project and any new City polices and requirements that have been adopted since the certification of EIR No. 10-004.

According to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, a subsequent EIR is not required for the proposed project unless the City determines on the basis of substantial evidence that one or more of the following conditions are met:

1. Substantial changes are proposed in the Project that require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;
2. Substantial changes have occurred with respect to circumstances under which the Project is undertaken that will require major revisions of the previous EIR due to the involvement of new

significant environmental effects or a substantial increase in the severity of previously identified significant effects;

3. New information of substantial importance, which was not known and could not have been known with exercise of reasonable diligence at the time the previous EIR was certified, shows any of the following:
 - a. The Project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than identified in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponent declines to adopt the mitigation measures or alternatives; or
 - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the Project proponent declines to adopt the mitigation measures or alternatives.

According to the State CEQA Guidelines, Section 15163, if any of the conditions noted above are present but only minor additions or changes would be necessary to make the previous EIR adequate to apply to the proposed project in the changed situation, a supplemental EIR may be prepared.

Section 15164 of State CEQA Guidelines states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Thus, if none of the above conditions are met, the City may not require preparation of a subsequent or supplemental EIR. Rather, the City can decide that no further environmental documentation is necessary or can require that an Addendum be prepared. In this regard, the City finds that no additional environmental documentation is necessary. The rationale and the facts for this finding are provided in the body of this IS.

As analyzed in this document, the currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects. In addition, none of the changes in the proposed project result in an increase in significance for any of the impacts that have been analyzed.

Consequently, revisions to Certified EIR No. 10-004 are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Therefore, based on the analysis contained in this IS, previously certified EIR No. 10-004 is the appropriate level of analysis for the proposed revisions to the project. This conclusion is based on the findings contained in the IS that have determined that the proposed project does not cause any additional environmental impacts beyond those disclosed and addressed in the previously certified EIR. Thus, no additional environmental review is required.

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

Responsible and Reviewing Agencies

A Responsible Agency is a public agency, other than the lead agency, that has discretionary approval authority over a project. The Responsible Agencies, and their corresponding approvals, for this project include, but are not necessarily limited to, the following:

- California Regional Water Quality Control Board (Permit for dewatering during construction; and National Pollutant Discharge Elimination System [NPDES] permit)
- State Water Resources Control Board (General Construction Activity Stormwater Permit)

Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers, but may issue permits for the project. Potential Reviewing Agencies include the following:

State of California

- Department of Transportation (Caltrans)

Regional Agencies

- Orange County Sanitation District
- South Coast Air Quality Management District

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 checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Rosemary Medel
Signature

May 8, 2012
Date

Rosemary Medel
Printed Name

Associate 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 may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XIX at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XIX. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach's requirements.

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

SAMPLE QUESTION:

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>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)

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

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. 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: 4, 15,16)

Discussion: With the currently proposed project, development along Beach Boulevard and the northeastern corner along Ellis would be four stories in height, increasing in height to six stories, while the remainder of development on the site would be six stories in height. Building heights would be consistent with BECSP Section 2.3.1 (Building Height), which establishes a minimum building height of two stories and maximum building height of six stories on the site. Building heights would also be consistent with BECSP Section 2.3.2 (Special Building Height Limits), which establishes special building height limits for development along Beach Boulevard or located adjacent to, or across from, housing.

To ensure that the currently proposed project is consistent with the BECSP, it would undergo a Site Plan Review. In order for the Site Plan Review application to be approved, the Director of Planning and Building must make the following findings:

1. The project is consistent with the City's General Plan and all applicable requirements of the Municipal Code
2. The project will not be detrimental to the general welfare of persons working or residing in the vicinity nor detrimental to the value of the property and improvements in the neighborhood
3. The project will not adversely affect the Circulation Plan of this Specific Plan
4. The project complies with the applicable provisions of the BECSP and other applicable regulations

Land Use and Planning were analyzed in section 4.8 of EIR No. 10-004. The project in the certified EIR has a smaller residential component and a larger commercial component. However, a similar level of new land uses and land use intensification would occur on-site.

The currently proposed project would result in impacts similar to the project and Alternative 3 analyzed in the certified EIR. Unlike Alternative 3, the currently proposed project is consistent with BECSP Section 2.3.1 and therefore would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects that would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 15, 16)

Discussion: There are no applicable habitat conservation plans or natural community conservation plans within the BECSP area, including the currently proposed project site. No impact would occur and no additional environmental review is 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) Physically divide an established community? (Sources: 3, 15, 16)

Discussion: The currently proposed project site, which is identical to the site analyzed in the certified EIR, is currently fully developed and is surrounded by established roadways to the north and west, and development to the south and east. The proposed project would not extend past these existing property boundaries. Land uses adjacent to the project site include commercial to the north, west and south; and quasi-residential and residential uses to the east and northeast. Implementation of the proposed project would result in the construction of a mixed-use residential and retail project that would replace the existing retail, restaurant, and gas station uses on the project site. As such, the introduction of residential uses on the project site would create an extension of the established neighborhood located to the east and northeast of the project site and would support this neighborhood by providing neighborhood-serving retail uses. As the currently proposed project would not encroach on the existing residential neighborhood and would be an extension of the existing residential neighborhood, implementation of the proposed project would not result in the division of an established community. This is considered a less than significant impact.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to the physical division of an established community. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 4, 15, 16)

Discussion: Population and Housing were analyzed in section 4.10 of EIR No. 10-004. The currently proposed project would result in a maximum of 274 dwelling units and 8,500 sf of commercial uses, resulting in a direct increase in population growth due to the residential units. Alternative 3, as analyzed in EIR No. 10-004, also has 274 residential units, which is an increase of 169 units compared to the project analyzed in the certified EIR. The currently proposed project is located on a site not planned for residential development prior to the approval of the BECSP. As such local and regional population growth projections had not anticipated population increases associated with residential development on the proposed project site. However, the regional population plans and projections are updated approximately every five years and on the next cycle, the BECSP projections will be incorporated into the regional plans, including the currently proposed project site.

BECSP Section 2.1.1 establishes the maximum amount of net new development (MAND) of residential and commercial development permitted in the BECSP, which ultimately included 4,500 residential dwelling units and associated commercial uses. Residential development on the project site was accounted for in the overall population growth analysis performed in the BECSP EIR, which assumed a maximum residential build out of 4,500 new dwelling units in the BECSP area.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Section 4.10 (Population/Housing) of the BECSP EIR concluded that full build out of residential uses (4,500 dwelling units) in the BECSP area would not exceed the City's General Plan policy of limiting growth, but would exceed SCAG 2030 household projections. However, the exceedance of such projections is an existing condition and is not a direct result of the BECSP. The BECSP would not exceed SCAG 2030 population projections, though it would represent approximately 56 percent of the remaining growth that is anticipated in the City through 2030.

Once fully occupied, the population increase as a result of the currently proposed project, similar to Alternative 3, would result in a new residential population of approximately 732 persons, an estimated increase of 452 persons from the project analyzed in the certified EIR. This estimate of 732 persons is based on the existing average household size of 2.67 persons for the City of Huntington Beach, as noted in the certified EIR. The currently proposed project (274 residential units) accounts for approximately 6 percent of the 4,500 dwelling units ultimately approved for full build-out of the BECSP. When the MAND is reached, no further development may be permitted without an amendment to the MAND provisions and environmental review. As currently proposed, the project is consistent with the established MAND for the BECSP, and BECSP EIR Section 4.10 (Population/Housing) concluded that population growth induced by implementation of the BECSP, which is greater than what was ultimately approved, would not result in significant impacts. Therefore, population growth associated with the proposed project would result in a less than significant impact.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to the population growth in the area. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: N/A)

Discussion: No residential uses currently exist on the currently proposed project site. Therefore, no displacement of existing housing or people would occur with implementation of the currently proposed project. No impact would occur and no additional environmental review is required.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: N/A)

Discussion: See b) above.

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

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant	No Impact
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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, 15)

Discussion: Geology and Soils were analyzed in section 4.5 of EIR No. 10-004. The currently proposed project is located on the same site as the project analyzed in the certified EIR, which is not located within a designated Alquist-Priolo Earthquake Zone. No known active faults are mapped on the site. As such, the potential for surface fault rupture is considered to be low at the site. However, the project site is located in the seismically active Southern California region, and will likely be subject to strong groundshaking in the event of an earthquake on one of the many active Southern California faults. The estimated peak horizontal ground acceleration for the project site is 0.44 g.

Potential effects associated with strong seismic ground shaking include ground failure, including liquefaction, and landslide. Seismically induced landslides are not considered to be a potential seismic hazard for the proposed project site due to the lack of significant ground slopes in the vicinity of the project site. According to the Liquefaction Potential map included as Figure EH-7 of the Huntington Beach General Plan, Environmental Hazards Element, the project site is located in area identified as having a low potential for liquefaction. However, based on review of the California Seismic Hazard Zones Newport Beach 7.5-Minute Quadrangle, which identifies the site as not being located within a liquefaction hazard zone, the Preliminary Geotechnical Investigation prepared for the site concluded that the potential for liquefaction and seismic-induced settlement is expected to be very low. Regardless, impacts associated with seismic hazards, including liquefaction, would be addressed through adherence to applicable regulations including the City of Huntington Beach Building Code, which has adopted the 2010 CBC, the Grading and Excavation Code, and state requirements pertaining to geologic, soil, and seismic hazards. Additionally, as required by mitigation measure BECSP MM4.5-1, a soils and geotechnical report would be prepared for the proposed project and submitted to the City with the first submittal of a grading plan for the project. The design, grading, and structural recommendations of the final soil and geotechnical report would be incorporated into the currently proposed project's grading plan. In light of the strict regulations in place to control development of structures in a seismically active region, and the incorporation of project-specific design recommendations into project plans, the currently proposed project's impact due to exposure to seismically induced groundshaking, and seismic-related ground failure would be less than significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

ii) Strong seismic ground shaking? (Sources: see above)

Discussion: See i) above.

iii) Seismic-related ground failure, including liquefaction? (Sources: see above)

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

iv) Landslides? (Sources: see above)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: See i) above.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 14, 15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: The currently proposed development would require earth-moving activities, including excavation below the existing ground surface. Similar to Alternative 3, the currently proposed project would require a greater amount of earth-moving activities compared to the project analyzed in the certified EIR due to the subterranean parking. Grading and excavation would expose soil to erosional processes and could result in the loss of topsoil during construction. As part of the project, a site-specific Stormwater Pollution Prevention Plan (mitigation measure PROJECT MM4.5-2), which is part of the NPDES Municipal General Permit, would be prepared. Implementation of Best Management Practices during construction activities as required by the NPDES permit would reduce the potential for soil erosion or the loss of topsoil. Unstable soil conditions would be addressed through compliance with the Grading and Excavation Code and incorporation of the recommendations of the project-specific Geotechnical Engineering Feasibility Report into the currently proposed project's final grading plan, as required by mitigation measure BECSP MM4.5-1. Compliance with applicable requirements would ensure that this impact remain less than significant, but slightly greater than the project analyzed in the certified EIR.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

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: 15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: According to the Preliminary Geotechnical Evaluation, as analyzed in the certified EIR, the groundwater at the site ranges from approximately 30 to 59 feet below existing grades, which is consistent with the historical ground water data for the project site that indicates groundwater depths in excess of 30 feet. Based on this depth to groundwater, the Preliminary Geotechnical Evaluation concluded that ground water is not likely to be encountered during foundation construction; however, higher localized and seasonal perched ground water conditions may accumulate below the surface depending on numerous factors including seasonal rainfall, local irrigation, and ground water pumping, among others. Due to the potential for shallow groundwater, dewatering activities could be needed during the excavation (grading and shoring) and subgrade construction (for building foundation) stages of construction. Similar to Alternative 3, the currently proposed project would require a greater amount of earth-moving activities compared to the project as analyzed in the certified EIR due to the subterranean parking level. Temporary shoring, dewatering wells, storage tanks,

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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filters, and erosion control measures would be required to comply with the City's Grading Manual (Chapter 17.05.030 of the Huntington Beach Municipal Code). Dewatering activities would be required in order to comply with the NPDES Permit for Groundwater Discharge from the Santa Ana Regional Water Quality Control Board. Additionally, the currently proposed project would be designed according to the recommendations of the project-specific Geotechnical Report, required by code requirement BECSP CR4.5-1. The currently proposed project would be designed, constructed, and operated in conformance with Section 1802.2.1 (Questionable Soils) of the City's Municipal Code and Title 17 Excavation and Grading Code.

The currently proposed project site is identified as having a very low potential for liquefaction to occur. In the event that liquefaction does occur, the primary effect is expected to be ground surface settlement due to the consolidation of the liquefied material. Settlement could also be caused by loads generated by large earthmoving equipment or occur as a result of the placement of new fill or structural loads above the existing grade. Potential impacts associated with settlement would be addressed through the incorporation of specific engineering recommendations to be included in the final soils and geology report prepared for the currently proposed project, as required by code requirement BECSP CR4.5-1, and included in the currently proposed project's final grading plans consistent with mitigation measure BECSP MM4.5-1. Additionally, the currently proposed structures would be designed, constructed, and operated in conformance with Section 1802.2.1 (Questionable Soils) of the 2010 CBC and Title 17 Excavation and Grading Code. As such, the currently proposed project would not be located on an unstable geologic unit or soil that could become unstable. Therefore, would be a less than significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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, 15)

Discussion: The currently proposed project site, which is the same site as the project analyzed in the certified EIR, is identified as having a "low to moderate" potential for expansive soils on the Expansive Soils Distribution map, Figure EH-12 of the Huntington Beach General Plan Environmental Hazards Element. Risks associated with expansive soil are addressed through adherence to Section 1802.2.1 (Questionable Soils) from the 2010 CBC and Title 17 (Excavation and Grading Code), as well the incorporation of recommendations of the final soils and geology study, as required by code requirement BECSP CR4.5-1 into the currently proposed project's grading plans. As such, potential risks to life and property associated with expansive soils would be less than significant and there have been no changes in the site location since certification of the EIR that would necessitate further environmental review with respect to the location of the site on expansive soil. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)

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

Discussion: As noted in the certified EIR, the currently proposed project site is currently served by sanitary sewer service maintained by the City of Huntington Beach. The City would continue to provide these services to the project. No septic tanks or alternative wastewater systems are proposed. No impact would occur and no additional environmental review is required.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? (Sources: 15, 17, 18)

Discussion: A Preliminary WQMP was prepared for the currently proposed project site for the purpose of effectively mitigating impacts on downstream water quality and quantity through site design, source control, and treatment control BMPs in conjunction with operation and maintenance procedures. The WQMP was written to comply with the State Water Resources Control Board (SWRCB) Municipal NPDES Storm Water Permit, SARQCB's Order No. R8-2009-0030 as amended by Order No. R8-2010-0062, County of Orange Drainage Area Management Plan, and the City of Huntington Beach's Storm Water and Urban Runoff Management Ordinance.

Hydrology and Water Quality were analyzed in section 4.7 of EIR No. 10-004. Similar to the project analyzed in the certified EIR and pursuant to the BECSP, the currently proposed project is defined as a priority project and would be required to include both source control and treatment control BMPs, as well as Site Design BMPs, where applicable and feasible. Review and acceptance of the WQMP prior to issuance of a Precise Grading or Building permit for the proposed project would insure that operation of project would not violate any water quality standards or waste discharge requirements, or otherwise degrade water quality.

The currently proposed project would be subject to all existing regulations associated with the protection of water quality. The applicable waste discharge requirements (WDRs), the NPDES General Permit for construction activities, De Minimus Threat General Permit, and Municipal NPDES Permit are considered protective of water quality during construction and would, therefore, prevent a substantial violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff during construction of the proposed project. These existing regulations, programs, and policies would ensure that the potential for discharge of polluted stormwater from construction sites to affect beneficial uses of receiving waters and water quality standards, where applicable, would not be substantial. Implementation of existing regulatory requirements would ensure that on-site erosion and siltation are minimized and that construction of the proposed project would not result in the exceedance of water quality standards. Compliance with the existing regulatory requirements described above, as well as implementation of mitigation measure BECSP MM4.7-1, would ensure that construction and operation of the proposed project would not result in the violation of water quality standards. This impact would be less than significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to violation of any water quality standards or waste discharge requirements. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

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 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: 15, 17, 18) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: According to the Preliminary WQMP prepared for the currently proposed project site, the depth to groundwater at the site ranges from between 30 to 60 feet below the existing grade. In the event that permanent dewatering activities are necessary on the project site, the proposed project would require coverage under the De Minimus Threat General Permit or an individual WDR/ NPDES Permit, and consequently would be subject to discharge quantity limitations, groundwater dewatering, and surface drainage. Additionally, as required by mitigation measure BECSP MM4.7-2, a Hydrology Study was prepared for the currently proposed project which includes recommended BMPs. Treatment control water quality BMPs (CDS units and Contech StormFilter) will pre-treat/treat urbanized runoff from the project site and protect local water resources to the maximum extent practicable. Volume-based BMPs are designed to capture and treat what is usually described as the "first flush" of runoff from a storm event. Volume-based BMPs include extended detention basins, wet detention basins, retention/infiltration systems and water quality treatment wetlands. The water quality capture volume may be included as part of the configuration of the detention basins (for example, in a forebay), or as a stand-alone water quality basin. Implementation of BMPs and compliance with existing regulatory requirements would ensure that permanent groundwater dewatering does not cause or contribute to a lowering of the local groundwater table that would affect nearby water supply wells, such that impacts would be less than significant. Although the project site is not a designated groundwater recharge area, as described under the Drainage and Downstream Conditions heading, runoff from the project site ultimately drains into Sully-Miller Lake, which has no discharge except for groundwater recharge. Therefore, the runoff from the project site would continue to contribute to groundwater recharge and would not affect City groundwater wells, resulting in a less than significant impact.

Compared with the original project and Alternative 3, there are no changes in construction or project design for the currently proposed project that would result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to groundwater supplies or groundwater recharge. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

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| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources: 15, 17, 18) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: Similar to the project analyzed in the certified EIR, implementation of the currently proposed project would not alter the existing drainage pattern of streams or rivers and would not result in off-site erosion hazards. The project site is located within an entirely urbanized area and would discharge to the City streets, underground storm drain systems, and ultimately to Huntington Harbour. The project site is currently approximately 95 percent impervious. With implementation of the currently proposed project, the amount of

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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impervious surface area will remain similar to existing conditions, but would yield increased runoff compared to the existing condition of a 25-year storm event. However, incorporation of on-site attenuation and detention system into project design, as recommended in the Hydrology Study and described in the WQMP prepared for the project site, would mitigate the increased runoff and subsequently the proposed site runoff will conform to the current capacity of the existing downstream storm drain system and would not result in flooding or erosion. To ensure that runoff from the site does not result in flooding or erosion, mitigation measure BECSP MM4.7-4 would be implemented, which requires adequate storm drain capacity to be demonstrated and if capacity is not sufficient, corrective action would be taken, so as to avoid off-site flooding or erosion. Accordingly, this impact is considered less than significant.

Compared with the original project and Alternative 3, there are no changes in construction or project design for the currently proposed project that would result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the existing drainage pattern of the site or area. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

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| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources: see above) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See c) above.

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| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: 15, 17, 18, 20) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion: The project site is relatively flat with no distinct changes in elevation. The site is currently 95 percent impervious, with the remaining 5 percent consisting of landscaped areas. The entire project site is developed with a clear means of drainage. No substructure drainage facilities are present on the project site. The majority of the site drains via sheet flow over asphalt pavement towards eight outlet points and into Beach Boulevard or Ellis Avenue. A portion of the site drains to a ribbon gutter that flows southerly, adjacent to the eastern property line and then westerly along the southern property line until discharging to a driveway into Beach Boulevard. Beach Boulevard and Ellis Avenue are developed streets with concrete curbs and gutter that help facilitate drainage towards catch basins located 70 feet south of and at the intersection of Beach Boulevard and Ellis Avenue. Stormwater is then routed through the Ellis Storm which drains in Sully-Miller Lake, within Huntington Central Park. Sully-Miller Lake is about 0.75 mile away from the project site and typically retains water year round. The lake has no discharge except for groundwater recharge. According to the WQMP prepared for the currently proposed project site, with implementation of the proposed project, on-site stormwater will be collected within area drainages and discharged to flow-through planters in landscaped areas where pollutants of concern will be treated. Flow-through planters and the overflows will drain to an underground storage tank, and a pump will discharge the storage tank to curb face within Beach Boulevard at a rate equal to or less than the existing 25-year flow. This will eventually sheet flow to the catch basin just south of the intersection of Beach Boulevard and Ellis Avenue, flowing easterly to Sully Miller Lake.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the BECSP EIR, the storm drain system serving the project site is currently constrained for build out of the City's General Plan and may be constrained for existing conditions. As such, the BECSP EIR concluded that future development in the vicinity of the project site would have potentially significant impacts on both existing and planned storm drain systems. To address this, implementation of modified mitigation measures BECSP MM4.7-3 and BECSP MM4.7-4 is required to assess the contribution of a project to potential system capacity constraints and provide for construction of necessary upgrades such that potential impacts to storm drain system capacities would not be substantial. As required by modified BECSP MM4.7-3, a site specific Hydrology Study was prepared to identify the potential effects of stormwater runoff from the site on the existing storm drain system and provides for site drainage design so as to not increase peak storm event flows over existing conditions for the design storm events. Additionally, BECSP MM4.7-4 requires that adequate capacity in the storm drain system is demonstrated to accommodate discharge from the proposed project. According to the Preliminary Hydrology Study, implementation will maintain a similar amount of impervious area as compared to existing site condition but would yield an increased runoff compared to the existing condition of a 25-year storm event. However, incorporation of on-site attenuation and detention system into project design, as described above and as recommended in the Hydrology Study, would mitigate the increased runoff and subsequently the proposed site runoff will conform to the current capacity of the existing downstream storm drain system. Implementation of treatment control water quality BMPs will pre-treat/treat urbanized runoff from the project site and minimize the project's pollution impact to levels acceptable to the state and local jurisdictions.

With implementation of mitigation measure BECSP MM4.7-1, which requires the submittal and approval of a site-specific WQMP prior to issuance of a Precise Grading or Building Permit, project site drainage will be designed so as not to violate any water quality standards or waste discharge requirements, or otherwise degrade water quality. Implementation of modified mitigation measures BECSP MM4.7-3 and BECSP MM4.7-4 would ensure that the proposed project would not increase peak storm event flows over existing conditions and storm drain capacity is not exceeded as a result of the proposed project. As such, the proposed project would result in less than significant impacts relating to water quality, drainage, and runoff and would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to water quality, drainage, or runoff. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- f) Otherwise substantially degrade water quality?
- (Sources: see above)

Discussion: See e) above.

- 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: 15)

Discussion: As noted in the certified EIR, the currently proposed project site is not located within a 100-year flood hazard area. As such, no impact associated with risks to people or structures from placement of housing or structures within a flood hazard area would occur and no additional environmental review is required.

- h) Place within a 100-year flood hazard area structures

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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which would impede or redirect flood flows? (Sources: see above)

Discussion: See g) above.

- 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: 15)

Discussion: The City of Huntington Beach is located in the lower basin of the Santa Ana River Basin. The lower basin is protected from flooding by Prado Dam, which is located 27 miles northeast of the City in Riverside County. The northern portion of the Corridor is located within the inundation area of the Prado Dam. Recently completed channel modifications along the Santa Ana River from Prado Dam to the Pacific Ocean would provide protection from inundation in the event of dam failure. Therefore, the possibility of significant risk of loss, injury, or death from flooding would be negligible and impacts would be less than significant and no additional environmental review is required.

- j) Inundation by seiche, tsunami, or mudflow? (Sources: 15)

Discussion: Tsunamis are large sea waves generated by submarine earthquakes, or similar large-scale, short-duration phenomena, such as volcanic eruptions, that can cause considerable damage to low-lying coastal areas. The currently proposed project site, which is identical to the project site analyzed in the certified EIR, is not located in an identified tsunami run-up area.

Seiches are waves, also caused by large-scale, short-duration phenomena, that result from the oscillation of confined bodies of water (such as reservoirs and lakes) that also may damage low-lying adjacent areas, although not as severely as a tsunami. Due to the lack of the presence of enclosed bodies of water in the vicinity of the subject site, seiches are not considered to be a seismic hazard to the project site.

Mudflow hazards typically occur where unstable hillslopes are located above gradient, where site soils are unstable and subject to liquefaction, and when substantial rainfall saturates soils causing failure. The currently proposed project has no potential for slope instability. The surrounding area is relatively flat with no pronounced slopes, and there are no known landslides near the project site nor is the project site in the path of any known or potential landslides. Therefore, the proposed project would result in a less than significant impact due to seiche, tsunami, or mudflow and no additional environmental review is required.

- k) Potentially impact stormwater runoff from construction activities? (Sources: see above)

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: Refer to discussion under item a) above. As stated previously, similar to the project analyzed in the certified EIR, the currently proposed project would be subject to all existing regulations associated with the protection of water quality. These existing regulations, programs, and policies would ensure that the potential for discharge of polluted stormwater from construction sites to affect beneficial uses of receiving waters and water quality standards, where applicable, would not be substantial. Implementation of existing regulatory requirements would ensure that on-site erosion and siltation are minimized and that construction of the proposed project would not result in the exceedance of water quality standards during construction and a less than significant impact would occur. Compliance with the existing regulatory requirements described above, as well as implementation of mitigation measure BECSP MM4.7-1, would ensure that construction and operation of the proposed project would not result in the violation of water quality standards. This impact would be less than significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to violation of any water quality standards. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- l) Potentially impact stormwater runoff from post-construction activities? (Sources: 1, 15, 18)

Discussion: Refer to discussion under item a) above. As stated previously, compliance with existing regulations for the prevention of pollutants in stormwater runoff during construction and operation of the proposed project would reduce the potential for erosion within the currently project site, consistent with General Plan Objective U3.3. Incorporation of on-site attenuation and detention system into project design, as described above and as recommended in the Hydrology Study, would mitigate the increased runoff and subsequently the proposed site runoff will conform to the current capacity of the existing downstream storm drain system. Implementation of treatment control water qualities BMPs will pre-treat/treat urbanized runoff from the project site and minimize the project's pollution impact to levels acceptable to the state and local jurisdictions and a less than significant impact would occur and would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to stormwater runoff. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15, 17)

Discussion: As discussed above, a Preliminary WQMP was prepared for the site for the purpose of effectively mitigating impacts on downstream water quality and quantity through site design, source control, and treatment control BMPs in conjunction with operation and maintenance procedures. Implementation of modified mitigation measures BECSP MM4.7-3 and BECSP MM4.7-4 would ensure that the currently

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant	No Impact
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proposed project would not increase 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 and would result in less than significant impacts and would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to stormwater runoff. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: see above)

Discussion: Refer to discussion under item a) and k) through m) above. The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to stormwater runoff. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: see above)

Discussion: Refer to discussion under items c)-e) above. Compared with the original project and Alternative 3, there are no changes in construction or project design for the currently proposed project that would result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the existing drainage pattern of the site or area. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: see above)

Discussion: Refer to discussion under item a) above. The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to violation of any water quality standards or waste discharge requirements. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

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

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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violation? (Sources: 15)

Discussion: Air Quality was analyzed in section 4.2 of EIR No. 10-004. Because of the construction time frame, and the normal day-to-day variability in construction activities, and the on-site mobility of certain construction vehicles, it is difficult to precisely quantify the daily emissions associated with each phase of the currently proposed construction activities. Nonetheless, construction emissions associated with development of Alternative 3, which are identical to the currently proposed project, are estimated using the CalEEMod 2011.1 emissions model. Table AQ-1 (Estimated Daily Peak Construction Emissions in Pounds per Day) identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 have been implemented to reduce construction related emissions; the emission reduction calculations for BECSP MM4.2-1 assume that the engine catalysts will achieve a reduction of 15 percent for NOX. Therefore, the daily emissions presented in Table AQ-1 account for the maximum daily emissions of potential construction activities that would occur during any given construction stage.

Table AQ-1 Daily Peak Construction Emissions

Emissions Source	Peak Day Emissions in Pounds per Day					
	VOC	NOX	CO	SOX	PM10	PM2.5
2016 (DEMOLITION/EXCAVATION/GRADING/TRENCHING/PAVING/ BUILDING CONSTRUCTION)						
Maximum Daily Emissions	8.28	73.60	49.16	0.13	129.81	6.75
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
2017 (BUILDING CONSTRUCTION/ARCHITECTURAL COATINGS)						
Maximum Daily Emissions	170.83	28.66	35.85	0.08	4.72	1.82
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	Yes	No	No	No	No	No

Source: Beach & Ellis Mixed Used EIR, 2011

Mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14, identified in the BECSP EIR, shall be implemented (and complied with prior to issuance of any grading permit) as part of the currently proposed project to improve air quality emissions generated by construction activities associated with the currently proposed project. As shown in Table AQ-1, the construction impacts of the currently proposed project, similar to Alternative 3 and the project analyzed in the certified EIR, would exceed the established threshold for VOC, a criteria pollutant. Compliance with the BECSP EIR mitigation measures would reduce emissions of criteria pollutants, but not to the extent that the proposed project would result in emissions below the SCAQMD threshold of significance for VOC. Therefore, construction activities would exceed the SCAQMD emission thresholds for criteria pollutants during construction and this impact would be significant and unavoidable.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the violation of any air quality standard. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant No Impact
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- b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 15)

Discussion: Emissions from construction activities were estimated using the CalEEMod emissions model. Construction emissions related to development of the currently proposed project are shown in Table AQ-1, which are identical to EIR No. 10-004 Alternative 3. For the purposes of this analysis, all emissions shown in Table AQ-1 are assumed to originate from the currently proposed project site, including use of diesel-powered construction equipment. Localized concentrations were estimated and assume implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11. For the purposes of this analysis, the nearest existing sensitive receptors to the project site would be the existing SRO units along Ellis Avenue immediately adjacent and to the east of the project site, and the single-family properties along Ellis Avenue to the north of the proposed project site, located approximately 75 feet from the project site's property line. Because construction activities would take place in an area of less than five acres, consistent with SCAQMD LST recommendations, the LST Screening Tables were determined appropriate for determining if the LST threshold would be exceeded. Emissions would not exceed SCAQMD thresholds during the proposed project's construction at any of the identified sensitive receptors for CO, NO2 PM10, and PM2.5.

With the implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11 and Project MM4.2-15, emissions will be reduced during construction. Therefore, with mitigation, impacts to localized sensitive receptors will be less than significant during construction.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the exposure of sensitive receptors to substantial pollutant concentrations. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- c) Create objectionable odors affecting a substantial number of people? (Sources: 15)

Discussion: The currently proposed project would not implement or facilitate uses that are significant sources of objectionable odors. Similar to Alternative 3 and the project analyzed in the certified EIR, potential sources of odor associated with the currently proposed project may result from construction equipment exhaust and application of asphalt and architectural coatings during construction activities, the temporary storage of typical household solid waste (refuse) associated with residential (long-term operational) uses, as well as odors produced from the various commercial uses, including restaurants. Standard construction requirements would be imposed to minimize odors from construction. Any construction-related odor emissions would be temporary, short-term, and intermittent in nature, and impacts associated with construction-related odors are expected to be less than significant. It is expected that any project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, odors associated with construction and operation of the proposed project would be less than significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to objectionable odors. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant No Impact
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- d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 15, 21, 22)

Discussion: The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, and to attain clean air within the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the projections of population forecasts identified in the Growth Management chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections. This is because the Growth Management chapter of the RCPG forms the basis of the land use and transportation control portions of the 2007 AQMP. The BECSP EIR identified that full build-out of the BECSP would result in a total population increase of 12,015 residents, which was within the SCAG population projection for 2030 increase of approximately 22,795 residents. Implementation of the currently proposed project would result in the construction of up to 274 dwelling units and 8,500 sf of commercial and retail uses. As implementation of the currently proposed project would result in increased population that is within that projected for the BECSP, similar to EIR No. 10-004 Alternative 3, the proposed residential development would not be expected to result in an exceedance of SCAG population projections. Therefore, as the AQMP is based on SCAG growth projections, the currently proposed project would be consistent with the 2007 AQMP population growth projections.

Based on the consistency of the approved BECSP with current SCAG projections and AQMP forecasts, the currently proposed project would not impair implementation of the AQMP, and this impact would be less than significant. The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to implementation of the AQMP. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)

Discussion: Similar to Alternative 3 and the project analyzed in the certified EIR, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities in the currently proposed project area after build-out. Stationary area source emissions would be generated by space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by motor vehicles traveling to and from the project site.

The analysis of daily operational emissions from the currently proposed project has been prepared utilizing the CalEEMod computer model recommended by the SCAQMD. The results of the CalEEMod calculations for

ISSUES (and Supporting Information Sources):

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

the daily operational emissions of the currently proposed project are presented in Table AQ-2 (Proposed Project Net Daily Operational Emissions). The emissions shown below are identical to EIR No. 10-004 Alternative 3 and reflect the net increase in emissions.

Table AQ-2 Net Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NOx	CO	SOx	PM10	PM2.5
Water and Space Heating (Natural gas)	0.10	0.83	0.36	0.01	0.07	0.07
Landscape Maintenance	0.70	0.27	22.99	0.00	0.13	0.13
Consumer Products	8.98	0.00	0.00	0.00	0.00	0.00
Architectural Coatings	1.10	0.00	0.00	0.00	0.00	0.00
Motor Vehicles	20.13	12.53	62.35	0.15	17.23	0.85
Maximum Daily Emissions	31.01	13.63	85.7	0.16	17.43	1.05
SCAQMD Thresholds (lb/day)	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact	No	No	No	No	No	No

Source: Beach & Ellis Mixed-Use Project EIR, 2011

Because the currently proposed project would replace existing land uses, the emissions would increase for some pollutants and decrease for others. The currently proposed project would contribute higher levels of VOCs, SOX, and PM10 while it would produce lower emissions of NOX, CO, and PM2.5 compared to the existing site development.

As shown, operation of the currently proposed project would not generate emissions that exceed the thresholds of significance recommended by the SCAQMD for any criteria pollutants. As the currently proposed project would not generate daily emissions that exceed the thresholds of significance recommended by the SCAQMD this impact would be less than significant.

However, as noted in item a) above, construction of the currently proposed project would generate emissions that would exceed the thresholds of significance recommended by the SCAQMD for VOC. Because the South Coast Air Basin is currently in nonattainment for O₃ (for which VOC and NOx are precursors) and PM10 under national and state standards, and is in nonattainment for CO under national standards, projects could cumulatively exceed an air quality standard or contribute to an existing or projected air quality exceedance.

Implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 would reduce VOC emissions, but not to a less than significant level. Therefore, even with mitigation emissions during construction will remain significant and unavoidable and cumulatively considerable.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to 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. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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environmental review is required.

VI. TRANSPORTATION/TRAFFIC. Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Sources: 15, 29)
-

Discussion: Transportation and Traffic were analyzed in section 4.13 of EIR No. 10-004. As part of the analysis of project-related traffic impacts, Austin Foust Associates, Inc. prepared both a peer review and analysis of the traffic impacts of the project and Alternative 3, which were analyzed in the certified EIR. In addition, Overland Traffic Consultants, Inc. prepared a Supplemental Traffic Evaluation for a Mixed-Use Development at Beach & Ellis (May 3, 2012). Similar to Alternative 3, the currently proposed project is anticipated to result in a 30 percent reduction in ADT, a 22 percent reduction in the PM peak hour and a 19 percent increase in AM peak hour compared to the approved BECSP land uses for the project site. This was confirmed by the Supplemental Traffic Evaluation. Table T-1 (Trip Generation Comparison) provides a summary of the estimated trip generation for Alternative 3 and the currently proposed project and the approved BECSP land uses for the project site. However, these increases are minimal enough that they will not alter the operating conditions of the intersections.

Table T-1 Trip Generation Comparison

Project Description	Amount	Peak Hour						ADT
		AM			PM			
		In	Out	Total	In	Out	Total	
Proposed Project								
Apartments	274 DU	28	112	140	110	59	169	1,822
Retail Center	8,500	6	4	10	10	13	23	377
Internal Capture*		-1	-1	-2	-8	-8	-16	-76
Pass-by Reduction**		-1	0	-1	-6	-6	-12	-29
Trip Generation Total		32	115	147	106	58	165	2,094
Approved BECSP Land Uses for the Project Site								
Mixed-Use Residential	120 du	12	49	61	48	26	74	806
General Commercial	71,000	43	28	71	130	135	265	3,049
Internal Capture*		-4	-4	-4	-8	-24	-22	-46
Pass-by Reduction**						-40	-42	-82
Approved BECSP Land Uses Trip Generation Total		51	73	124	114	97	211	2,971

ISSUES (and Supporting Information Sources):

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

Net Change from Approved BECSP	-19	42	23	-8	-39	-46	-877
% Difference from Approved BECSP	-37%	58%	19%	-7%	-40%	-22%	-30%
Existing Uses							
Shopping Center	27,540	17	11	28	50	52	1,183
Existing Land Uses Trip Generation Total		17	11	28	50	52	1,183
Net Change from Existing		15	104	119	56	6	911
% Difference from Existing		47%	90%	81%	53%	10%	38%

Source: Austin-Foust Associates, Inc., Traffic Impact Analysis, July 2011.

Table T-2 (2030 ADT Volume Summary) summarizes the change in ADT volumes associated with the Alternative 3 and the currently proposed project, compared to the BECSP in 2030. As shown in Table T-2, all roadway segments are projected to have decreases in daily traffic volumes compared to those projected for the BECSP in 2030. Based on this reduction in ADT, the currently proposed project would not exceed anticipated daily traffic volumes identified for the BECSP, which were determined to be less than significant in the BECSP EIR.

Table T-2 2030 ADT Volume Summary

Location	2030 BECSP ADT Volume	2030 ADT Volume with Proposed Project	% Change
Beach Boulevard north of Ellis Avenue	62,000	61,737	<-1%
Beach Boulevard south of Ellis Avenue	51,000	50,711	<-1%
Beach Boulevard south of Garfield Avenue	45,000	44,711	<-1%
Ellis Avenue (Main Street) west of Beach Boulevard	7,000	6,947	<-1%
Ellis Avenue east of Beach Boulevard	22,000	21,728	-1.2%

Source: Austin-Foust Associates, Inc., Traffic Impact Analysis, July 2011.

Table T-3 (2030 ICU Summary) shows that all study intersections would operate at an acceptable LOS in 2030 with the BECSP build out with the exception of Beach Boulevard and Talbert Avenue, which would operate with a PM deficiency (LOS E). Because the reduction in ADT with the proposed project is too small to result in a change, the anticipated LOS at these intersections would not change. Therefore, although the currently proposed project would result in an increase in outbound vehicle trips in the AM peak hour, the proposed project would not contribute to the existing deficiency at the intersection of Beach Boulevard and Talbert Avenue as it would not contribute to vehicle trips during the PM peak hour. Regardless, the currently proposed project would be required to make a fair share contribution to the traffic improvements identified in mitigation measures BECSP MM4.13-13 and BECSP MM4.13-14 for the Beach Boulevard and Talbert Avenue intersection as part of the overall BECSP development. As such, the currently proposed project would not conflict with the City's acceptable LOS standard and a less than significant impact would occur.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table T-3 2030 ICU Summary

Intersection	AM Peak Hours		PM Peak Hours	
	ICU	LOS	ICU	LOS
Beach Boulevard and Talbert Avenue	.85	D	1.00	E
Beach Boulevard and Ellis Avenue	.64	B	.78	C
Main Street and Ellis Avenue	.32	A	.45	A

Source: Austin-Foust Associates, Inc., Traffic Impact Analysis, July 2011.

Although the currently proposed project would not conflict with the City's acceptable LOS standard under 2030 conditions, similar to Alternative 3, it could result in a conflict under existing year (2009) conditions based on existing land uses on the site (as required for the Existing plus Project condition analysis). As shown in T-1, the currently proposed project would result in a net increase of 911 daily trips, 119 trips in the AM peak hour and 71 trips in the PM peak hour compared to existing conditions. In consideration of this increase in vehicle trips generated by the currently proposed project, a potentially significant impact could occur based on existing roadway conditions surrounding the site. However, it should be noted that the Existing plus Project analysis is hypothetical because the actual build out and occupancy of the proposed project is year 2019.

The Supplemental Traffic & Access Analysis prepared by Overland Traffic Consultants with updated operational analysis of the Beach Boulevard and Ellis Avenue intersection indicate that no significant impacts are anticipated with the currently proposed project. The traffic and transportation section of the previously approved EIR and the Austin Foust Traffic Impact Analysis indicates a project trip generation of 1,693 daily trips with 87 trips during the AM Peak Hour and 133 trips during the PM Peak Hour for a 105 unit residential and 37,000 square foot commercial project. This currently proposed project's trip generation is 43% fewer daily trips with 30% fewer AM Peak Hour trips and 37% fewer PM Peak Hour trips than approved for the site in the Beach-Edinger Corridor Specific Plan. As previously noted, the currently proposed 274 unit residential and 8,500 square foot retail project was evaluated as Alternative 3 in the previously approved EIR. The EIR indicates that this alternative generates 19% more traffic than the approved project during the AM Peak Hour but 22% less traffic during the PM Peak Hour and 30% less than the daily traffic. It has also been determined that the 22% increase during the AM Peak Hour will not create any new significant impacts. The project trip generation, as noted in the Supplemental Traffic Analysis, reduces the amount of pass by trips from 80% to 20% during the PM Peak Hour. Two driveways are suggested for the currently proposed project. One driveway on Beach Boulevard approximately 270 feet south of Ellis Avenue and one driveway on Ellis Avenue aligned with Patterson Lane east of Beach Boulevard. The difference between the two projects in terms of access comes in the use of the shared access alley at the east end of the site off of Ellis Avenue. The proposed project anticipates using this access way for emergencies only, with no use by daily traffic. However, the EIR project evaluated using this access way as a standard access for daily use. The Supplemental Traffic Analysis analyzed the elimination of the alley access with primary access via the Beach Boulevard and Ellis Avenue driveways. The study concluded that adequate access is provided with sufficient gaps and minimal queues developing with the two proposed driveways.

The currently proposed project would be required to implement mitigation measures BECSP MM4.2-8 through BECSP MM4.2-10 which would ensure that construction traffic does not block the free flow of traffic. The currently proposed project would also be required to submit a traffic control plan during construction to ensure appropriate emergency access during construction. Accordingly, the proposed project would result in

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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less than significant construction-related traffic impacts.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to conflicting with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources: 15, 20)

Discussion: With regard to the applicable Congestion Management Plan (CMP), similar to EIR No. 10-004 Alternative 3, the proposed project would not result in impacts to CMP intersections. As the proposed project will generate 30 percent fewer average daily trips (ADT) compared to the approved BECSP land uses for the project site, the currently proposed project's contribution to CMP intersections would be less than identified in the BECSP EIR, which resulted in a less than significant impact. Therefore, a less than significant impact to CMP intersections would occur as a result of the currently proposed project and would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to a congestion management program. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15, 29)

Discussion: The project area is not located within 2 miles of a public or private airstrip. However, a private helipad is located 1.5 miles north of the project site on the rooftop of the office tower located at the southwest corner of Beach Boulevard and Warner Avenue. Similar to Alternative 3 and the project analyzed in the certified EIR, the currently proposed project would not result in a change to the air traffic patterns of this helipad. The project does not propose any structures of substantial height that would interfere with existing airspace or flight patterns. No impact would occur and no additional environmental review is required.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 15)

Discussion: Similar to the project and Alternative 3 analyzed in the certified EIR, the currently proposed project would not substantially increase hazards due to design features or incompatible uses nor would the currently proposed project result in inadequate emergency access. Field observations were conducted on April 25, 2012 to determine the available traffic gaps on Ellis Avenue at approximately 200 feet east of Beach Boulevard. The proposed project driveway volumes and locations were evaluated for sufficient gaps for exiting and entering, potential on and off-site queues, potential street lane striping changes, and turn

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

restrictions. The proposed 28 foot right turn in and right turn out driveway on Beach Boulevard will operate efficiently and effectively without changes. The proposed 24 foot full access driveway on Ellis Avenue approximately 200 feet off Beach Boulevard may create queues during the PM Peak Hour. It is recommended that the driveway instead be aligned with Patterson Lane to operate efficiently with clear right-of-way assignment and the greatest opportunity to make turning movements with sufficient gaps in traffic. In addition, a review of five years of accident data history indicates an average of two accidents per year potentially created by the driveways along the project site. The number of driveways will be reduced with the proposed project with the current driveways closest to the intersection of Beach Boulevard and Ellis Avenue, which potentially create the greatest conflicts, no longer in use.

Plans for the currently proposed project would also be submitted to the City of Huntington Beach Fire Department for review and approval to ensure that adequate emergency access is provided. Further, the currently proposed project will be required to prepare a traffic control plan for its construction; this would ensure adequate emergency access would be maintained during construction. As such, impacts related to design hazards and emergency access have been determined to be less than significant with compliance of existing regulations and no additional environmental review is required. Therefore, a less than significant impact would occur as a result of the currently proposed project and would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to design hazards and emergency access. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- e) Result in inadequate emergency access? (Sources: see above)

Discussion: See d) above.

- f) Result in inadequate parking capacity? (Sources: 15)

Discussion: The amount of parking provided on the currently proposed project site would be designed to comply with the Parking Regulations established in BECSP Section 2.1.4 for the Town Center Neighborhood designation. All parking is proposed in a parking structure internal to the site, accessible from driveways on Beach Boulevard, Warner Avenue and the existing private alleyway. Compliance with city requirements and the site plan review process would ensure impacts related to parking are less than significant and no additional environmental review is required.

- g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources: 15)

Discussion: As the currently proposed project would be located in close proximity to public transportation, is easily walkable to the Five Points shopping center, and is subject to the same design requirements included in the BECSP, the currently proposed project would promote and allows for the use of alternative transportation modes. Accordingly, like the project and Alternative 3 analyzed in the certified EIR, the currently proposed project is compatible with adopted policies, plans and programs regarding alternative transportation; and this impact would be less than significant and no additional environmental review is required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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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: 15)
-

Discussion: Biological Resources were analyzed in section 4.3 of EIR No. 10-004. As analyzed in the certified EIR, according to the Generalized Habitat Area map, Figure ERC-2 of the Huntington Beach General Plan Environmental Resources/Conservation Element, no riparian habitat, sensitive habitats, or natural communities are located within the project site. As a result, no suitable habitat for sensitive mammal, reptile, amphibian, or fish species exists within the project site. Furthermore, the BECSP EIR concluded that no endangered, rare, threatened, or special-status plant or wildlife species, or their associated habitats designated by the USFWS Endangered and Threatened Species List, California Department of Fish and Game's (CDFG), or CNPS are known to occur within the BECSP area. As the currently proposed project site is included within the BECSP area, this condition would apply to the project site.

Vegetation on the project site is limited to trees and landscaping associated with the existing commercial uses. Within the parking lot trees located on the project site, there is the potential for birds protected under the MBTA to nest. Prior to any construction activities occurring between February 15 and August 31 annually (breeding season), a nesting bird survey would be conducted as required by mitigation measure BECSP MM4.3-1. In the event that active nests are identified within 250 feet of the construction site, a 100-foot no work buffer would be maintained between the nest and construction activity. Consultation with the CDFG and USFWS is also encouraged. This survey would be submitted to the City of Huntington Beach prior to issuance of a grading permit. As such, implementation of mitigation measure BECSP MM4.3-1 would ensure protection of migratory bird species and habitat through focused surveys and the proposed project would result in a less than significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related 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. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)
-

Discussion: According to the Generalized Habitat Area map, Figure ERC-2 of the Huntington Beach General Plan Environmental Resources/Conservation Element, no sensitive natural communities are located in the BECSP area. No riparian habitat exists within the BECSP area, including the currently proposed project site. Further, the project site is developed and could not support riparian habitat or other sensitive natural communities. As such, the currently proposed project would not have a direct effect upon any riparian habitat

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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or other sensitive natural communities. This is considered a less than significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to 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. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)

Discussion: There are no wetlands within the project site, as defined by the Clean Water Act or the Fish and Game Code of California. The currently proposed project would result in no impact to federally protected wetlands and no additional environmental review is required.

- 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: 15, 16)

Discussion: The BECSP area does not function as an important regional wildlife corridor because it has been developed, paved, landscaped, and/or graded. This is true of the proposed project site. The project site and areas immediately surrounding the project site are highly urbanized, and are considered to be fully built out with commercial and residential development. As such, with the possible exception of migratory birds, the BECSP area and the currently proposed project site do not fit into an identified wildlife movement category (travel route, wildlife corridor, or wildlife crossing).

Within the parking lot trees located on the project site, there is the potential for birds protected under the MBTA to nest. Prior to any construction activities occurring between February 15 and August 31 annually (breeding season), a nesting bird survey would be conducted as required by mitigation measure BECSP MM4.3-1. In the event that active nests are identified within 250 feet of the construction site, a 100-foot no work buffer would be maintained between the nest and construction activity. Consultation with the CDFG and USFWS is also encouraged. This survey would be submitted to the City of Huntington Beach prior to issuance of a grading permit. As such, implementation of mitigation measure BECSP MM4.3-1 would ensure protection of migratory bird species and habitat through focused surveys and the proposed project would result in a less than significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or native wildlife nursery sites. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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occurred. Thus, no additional environmental review is required

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 14, 15)

Discussion: Biological resources on the project site are limited to trees and landscaping. The City of Huntington Beach Tree Ordinance (Chapter 13.50 of the Huntington Beach Municipal Code) requires the applicant to obtain a permit from the Public Works Department for any activity that may disturb trees of any kind. The City's Tree Ordinance requires submittal of a landscape plan demonstrating compliance with current code requirements and the replacement of existing mature healthy trees to be removed at a minimum of 2:1 ratio with 36-inch box or palm equivalent. Approval of trimming, removing, or replacing trees by the Director of Public Works in association with replacement requirements would ensure that the proposed project would not conflict with any local policies or ordinances protecting biological resources. The proposed project would result in a less than significant impact and no additional environmental review is required.

- 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: 15, 16)

Discussion: No habitat conservation plan or natural community conservation plan is applicable to the BECSP area, including the currently proposed project site, and no impact would occur due to conflict with a plan and no additional environmental review is required.

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: 15, 23)

Discussion: Mineral Resources were analyzed in section 4.10 of EIR No. 10-004. As discussed in the certified EIR, the City of Huntington Beach General Plan does not indicate that there are any mineral resources in or near the project site. The California Geological Survey (CGS) did not map any mineral resources in the immediate vicinity of the proposed project site or within the immediate vicinity of the currently proposed project site. The currently proposed project would not involve the extraction of mineral resources that would result in loss of availability of any mineral resource that would be of value to the region. In addition, the project site is not designated as an important mineral resource recovery site in the City of Huntington Beach General Plan or any other land use plan. The currently proposed project would not involve the extraction of mineral resources that would result in the loss of availability of a locally-important mineral resources recovery site. There would be no impact and no additional environmental review is required.

- 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: see above)

Discussion: See a) above.

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

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: 15, 24, 25)

Discussion: Hazards and Hazardous Materials were analyzed in section 4.6 of EIR No. 10-004. That analysis stated that exposure of the public or the environment to hazardous materials could occur in the following manner as a result of the project: improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors. The types and amounts of hazardous materials would vary according to the nature of the activity at the project site. Hazardous materials regulations were established at the state level to ensure compliance with federal regulations intended to reduce the risk to human health and the environment from the routine use of hazardous substances.

To ensure that workers and others at the project site are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials, employers and businesses are required to implement existing hazardous materials regulations, with compliance monitored by state (e.g., OSHA in the workplace or DTSC for hazardous waste) and local jurisdictions (e.g., the Hbfd). Adherence to existing hazardous materials regulations would ensure compliance with existing safety standards related to the handling, use and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (Resource Conservation Recovery Act [RCRA], California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services [DHS], Centers for Disease Control and Prevention, and National Institutes of Health).

The currently proposed project includes residential and commercial uses, and, similar to the project and Alternative 3 analyzed in the certified EIR, does not include a component that would traditionally introduce hazards or hazardous materials to the project site. Hazardous materials associated with the occupancy of the residential component of the proposed project would include typical household cleaning products as well as typical maintenance supplies. Hazardous materials associated with operation of the proposed retail uses of the proposed project could include typical maintenance products as well as maintenance products for upkeep of the grounds and landscape formulated with hazardous substances, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and pesticides/herbicides. The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Titles 40, 42, 45, and 49 of the Code of Federal Regulations (CFR), and implemented by Titles 17, 19, and 27 of the California Code of Regulations (CCR). The transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. Adherence to these regulations, which requires compliance with all applicable federal and state laws related to the transportation of hazardous materials, would reduce the likelihood and severity of accidents that might occur during transit.

Similar to the analysis in the certified EIR (No. 10-004), operation of the proposed project would not require the handling of hazardous or other materials that would result in the production of large amounts of hazardous waste. The construction phase of the proposed project may generate hazardous and/or toxic waste. Federal,

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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state, and local regulations govern the disposal of wastes identified as hazardous which could be produced in the course of demolition and construction. Asbestos, lead, or other hazardous materials encountered during demolition or construction activities would be disposed of in compliance with all applicable regulations for the handling of such waste. Should the use and/or storage of hazardous materials at the project site rise to a level subject to regulation, those uses would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous material accidents resulting from routine use, disposal and storage of hazardous materials on the project site during both the construction and operation phases of the project to a less than significant level.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the routine transport, use or disposal of hazardous materials. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15, 24, 25, 26, 27)

Discussion: Demolition, grading and limited excavation activities for development of the proposed project could result in the exposure of construction personnel and the public to hazardous substances in the soil. Exposure to hazardous substances could occur from soil contamination caused by historic uses (gas station and dry cleaner) on the site, migrating contaminants originating at nearby listed sites, or from construction-related soil contamination caused by spillage and/or mixing of construction trash and debris into the soil. If any unidentified sources of contamination are encountered during demolition, grading, or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons.

In order to address the potential for encountering contamination within the project area, a Phase I ESA report and a Phase II Investigation report were prepared for the previously certified EIR, as required by mitigation measure BECSP MM4.6-1 to investigate potential contamination and require remediation if necessary, prior to issuance of any occupancy permits. The Phase I, completed in January 2007 by SCS, revealed that the active gas station is a LUST site with ongoing remediation of soil and quarterly groundwater monitoring under the oversight of the SARWQCB and OCHCA. To remediate any existing conditions at the project site various work plans have been submitted to and were approved by OCHCA. These work plans include an Additional Site Assessment to address potential soil and groundwater contamination, separate phase hydrocarbon removal, soil vapor survey, and the installation of a "deep zone" groundwater monitoring well. Remediation efforts would continue with implementation of the proposed project for an indeterminate time. As part of the proposed project, existing monitoring equipment that is currently located outside will be relocated within the proposed parking garage to allow for testing and treatment of the aquifer. Identification and remediation of known contamination on the project site was required by the previously certified EIR and is also required for the proposed project. Mitigation measures to be implemented include BECSP MM4.6-1 and BECSP MM4.6-2, which requires the preparation and implementation of a Risk Management Plan in the event that unknown or unidentified soil and/or groundwater is encountered would minimize the potential risk of contamination created by implementation of the proposed project.

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

As analyzed in the certified EIR, demolition of existing structures could result in exposure of construction personnel and the public to hazardous substances such as asbestos or lead-based paints. Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. These requirements include: South Coast Air Quality Management District (SCAQMD) Rules and Regulations pertaining to asbestos abatement (including Rule 1403); Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the CCR; Part 61, Subpart M, of the CFR (pertaining to asbestos); and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the state Department of Health Services. In addition, California Occupational Safety and Health Administration (Cal-OSHA) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation.

While it is anticipated that operation of the proposed project, similar to that analyzed in the certified EIR, would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment, this operational analysis presents the potential possibilities of such a risk. Development of the proposed project would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on the project site. As common maintenance products and chemicals would be used in conformance with warning labels and storage recommendations from the individual manufacturers, these hazardous materials would not pose any greater risk than at any other similar development. Through development of the proposed project, hazardous materials could be stored within the project site, but the materials would generally be in the form of routinely used common chemicals. Further, as described above, ongoing remediation efforts at the project site would continue with implementation of the proposed project. Accordingly, as with the previously certified EIR, groundwater contamination that could potentially occur with operation of the proposed project, but would not be likely, could be detected through groundwater monitoring. Therefore, the probability of a major hazardous materials incident would be remote, and this impact would be less than significant.

The previously approved EIR identifies that the proposed project site is located within a Methane Overlay District and is therefore subject to mitigation measure BECSP MM4.6-3, which requires the project to comply with HBFD City Specification No. 429, Methane District Building Permit Requirement prior to issuance of a grading permit. Specifically, the Applicant would be required to submit a plan for the testing of soils for the presence of methane gas to determine if a problem exists and to rule methane out as a potential concern to the HBFD prior to commencement of sampling. In the event that methane gas is discovered, appropriate measures to reduce the potential impacts of methane gas to future occupants and visitors of the project site would be required as per City Specification No. 429 (Methane District Building Permit Requirements) and mitigation measures BECSP MM4.6-3. Implementation of mitigation measure BECSP MM4.6-3 would reduce any impacts associated with methane gas by ensuring that appropriate testing and methods of gas detection are implemented at the project site, as required by the HBFD. As such, the potential impacts associated with methane gas would be reduced to a less than significant level.

The currently proposed project would not result in any new significant environmental effects or substantial

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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increases in the severity of previously identified significant effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)

Discussion: As identified in the previously certified EIR, the project site is located 0.13 mile west of Child of Faith Preschool. Construction activities would involve the utilization of diesel-powered trucks and equipment, which would result in temporary diesel emissions that have been determined to be a health hazard. Similar to the project and Alternative 3 analyzed in the certified EIR, operation of retail and residential uses of the proposed project would include the handling and/or storage of potentially hazardous materials typical of these uses on the project site; however, the types of hazardous materials anticipated would be limited to regulated types and quantities (i.e., household cleaners, landscaping chemicals, etc.). Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials. Therefore, the proposed project would result in a less than significant impact related to the emissions or handling of hazardous materials within the vicinity of schools and would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to hazardous emissions or waste within a quarter mile of a school. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 13, 15)

ISSUES (and Supporting Information Sources):

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

Discussion: According to the Phase I, which was prepared for the previously certified EIR, the existing gas station is a Leaking Underground Storage Tank (USTs) site with on-going remediation of soil and quarterly groundwater monitoring under the oversight of the SARWQCB and OCHCA. Subsequently, various work plans have been submitted to and approved by OCHCA to continue remediation efforts at the existing gas station. In addition, the dry cleaning facility operations used PCE on site since at least 1981. A Phase II investigation was conducted in February 2008 for the previously certified EIR. The Phase II analyzed the dry cleaning facility and determined that there were levels of PCE and TCE above the residential and industrial CHHSL. However, a no further action letter was submitted to the OCHCA on July 16, 2010 for the dry cleaner facility after a vapor extraction system successfully remediated the site to a below detectable concentration in the extracted vapor. According to the previously certified EIR, the proposed project site is not included on the U.S. Environmental Protection Agency's CERCLIS database and Department of Toxic and Substances Control's EnviroStor. Based on review of the SWRCB's GeoTracker website, as discussed in the previously approved EIR, the proposed project site is included on the environmental databases as a LUST site, as noted in the Phase I.

As required by mitigation measure BECSP MM4.6-1, and discussed above, a Phase I and Phase II were prepared for the project site to determine if the site has a record of hazardous material contamination and is included on a list of hazardous materials sites. Mitigation measure BECSP MM4.6-1 also required that in the event that contamination is found, the ESA would identify the nature and extent of contamination, and determine the need for further investigation and/or remediation of the soils conditions on the project site. As identified above, studies prepared for the project site, including the Phase I, Phase II, and Additional Site Assessment (Appendices B1, B2, and B3 in EIR 10-004) have identified the extent of contamination and subsequently, work plans to remediate identified contamination have been submitted to and approved by OCHCA. This impact is less than significant and there have been no changes in the site since certification of the EIR that would necessitate further environmental review with respect to the listing of the site on State databases and the identification of potential environmental impacts. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: Similar to the previously certified EIR, the proposed project would not interfere with airport or aircraft operations as the nearest airport to the project site is the Joint Forces Training Center Los Alamitos located at least five miles to the northwest. There are no private airstrips in the nearby vicinity; however, as identified in the previously certified EIR, there is an existing helipad 1.47 miles north of the proposed project site on the rooftop of the sixteen-story office tower at the southwest corner of Beach Boulevard and Warner Avenue. A helipad is a designated area, including buildings or facilities, intended to be used for the landing and takeoff of helicopters. Safety issues include hazards posed to aircraft from structures located within navigable airspace and crash hazards posed by helicopters to people and property on the ground. However, the existence of such a facility does not necessarily represent an impending impact for residents. Further, according to the previously approved EIR, the existing helipad has not been used in over three years. In addition, the proposed project would not alter the helipad use.

Implementation of the proposed project would increase the number of residents potentially exposed to helipad safety hazards; however, as discussed above (Section II. Population and Housing), the number of new residents is the same as anticipated in Alternative 3. In addition, helipads also represent a safety feature on tall buildings in that they can be used during emergencies, such as a fire in the building. Operation of the existing helipad is required to comply with requirements of the Federal Aviation Administration (FAA), the Airport Land Use Commission (ALUC) for Orange County, and Caltrans/Division of Aeronautics, in addition to any other local requirements. As such, this impact would be less than significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to air traffic or airport land use plans. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: see above)

Discussion: See e) above.

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

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

Discussion: As required by law, the proposed project would be required to provide adequate access for emergency vehicles. Additionally, development would be required to regulate the storage of flammable and explosive materials and their transport within the project site, and would comply with applicable Uniform Fire Code regulations for issues including fire protection systems and equipment, general safety precautions, and distances of structures to fire hydrants. As discussed in the previously approved EIR, temporary short-term construction impacts on street traffic adjacent to the project site due to roadway and infrastructure improvements and the potential extension of construction activities into the right-of-way could result in a reduction of the number of lanes or temporary closure of segments of Beach Boulevard or Ellis Avenue. Similar to the analysis in the previously certified EIR, any such impacts would be limited to the construction period of the project and would affect only adjacent streets or intersections. However, mitigation measure BECSP MM4.6-4 would ensure that emergency response teams for the City of Huntington Beach, including HBFD and Huntington Beach Police Department (HBPD) would be notified of any lane closures during construction activities on the project site and that a minimum one lane would remain open at all times to provide adequate emergency access to the site and surrounding neighborhoods. Implementation of mitigation measure BECSP MM4.6-4 would ensure that proposed development would provide adequate access for emergency vehicles, and the proposed project would result in a less than significant impact.

Compared with the original project and Alternative 3, there are no changes in construction or project design for the currently proposed project that would result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to emergency response or evacuation plans. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)

Discussion: The project site and surrounding area are characterized by features typical of the urban landscape and include commercial uses. As discussed in the previously certified EIR, no wildlands exist within the immediate vicinity of the proposed project site. Consequently, development of the proposed project would not result in an impact due to the exposure of people or structures to hazards associated with wildland fires. There would be no impact and no additional environmental review is required.

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: 14, 15, 30)

Discussion: Noise was analyzed in section 4.9 of EIR No. 10-004. Similar to the project analyzed in the certified EIR, demolition of all existing structures and construction of new mixed uses would occur with the currently proposed project. As analyzed in the certified EIR, the closest noise sensitive receptors to the project site would be the uses located immediately east of the site along Ellis Avenue and the residential uses located

ISSUES (and Supporting Information Sources):

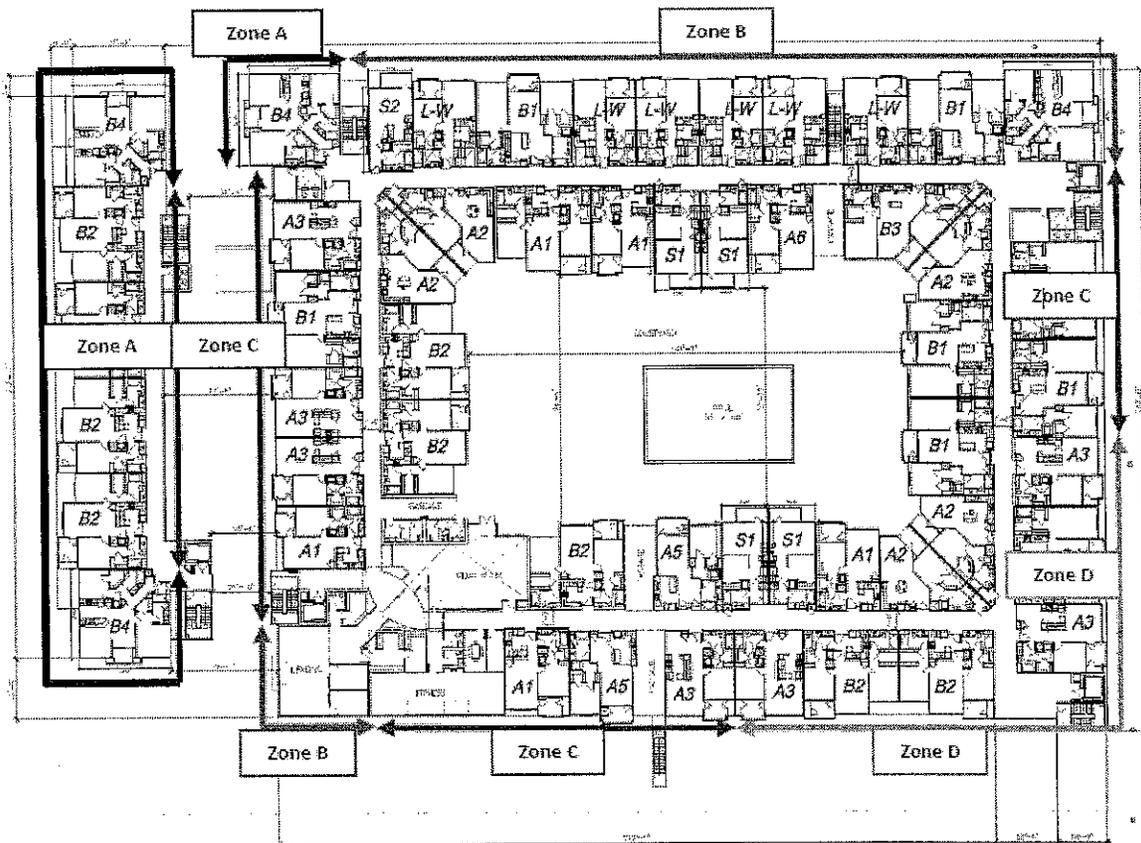
Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	Potentially Significant Impact	No Impact
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to the north of the project site across from Ellis Avenue. These residential uses are approximately 75 feet from the project site. Construction activity noise levels at these residential uses would be approximately 83 dBA during the excavation/grading and external finishing phases of the currently proposed project. While construction noise could be a nuisance to nearby sensitive uses, compliance with the City's Noise Ordinance would ensure that construction noise impacts remain less than significant. Implementation of identified mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would reduce temporary construction noise impacts, and construction-related noise would be less than significant.

In addition, Veneklasen Associates (VA) performed noise measurements at three locations on the project site on Thursday February 2, 2012 for a Noise Study (dated April 26, 2012) pursuant to BECSP MM 4.9-5. The measured noise level varied from 66-73 dBA.

VA calculated the existing and future Community Noise Equivalent Level (CNEL) noise levels at various locations within the project site based on the existing measurements and future traffic projections. To simplify the analysis and presentation of their results, VA has separated the site into Zones based on the sound exposure (Figure N).

Figure N: Noise Exposure Zones



FLOOR PLAN - LEVEL 2

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The noise study concluded the residential units located on the interior courtyard will be exposed to sound pressure levels below acceptable thresholds given the shielding that is provided by the building. In these areas, no extra acoustical requirements are applicable. The residential units in Zones A, B and C will require upgraded glazing for windows and patio/balcony doors to comply with the interior noise criteria of 45 dBA and because the windows and doors must be kept closed to meet the noise requirements at some locations, mechanical ventilation is required in these zones. The residential units located in Zone D will also require mechanical ventilation, though upgraded glazing is not required. The mechanical ventilation shall meet all Code requirements, including the capability to provide sufficient fresh air exchanges, without depending on open windows or leakage through windows and doors. The ventilation system shall not compromise the sound insulation capability of the exterior façade assembly. The noise levels for exterior balconies (Zones A through D) range from 63 to 75 CNEL. Disclosure notices will be provided to all future tenants regarding potential ambient noise.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to 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. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 15)

Discussion: As analyzed in the certified EIR, vibration levels could reach approximately 78 VdB within 75 feet of the project site. As such, sensitive receptors would not experience vibration levels that would exceed the FTA's vibration impact threshold of 85 VdB for human annoyance and this impact would be less than significant and no additional environmental review is required.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 15, 30)

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: Similar to the project and Alternative 3 as analyzed in the certified EIR, there would be operational noise impacts generated by residential uses such as mechanical equipment (HVAC). Installation of shielding around HVAC systems would be required by mitigation measure BECSP MM4.9-4, which would further reduce HVAC noise levels. The currently proposed project would result in an intensification of human activity at the proposed project site with the introduction of a permanent, residential population. This could increase noise levels at the identified off-site residential receptors. Similar to the project and Alternative 3, once operational, noise levels from residential and retail activities on the project site are not anticipated to be greater than the established 55 dBA limit for residential zones. With implementation of mitigation measures BECSP MM4.9-4 and BECSP MM4.9-5, operational noise would remain less than significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to ambient noise levels in the project vicinity. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 15, 30)

Discussion: Similar to the project and Alternative 3 as analyzed in the certified EIR, construction activities would represent a substantial temporary or periodic increase in ambient noise levels. As analyzed in the certified EIR, construction activities could reach 83 dBA at 50 feet. As such, the noise generated by construction activities for the currently proposed project could result in a temporary increase in ambient noise levels of over 3 dBA at uses adjacent to the project site. However, the construction activities would only occur during the permitted hours designated in the City of Huntington Beach Municipal Code, and thus would not occur during recognized sleep hours for residences or on days that residents are most sensitive to exterior noise (Sundays and holidays). As such, while an increase in ambient noise levels could occur from the construction activities associated with the currently proposed project, an adverse effect on the nearby residents would not occur because construction noise is not restricted pursuant to the Municipal Code as long as it occurs during permitted hours. Implementation of mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would further reduce this impact to less than significant. In addition, similar to the project analyzed in the certified EIR, there would be no temporary or periodic noise increases to on- or off-site receptors due to operation of the proposed project.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to a temporary or periodic increase in ambient noise levels in the project vicinity. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 3, 15)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: As identified in the certified EIR, the project site is not located within 2 miles of a public airport, public use airport, or private airstrip. There are no private airstrips in the nearby vicinity; however there is an existing helipad 1.47 miles north of the proposed project site on the rooftop of the fifteen-story office tower at the southwest corner of Beach Boulevard and Warner Avenue. A helipad is a designated area, including buildings or facilities, intended to be used for the landing and takeoff of helicopters. However, the existence of such a facility does not necessarily represent an impending impact for residents. Further, the existing helipad has not been used in over three years and the currently proposed project for that site would not alter the helipad use. Therefore, the currently proposed project would not expose people to excessive noise from airports. No impact would occur and no additional environmental review is required.

- 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: see above)
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Discussion: See e) above.

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: 15)
-

Discussion: Public Services were analyzed in section 4.11 of EIR No. 10-004. As noted above (Section II. Population and Housing), development of 274 residential units would result in a new residential population of approximately 732 persons at the site. All development plans prepared for the currently proposed project would be reviewed by the Huntington Beach Fire Department prior to construction to ensure that adequate fire flows would be maintained. Compliance with all required policies, rules, and regulations would ensure that the currently proposed project would not require any new or physically altered fire facilities to maintain adequate response times and staffing, the construction of which could result in significant environmental impacts. In addition, implementation of mitigation measure BECSP MM4.11-1 would ensure that the HBFD receives adequate staffing and/or equipment to maintain acceptable levels of service.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to acceptable levels of HBFD service in the project vicinity. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Police Protection? (Sources: 15)
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Discussion: As noted in the certified EIR, the Huntington Beach Police Department has 235 sworn officers

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

and currently employs a total of 215 sworn officers, currently protecting 203,484 residents in the City. The currently proposed project could result in up to 732 new residents. As analyzed in the certified EIR, and using the worst-case population increase scenario, the additional 732 residents generated by the currently proposed project is not expected to notably affect Huntington Beach Police Department resources given that general fund monies from increased property tax revenue associated with development as well as other fee revenues (i.e., building permit fees) may be used to augment equipment levels. Further, implementation of mitigation measure BECSP MM4.11-1 would ensure that adequate staffing levels are maintained. Therefore, persons on site or elsewhere in the City would not be exposed to increased risks as a result of the currently proposed project.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to acceptable levels of Huntington Beach Police Department service in the project vicinity. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- c) Schools? (Sources: 15)

Discussion: As discussed in the certified EIR, the project site would be served by the HBUHSD and the HBCSD. Based on a student generation rate of 0.1624 students per housing unit for elementary school students, 0.0812 students per housing unit for middle school students, and 0.1367 students per housing unit for high school student, as noted in the analysis of Alternative 3, the currently proposed project would generate approximately 46 elementary school students, 22 middle school students, and 38 high school students for a total of 106 students. As such, direct population growth resulting from the currently proposed project would not have an impact on the capacity of Huntington Beach High School and Perry Elementary School, as these schools are not currently overcrowded and could accommodate students generated by this currently proposed project but would contribute to existing overcrowded conditions at Dwyer Middle School. This impact would be addressed through with implementation of code requirement CR4.11-1 and CR4.11-3, which requires the payment of school impact fees. Accordingly, development of the currently proposed project would not require any new or physically altered school facilities to serve the currently proposed project, the construction of which could result in significant environmental impacts. This impact would be less than significant and no additional environmental review is required.

- d) Parks? (Sources: 1, 15)

Discussion: As noted in the certified EIR, policy RCS 2.1.1 of the City's General Plan requires that the City's park to population ratio is maintained at 5 acres of public parks (which includes beaches). Based on the DOF's 2010 population estimate for the City of Huntington Beach of 203,484 residents, the City currently has a ratio of approximately 4.9 acres of parkland per 1,000 persons, which is slightly under the established park standard. With implementation of the currently proposed project, the City's estimated 2010 population would be increased by 732 residents, for a total of 204,216 residents. Although the currently proposed project, similar to the project and Alternative 3 as analyzed in the certified EIR, would result in direct population growth, the City's existing parkland to population ratio would not be significantly reduced and would remain at 4.9 acres per 1,000 residents. Additionally, compliance with BECSP Section 2.6 and compliance with Chapter 254.08 of the City's Zoning and Subdivision Ordinance (BECSP CR4.12-1), would reduce potential impacts to recreation and would ensure that requirements of the BECSP and the General Plan are satisfied. Therefore, the currently proposed project would not result in the increased use of existing parks such that substantial physical

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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deterioration would occur or be accelerated. This impact is considered less than significant and no additional environmental review is required.

- e) Other public facilities or governmental services?
(Sources: 15)

Discussion: The currently proposed project would place a higher demand on services provided by the Huntington Beach Library System, similar to the project and Alternative 3 as analyzed in the certified EIR. The currently proposed project would contribute to the current condition of the City's library system being severely under staffed and staffing would need to be increased to meet current professional service standards for both current and new residents. Implementation of code requirement CR4.11-3 would be required to ensure that these additional residents would not notably affect the current ratio of staff per resident. Library service impacts would be less than significant and no additional environmental review is required.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
(Sources: 15)

Discussion: Utilities and Service Systems were analyzed in section 4.14 of EIR No. 10-004. The NPDES permit system requires that all existing and future municipal and industrial discharges to surface waters within the City be subject to specific discharge requirements. Similar to the project and Alternative 3 as analyzed in the certified EIR, the currently proposed project would not result in the discharge of wastewater to any surface water. Instead, operational discharges will be sent to the project's sewer system, which would ultimately be treated at one or more of the OCSD wastewater treatment plants. The OCSD wastewater treatment plants are required to comply with their associated waste discharge requirements (WDRs). WDRs set the levels of pollutants allowable in water discharged from a facility. Compliance with any applicable WDRs, as monitored and enforced by the OCSD, would ensure that the currently proposed project would not exceed the applicable wastewater treatment requirements of the SARWQCB with respect to discharges to the sewer system. This would result in a less than significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to wastewater treatment requirements. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15, 18)

Discussion: The currently proposed project, similar to Alternative 3 as analyzed in the certified EIR, would result in a water demand of 56,075 gallons per day (gpd), as shown in Table U-1 (Water Demand for Proposed Project), an increase compared to the project analyzed in the certified EIR, which generates 29,525 gpd. As noted in the certified EIR, the Diemer Filtration Plant has an operating capacity of 520 million gallons per day

ISSUES (and Supporting Information Sources):

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

(mgd) and treats approximately 213 mgd, while the Jensen Filtration Plant currently has an operating capacity of 750 mgd and treats approximately 420 mgd. If the imported water demand of the currently proposed project was treated solely at either Filtration Plant, this increase would represent less than 1 percent of the remaining capacities of either facility. The development of the currently proposed project would not directly result in the construction of new treatment facilities or expanded water treatment facilities. Therefore, this is considered a less than significant impact.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the construction of new water or wastewater treatment facilities or expansion of existing facilities. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

Table U-1 Water Demand for Currently Proposed Project

Land Use	Generation Rates	Currently Proposed Project	
		Units	Total Demand
Residential	200 gpd/du	274 units	0.084 afy (54,800 gpd)
Retail	0.15 gpd/sf	8,500 sf	0.008 afy (1,275 gpd)
Total		—	56,075 gpd (0.056mgd) (62.81 afy)

Source: PBS&J, Water Supply Assessment, August 2009

- 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: 15, 18)

Discussion: Incorporation of on-site attenuation and detention system into project design, as described above and as recommended in the Hydrology Study prepared for the currently proposed project, would mitigate the increased runoff and subsequently the proposed site runoff will conform to the current capacity of the existing downstream storm drain system. As a result, the currently proposed project would not require or result in the construction of new storm water drainage facilities. This would be a less than significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to the construction of new storm water drainage facilities or expansion of existing facilities. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 15)

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: As discussed in the certified EIR, development of the currently proposed project would result in an increased demand for municipal water services compared to existing conditions. The City would be able to provide a reliable source of water to accommodate its existing users and the additional demand on water supplies created by the currently proposed project for the 20-year projection. The City's conservation programs coupled with increased groundwater would improve water supply reliability. In addition, implementation of mitigation measure BECSP MM4.14-1 would serve to reduce the municipal water demand from the currently proposed project. Therefore this impact would be less than significant. The project Applicant shall submit building plans for approval to the City of Huntington Beach to incorporate the project conditions to ensure that conservation and efficient water use practices are implemented.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to adequate wastewater treatment capacity. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to available water supplies. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- 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: 15)

Discussion: The currently proposed project would include the development of 274 residential units and approximately 8,500 sf of commercial space. As shown in Table U-2 (Wastewater Generated from Currently Proposed Project), originally analyzed for Alternative 3 in the certified EIR, the currently proposed project would generate approximately 70,200 gpd (0.07 mgd) of wastewater that would be transported by the City's sewer system.

Table U-2 Wastewater Generated by Currently Proposed Project

Land use	Quantity	Duty Factor	Estimated Flow
Residential	274 du	250 gpd/du	68,500 gpd
Commercial	8,500 sf	0.2 gpd/sf	1,700 gpd
Total	—	—	70,200 gpd (0.07mgd) (78.63 afy)

Source: City of Huntington Beach, Beach and Edinger Corridor Specific Plan EIR, Section 4.14, 2009.

The project developer would be responsible for constructing local mains and extensions to serve the currently proposed project. Prior to allowing additional connections to the sewer lines, the capacity of the existing sewers would need to be confirmed and a sewer study would be needed at the time of development to determine if the existing sewer lines need to be upgraded to accommodate the currently proposed project's

ISSUES (and Supporting Information Sources):

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

sewer flow. The currently proposed project would be required to implement code requirements BECSP CR4.14-1 and BECSP CR4.14-2. In addition, any development connecting directly or indirectly to the OCSO sewer system is required to pay a connection fee in accordance with the OCSO Connection Fee Master Ordinance. The Connection Fee Program ensures that all users pay their fair share of any necessary expansion of the system, including expansion to wastewater treatment facilities. These fees are considered full mitigation under CEQA for potential impacts resulting from project development.

Construction of the wastewater collection systems for the currently proposed project would adhere to existing laws and regulations, and the infrastructure would be sized appropriately for the project. Similar to the project and Alternative 3 as analyzed in the certified EIR, individual water and wastewater connections would occur as part of the currently proposed project. In addition, code requirements BECSP CR4.14-1 and BECSP CR4.14-2 would ensure that proper sewer connections are provided for at the project site. Therefore, this impact is considered less than significant.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 15)

Discussion: The currently proposed project would increase the overall amount of solid waste generated at the project site. Similar to Alternative 3 in the certified EIR, the currently proposed project is estimated to produce approximately 1,147 pounds per day and approximately 418,655 pounds per year of solid waste. As noted in the analysis of Alternative 3, this translates to a generation rate of approximately 0.57 ton of solid waste per day and 209.33 tons of solid waste per year as shown in Table U-3 (Waste Generated from Proposed Project). Rainbow Disposal is the exclusive hauler of all solid waste for the City of Huntington Beach. Rainbow Disposal's Transfer Station has a design capacity of 2,800 tons per day, and current utilization ranges between 53 and 71 percent. For purposes of this analysis, and assuming a worst-case scenario of 71 percent current utilization, the daily solid waste contribution to this transfer station would be less than 0.1 percent at approximately 0.0001 percent of its entire design capacity, similar to Alternative 3. Utilization of the transfer station would remain at 71 percent.

Table U-3 Waste Generated from Currently Proposed Project

Land Use	Solid Waste Generation Rates (lbs/unit/day)	Proposed Project	
		Units	Waste Generated (lbs/day)
Residential (medium-high density)	4 lbs/dwelling unit/day	274 du	1,096 lbs/day
Commercial	0.006 lbs/sf/day	8,500 sf	51 lbs/day
Total			1,147 lbs/day (0.57 tons/day) 418,655 lbs/yr (209.33 tons/yr)

Source: California Integrated Waste Management Board, Estimated Solid Waste Generation Rates.

As discussed in the certified EIR, there are three landfills (Frank R. Bowerman Landfill in Irvine; Olinda Alpha Landfill in Brea; and Prima Deshecha Landfill in San Juan Capistrano) that could serve the project site, which have a design capacity of 8,500, 4,000, and 8,000 tons per day, respectively. Based on landfill capacity, the solid waste contribution of 0.57 tons per day to any of the three landfills that serve the project site is less than 1 percent of their allowed daily capacity. This would result in a less than significant impact.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to landfill capacity. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 15)

Discussion: The City is required by state law to recycle at least 50 percent of all trash generated. As noted in the certified EIR, Huntington Beach recycled over 71 percent of its residential waste stream in 2006, which represents the most recent data available that has been approved by the CIWMB. Both residential and commercial refuse is sorted for recyclables. Additionally, construction and demolition projects generate a high volume of recyclable material that is recycled to the greatest extent feasible. The currently proposed project would be in compliance with federal, state, and local statutes and regulation regulated to solid waste and would result in no impact and no additional environmental review is required.

- h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: see above)

Discussion: Refer to Section IV item a) above. Implementation of treatment control water qualities BMPs will pre-treat/treat urbanized runoff from the project site and minimize the currently proposed project's pollution impact to levels acceptable to the state and local jurisdictions. A less than significant impact would occur and no additional environmental review is required.

XIII. AESTHETICS. Would the project:

- a) Have a substantial adverse effect on a scenic vista? (Sources: 2, 3, 15)

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: Aesthetics were analyzed in section 4.1 of EIR No. 10-004. The project site is currently developed with the Town and Country Plaza, a restaurant and a gas station in a highly urbanized portion of the City. As noted in the certified EIR, no scenic resources are located on the project site. As such, development of the currently proposed project would not result in the removal, alteration, or demolition of a scenic resource that contributes to the quality of a scenic vista. Due to the flat topography of the project site and surrounding area, and the distance of the project site from the coast (2.4 miles), there are no scenic vistas visible from the project site or from public vantage points in the vicinity of the project site. As such, development of the currently proposed project, similar to the project and Alternative 3 as analyzed in the certified EIR, would not obstruct views of a scenic resource and would therefore not result in changes to a scenic vista. Therefore, implementation of the currently proposed project would not have an adverse effect on a scenic vista. This impact is considered less than significant.

Compared with the original project and Alternative 3, there are no changes in construction or project design for the currently proposed project that would result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to scenic vistas. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1, 3, 15)

Discussion: The California Department of Transportation designates scenic highway corridors. As noted in the certified EIR, the project site is not located within a state scenic highway; nor is the project site visible from any (officially designated or eligible) scenic highway. The nearest eligible scenic highway is Pacific Coast Highway, located approximately 2.4 miles southwest of the site. However, Pacific Coast Highway is not designated in this area at this time. It should be noted that Beach Blvd. is identified within the Huntington Beach General Plan, Urban Design Element, as an Image Corridor. In addition, in the Circulation Element identifies Beach Blvd. at this location as a Major Urban Scenic Corridor. However, the project site is currently developed, does not contain rock outcroppings or historic buildings. A less than impact would occur and no additional environmental review is required.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 4, 15, 16)

Discussion: Similar to the project and Alternative 3 as analyzed in the certified EIR, the currently proposed project would be designed in compliance with Town Center Neighborhood development standards included in BECSP Section 2.1.4 (Town Center Neighborhood). Development standards relating to the visual quality and character of the currently proposed project would include regulations for building scale, frontage and building placement, streets, open space, architecture and signage.

Development under the currently proposed project, and Alternative 3, would be more substantial as seen from both Beach Boulevard and Ellis Avenue, compared to the project analyzed in the certified EIR. Development along Beach Boulevard and the northeastern corner along Ellis would be four stories in height, while the

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

remainder of development on the site would be six stories in height. Building heights would be consistent with BECSP Section 2.3.1 (Building Height), which establishes a minimum building height of two stories and maximum building height of six stories on the site. In addition, the building height is limited to 4 stories directly across from residential, graduating to a maximum height of six stories in order to be consistent with BECSP Section 2.3.2 (Special Building Height Limits), which establishes special building height limits for development along Ellis Avenue or located adjacent to, or across from, housing. This differs from Alternative 3, which is not compliant with BECSP Section 2.3.2. Under Alternative 3, the height of the building would not be limited for a distance of 65 feet from the back of sidewalk where development is located across from housing on Ellis Avenue and would exceed the maximum permitted height where development is adjacent to housing.

The currently proposed project would include an internal open space area that would be covered in shadow for a large portion of the day due to orientation of the buildings. However, these shadows would not decrease the utility of the public open space.

All buildings would be built to the back of the sidewalk with uses along Beach Boulevard and Ellis Avenue fronting these roadways, as required by BECSP Section 2.4 (Frontage and Building Placement Regulations) and building frontages would be designed in compliance with BECSP Section 2.4.2 (Private Frontage Types). Compliance with BECSP Section 2.5 (Street Regulations) would ensure that adjacent streets are improved to enhance the connectivity of the community and create a safe and attractive streetscape environment. Compliance with these development standards would ensure that the currently proposed project would be visually consistent with the BECSP's vision for the Five Points District and would be visually compatible with adjacent residential and commercial uses.

Any inconsistencies between the design of the currently proposed project and the BECSP Development Code would be addressed during the site plan review process, and revisions to the design of the currently proposed project may be made in an effort to achieve consistency with the BECSP guidelines. As such, approval of the currently proposed project's site plan review would ensure that implementation of the currently proposed project would not degrade the existing visual character and quality of the project site and the surrounding area. Rather, implementation of the currently proposed project would help to achieve the transformation of the underutilized character of the site to a vibrant, aesthetically pleasing mixed use project, consistent with the BECSP vision for the Town Center Neighborhood. Therefore, the currently proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings and this impact would be less than significant.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to the existing visual character. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 4, 15, 16)

Discussion: As discussed in the certified EIR, due to the urbanized nature of the surrounding area, a significant amount of ambient nighttime light currently exists, reducing the views of stars and affecting views of the nighttime sky. Streetlights and headlights along adjacent roadways, including Beach Boulevard and Ellis

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

Avenue, provide a significant amount of existing ambient light surrounding the project site. Nearby commercial uses on Beach Boulevard also provide substantial amounts of exterior lighting for security and way finding. Similar to the project and Alternative 3 as analyzed in the certified EIR, the currently proposed project would introduce additional nighttime lighting sources directly onto the project site and the immediately surrounding area, including exterior building lighting for security and way finding, vehicle headlights entering and exiting the project site, and interior building illumination. Consequently, surrounding uses could be exposed to exterior lighting associated with the proposed buildings, streets, and open space. However, BECSP Section 2.6.8(5)(a) requires that lighting fixtures are directed downward from the horizontal plane of the light source to preserve a dark sky and prevent unnecessary light pollution, and requires that lighting and planting plans for public and private frontage areas be visually and aesthetically coordinated. Furthermore, BECSP Section 2.6.8(5)(d) requires specific luminaire types that would prevent light spill-over, and provide for an efficient distribution of lighting. Conformance with the BECSP would ensure that nighttime light produced by required exterior lighting would be consistent with nighttime lighting conditions of the project area and would not result in impacts to adjacent light-sensitive receptors.

The currently proposed building would be a maximum of six stories. Generally, buildings three or more stories in height have the potential to include large building faces with reflective surfaces (e.g., brightly colored building façades, reflective glass) that could create daytime glare. However, mitigation measure BECSP MM4.1-2 requires that new structures are designed to maximize the use of non-reflective facade treatments, and BECSP Section 2.8.2(2)(c) requires that buildings utilize light colored roofs to reduce glare. As such, compliance with mitigation measure BECSP MM4.1-2 would ensure that impacts related to daytime glare would be reduced by managing the reflective properties of the building materials employed, such as glass, metal, or finished concrete. Impacts from light and glare would be less than significant.

Compared with the original project and Alternative 3, there are no changes in construction or project design for the currently proposed project that would result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to light or glare. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

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: 15, 19)

Discussion: Cultural Resources were analyzed in section 4.4 of EIR No. 10-004. According to the historic resources study prepared for the BECSP area, as discussed in the certified EIR, of which the project site is a part, there are no recorded historic resources on the project site or in the immediate vicinity. In addition, since all three structures occupying the project site were built in 1965, making them at least 45 years in age, a cultural resource professional who meets the Secretary of the Interior’s Professional Qualifications Standards for Architectural History was retained to determine if the currently proposed project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. The Historic Resource Assessment determined that the currently proposed project would not result in a significant impact to historic resources. There would be no impact and no additional environmental review is required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 15)

Discussion: As part of the analysis prepared for the BECSP EIR, and discussed in EIR No. 10-004, with respect to archaeological resources, a records search was conducted by the South Central Coastal Information Center (SCCIC) of the BECSP area. This search indicated that archaeological resources are present within the BECSP area, though not on the project site. These sites have likely been destroyed or capped since they were first discovered. In addition, the NAHC identified the presence of Native American cultural resources in the immediate BECSP area and noted that the general area was considered sensitive for cultural resources. Finally, representatives from the Gabrieliño Tongva Nation contacted PBS&J to express their concerns about the sensitivity of the BECSP area for Native American resources and burial grounds. Therefore, the BECSP area is considered to be sensitive for the presence of Native American cultural resources, including human remains. However, because the project site has been previously disturbed and is considered to be entirely developed, and the records search conducted by the SCCIC did not identify archeological resources on the project site, archaeological resources are not likely to be encountered as a result of the currently proposed project and mitigation measure BECSP MM4.4-2(a) would not be applicable. However, earthmoving activities could result in the uncovering of previously unidentified resources. Incorporation of mitigation measure BECSP MM4.4-2(b) would reduce any impacts from this occurrence to a less than significant level.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to archaeological resources. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 15)

Discussion: As noted in the certified EIR, according to a paleontological records search performed by the Natural History Museum of Los Angeles County in September 2008 for the BECSP area, no previously recorded paleontological resources are located within the BECSP area, including the proposed project site. However, the search did identify several paleontological resources in the BECSP vicinity, as well as soils that often contain vertebrate and invertebrate fossils. As such, the BECSP EIR concluded that the entire plan area, including the project site is considered sensitive for paleontological resources. In compliance with mitigation measure BECSP MM4.4-3(a), a records search for the project site was conducted for EIR No. 10-004, and turned up negative for the presence of paleontological resources on the project site. However, because of the area's sensitivity, the currently proposed project is required to comply with mitigation measure BECSP MM4.4-3(b) in the event that a previously unidentified unique paleontological resource or geological feature is discovered during ground disturbing activities. As such, the currently proposed project would result in a less than significant impact to paleontological resources.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to paleontological resources. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 15)

Discussion: As mentioned above, and as discussed in EIR No. 10-004, the BECSP area is considered to be sensitive for the presence of Native American cultural resources, including human remains. However, because the proposed project site has been previously disturbed and is considered to be entirely developed, human remains are not likely to be encountered as a result of the currently proposed project. However, mitigation measure BECSP MM4.4-2(b) will be implemented. As such, the currently proposed project would result in a less than significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to human remains. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

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:15, 16)

Discussion: Recreation was analyzed in section 4.12 of EIR No. 10-004. Similar to Alternative 3 as analyzed in the certified EIR, the currently proposed project would result in 274 residential units, generating an estimated population of 732 persons. BECSP Section 2.6.1 (Provision of Open Space) requires that open space is provided on the site at a rate 50 sf per 1,000 sf of retail use and dwelling unit. As such, the currently proposed project would be required to provide a total of 14,125 sf of public open space. The currently proposed project would include 27,431 sf of public open space, which exceeds BECSP open space requirements. Public open space would be designed in conformance with BECSP Section 2.6.4, which identifies guidelines for design of the various types of public open space. The currently proposed project would also include 16,507 sf of private open space in the form residential dwelling unit balconies and patios, which exceed the requirement of 16,440 sf. In addition to the provision of open space on the site, the currently proposed project would be subject to code requirement BECSP CR4.12-1 which requires the payment of a park fee pursuant to Chapter 230.20 of the City's Zoning and Subdivision Ordinance. Compliance with code requirement BECSP CR4.12-1 and the BECSP would ensure that recreational impacts would be less than significant.

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified less than significant effects related to the use of existing neighborhood, community and regional parks or other recreational facilities. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Does the project include recreational facilities or require

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: see above)

Discussion: See a) above.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Affect existing recreational opportunities? (Sources: 15, 16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See a) above. In addition, implementation of the currently proposed project would not directly impact an existing recreation opportunity. Compliance with code requirement BECSP CR4.12-1 and the BECSP would ensure that recreational impacts would be less than significant and no additional environmental review is required.

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

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1, 28) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is designated as Mixed Use-Specific Plan-Design Overlay by the City of Huntington Beach General Plan. No agricultural activities presently occur on site. The site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; and there is no farmland in the immediate vicinity of the project site (FMMP, 2011). Therefore, the currently proposed project would not convert Farmland to non-agricultural use. No impact would result and no additional environmental review is required.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 28) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The currently proposed project would not conflict with agricultural zoning or a Williamson Act contract. There are no Williamson Act contracts applicable to the currently proposed project site; the site is zoned Open Space and contains no agricultural uses. No impact would result and no additional environmental review is required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources: 28) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The currently proposed project site does not contain any forest land or timberland. The site is zoned for Open Space; and although it contains trees and other vegetation, it is not designated as forest land. No impact would result and no additional environmental review is required.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 15)

Discussion: Climate Change was analyzed in section 4.15 of EIR No. 10-004. Similar to the project and Alternative 3 as analyzed in the certified EIR, construction of the currently proposed project would result in GHG emissions due to the operation of heavy construction equipment, worker commute trips, and building supply vendor vehicles. In addition, operation of the currently proposed project would result in GHG emissions as a result of direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation.

As analyzed in Alternative 3, Table GHG-1 (Estimated Annual Emissions) summarizes the estimated annual GHG emissions for the currently proposed project. In order to calculate service population, employment was estimated using SCAG's value for retail employment density, 325 sf/employee, and resident population was estimated using the 2.67 persons/household estimate from the City. This amounts to 26 retail employees and 732 residents for a total service population of 758.

Table GHG-1 Estimated Annual Emissions for Currently Proposed Project

Emission Source	Metric Tons CO ₂ e
Amortized Construction	57.29
Area Source	7.0
Energy	382.6
Mobile	1,843.7
Solid Waste	30.7
Water Use	73.4
Total	2,394.6
Service Population (SP)	758
Operational MT CO ₂ e/SP	3.16
SCAQMD Draft Threshold MT CO ₂ e/SP	4.80
Significant?	No

Source: CalEEMod 2011.1.1 was used to determine all emissions

Implementation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9, which are consistent with strategies recommended by the CCAT, CAPCOA, and the California Attorney General, would reduce impacts associated with GHG emissions of the proposed project to less than significant levels.

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

The currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to greenhouse gas emissions. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 15)

Discussion: Since the estimated emissions per service population would be below the SCAQMD draft threshold for GHG emissions, this impact would be considered less than significant and no additional environmental review is required.

XVIII. 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: see above)

Discussion: Similar to the project and Alternative 3 as analyzed in the certified EIR, the currently proposed project would not have the potential to substantially degrade the quality of the environment; reduce habitat of fish or wildlife, species; threaten plant or animal communities; or reduce the number or restrict range of rare plants or animals. The project site is in a highly developed urban area that does not contain habitat for any species identified as a candidate, sensitive, or special status species. The project site is dominated by ruderal vegetation. There would be no impact and no additional environmental review is required.

- 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: see above)

Discussion: Similar to the project and Alternative 3 as analyzed in the certified EIR, development of the currently proposed project would result in the following traffic related cumulative impacts under 2030 conditions:

1. Operation of the currently proposed project would cumulatively contribute to an unacceptable Level of Service at two City intersections: Brookhurst Street at Adams Avenue and Beach Boulevard at Bolsa

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Avenue. Even with implementation of mitigation measures BECSP MM4.13-3 through BECSP MM4.13-9 and BECSP MM4.13-12, the Brookhurst Street at Adams Avenue intersection would remain at LOS E in the AM peak hour and the Beach Boulevard at Bolsa Avenue intersection would remain at LOS F in the PM peak hour. At both of these intersections, with the incorporation of mitigation measures, the impact to the intersection would be mitigated to a less than significant level, even though the LOS would not be considered acceptable. However, while these intersections are located within the cumulative study area of the BECSP, they are outside City jurisdiction to ensure mitigation completion. Therefore, the impact would be potentially significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to impacts that are individually limited, but cumulatively considerable. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required

2. Operation of the currently proposed project would cumulatively contribute to an increase in delay at two Caltrans intersections and would increase traffic to the I-405 northbound loop ramp, which is currently deficient. The BECSP area would contribute traffic to the I-405 northbound loop ramp from Beach Boulevard, as well as the regional freeway system, which are both projected to have deficiencies in 2030. For a deficient Caltrans intersection, any increase in delay due to the project is considered a significant impact. The 2030 results show two locations in the BECSP area with impacts, both of which were identified in the intersection capacity utilization analysis as part of the BECSP environmental analysis: Beach Boulevard at Warner Avenue and Beach Boulevard at Garfield Avenue. Therefore, the currently proposed project would contribute to a deficient system for which there is no feasible mitigation to reduce impacts. Further, as these are under Caltrans jurisdiction, the City does not have jurisdiction to ensure mitigation completion. Therefore, the impact would be potentially significant.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to impacts that are individually limited, but cumulatively considerable. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required

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

Discussion: Similar to the project and Alternative 3 as analyzed in the certified EIR, the currently proposed project could potentially result in environmental effects that may cause adverse effects on human beings with regard to the environmental areas discussed in this Environmental Assessment Checklist. However, all of these impacts, except Air Quality, would be reduced to a less than significant level with the incorporation of the Mitigation Measures included in this Environmental Assessment Checklist. Construction of the currently proposed project would violate an air quality standard as it would result in emissions that exceed the SCAQMD threshold of significance for VOC. This is a potentially significant impact.

The currently proposed project would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to environmental effects which will

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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cause substantial adverse effects on human beings, either directly or indirectly. Consequently, revisions to the Certified EIR are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Thus, no additional environmental review is required.

XIX. EARLIER ANALYSIS/SOURCE LIST.

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

Earlier Documents Prepared and Utilized in this Analysis:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	Project Vicinity Map	City of Huntington Beach Planning and Building Dept., 2000 Main St.
4	Site Plan	"
5	Elevations	"
6	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
7	FEMA Flood Insurance Rate Map (2004)	"
8	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	"
9	City of Huntington Beach CEQA Procedure Handbook	"
10	Trip Generation Handbook, 7 th Edition, Institute of Traffic Engineers	"
11	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	"
12	State Seismic Hazard Zones Map	"
13	Hazardous Waste and Substances Sites List	www.calepa.gov/sitecleanup/cortese
14	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
				Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm
15	Beach & Ellis Mixed Use Project EIR No. 10-004 (November, 2011)			http://www.huntingtonbeachca.gov/government/departments/Planning/major/BeachEllis.cfm
16	Beach & Edinger Corridors Specific Plan (Mar. 2010)			http://www.huntingtonbeachca.gov/Government/Departments/planning/major/beachEdinger.cfm
17	Preliminary Water Quality Management Plan			City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
18	Preliminary Hydrology Report			City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
19	Historic Resource Assessment for 18502 and 18510 to 18552 (Jan.-Feb. 2012)			City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
20	Beach & Edinger Corridors Specific Plan EIR (Nov. 2009)			http://www.huntingtonbeachca.gov/Government/Departments/planning/major/beachEdinger.cfm
21	SCAQMD Air Quality Management Plan (2007)			http://www.aqmd.gov/aqmp/07aqmp/index.html
22	SCAG Regional Comprehensive Plan and Guide (2008)			http://www.scag.ca.gov/rcp/index.htm
23	California Geological Survey			www.consrv.ca.gov/cgs/
24	Code of Federal Regulations			www.gpoaccess.gov/cfr/
25	California Code of Regulations			http://government.westlaw.com/linkedslice/default.asp?Action=TOC&RS=GVT1.0&VR=2.0&SP=CCR-1000
26	Phase I Environmental Assessment for 18502 and 18510 to 18552 Beach Blvd. (Jan. 2007)			City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
27	Phase II Investigation Report for 18510 Beach Blvd. (Feb. 2008)			City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
28	Farmland Mapping and Monitoring Program			ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/
29	Supplemental Traffic & Access Analysis For a Mixed-Use Project (May 2012)			City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach
30	Beach Blvd. Mixed Use Development Noise Analysis (Apr. 2012)			City of Huntington Beach Planning and Building Dept., 2000 Main St. Huntington Beach

**BEACH & ELLIS MIXED USE PROJECT
FINDINGS OF FACT
SITE PLAN REVIEW NO. 12-01**

INTRODUCTION

This document presents the potential impacts that were identified in the Environmental Assessment/Initial Study Checklist (EA) for the currently proposed project as well as the previously approved EIR (EIR No. 10-004) for the project site and the findings that are required in accordance with Section 15091 of the CEQA Guidelines.

The City prepared an EA to evaluate the proposed project and determine whether there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent or supplemental EIR or an addendum to the EIR and if the City-certified CEQA documents, including mitigation measures, are still adequate for the currently proposed project.

According to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, a subsequent EIR is not required for the proposed project unless the City determines on the basis of substantial evidence that one or more of the following conditions are met:

1. Substantial changes are proposed in the Project that require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;
2. Substantial changes have occurred with respect to circumstances under which the Project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known with exercise of reasonable diligence at the time the previous EIR was certified, shows any of the following:
 - a. The Project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than identified in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the Project proponent declines to adopt the mitigation measures or alternatives; or
 - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the Project proponent declines to adopt the mitigation measures or alternatives.

According to the State CEQA Guidelines, Section 15163, if any of the conditions noted above are present but only minor additions or changes would be necessary to make the previous EIR adequate to apply to the proposed project in the changed situation, a supplemental EIR may be prepared.

Section 15164 of State CEQA Guidelines states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Thus, if none of the above conditions are met, the City may not require preparation of a subsequent or supplemental EIR. Rather, the City can decide that no further environmental documentation is necessary or can require that an Addendum be prepared. In this regard, the City finds that no additional environmental documentation is necessary. The rationale and the facts for this finding are provided in the body of the EA.

As analyzed in the EA, the currently proposed project, which is nearly identical to EIR No. 10-004 Alternative 3, would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects. In addition, none of the changes in the proposed project result in an increase in significance for any of the impacts that have been analyzed.

Consequently, revisions to Certified EIR No. 10-004 are not required and none of the other conditions listed in Section 15162(a) that would require the preparation of a subsequent EIR have occurred. Therefore, based on the analysis contained in EA, previously certified EIR No. 10-004 is the appropriate level of analysis for the proposed revisions to the project. This conclusion is based on the findings contained in the EA that have determined that the proposed project does not cause any additional environmental impacts beyond those disclosed and addressed in the previously certified EIR. Thus, no additional environmental review is required.

The approval of Site Plan Review No. 12-01 is further covered by the Statement of Overriding Considerations adopted in conjunction with the Beach Edinger Corridor Specific Plan and EIR pursuant to Section 21094(a)(2) of the CEQA Statute. Based on the environmental analysis for the project, the project's significant impacts on the environment are not greater than or different from those identified in the prior environmental impact report for the Specific Plan, which was certified less than three years ago. Indeed, the EA documents that potentially significant and unavoidable impacts for the proposed project would be less than what was contemplated in the adopted Statement of Overriding Considerations. All applicable mitigation measures identified by the prior environmental impact report have been incorporated into the currently proposed project and there are no changes to the feasibility of the previously identified mitigation measures or previously evaluated alternatives. Finally, the previously approved Statement of Overriding Considerations was not based on a determination that mitigation measures should be identified and approved in a subsequent environmental review.

In accordance with Section 15091 of the CEQA Guidelines, the possible findings for each significant and/or potentially significant adverse impact as identified in the EA are as follows:

- (a) Changes or alterations have been required in, or incorporated into the project which avoid, substantially lessen, or reduce the magnitude of the significant environmental effect as identified in the EIR ("Finding 1").
- (b) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the findings. Such changes have been adopted by such other agency or can and should be adopted by such other agency ("Finding 2").
- (c) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives in the EIR ("Finding 3").

[REDACTED]

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or substantially reduce significant environmental impacts that would otherwise occur as a result of a project. Project modification or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with some other agency (CEQA Guidelines §15091(a)(3)). Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” (See also *Citizens of Goleta Valley v. Board of Supervisors* [Goleta II] [1990] 52 Cal.3d 553, 565 [276 Cal. Rptr. 410].)

This document presents the City of Huntington Beach findings as required by CEQA, cites substantial evidence in the record in support of each of the findings, and presents an explanation to supply the logical step between the finding and the facts in the record (State CEQA Guidelines §15091). Additional facts that support the findings are set forth in the Environmental Assessment for the currently proposed project as well as the previously approved EIR (EIR No. 10-004).

Table 1 (CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment) summarizes the potentially significant impacts of the currently proposed project in the Environmental Assessment that were reduced to less-than-significant levels with mitigation as well as the project-level and cumulative significant impacts. The currently proposed project would allow for development of 274 apartment dwelling units and 8,500-sf of commercial uses.

Table 1 CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

Impact Statement	Impact Summary	Findings
Aesthetics		
Impact XIII (d) Implementation of the currently proposed project would introduce new sources of light and glare into the project vicinity that could adversely affect day or nighttime views in the area. However, with implementation of mitigation measures, this impact is considered less than significant.	<p>The currently proposed project has heights that range from three to six stories. Buildings generally three or more stories in height have the potential to include large building faces that could introduce reflective surfaces that could increase existing levels of daytime glare. The currently proposed project could, therefore, serve as a new source of light and glare in the area, and impacts would be potentially significant. However, implementation of mitigation measure BECSP MM4.1-2 would reduce impacts to a less-than-significant level.</p> <p>The provision of non-reflective façade treatments for new structures would ensure that impacts related to daytime glare would be reduced to a less-than-significant level by reducing the reflective properties of the building materials employed, such as glass, metal, or finished concrete.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact XIII (d) to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.1-2.</p>
Air Quality		
Impact V (a) Implementation of the currently proposed project could violate an air quality standard and contribute substantially to an existing or projected air quality violation for criteria air pollutants. Even with mitigation measures, this impact is considered significant and unavoidable.	<p>Construction of the currently proposed project would generate emissions that exceed the thresholds of significance recommended by the SCAQMD for VOC, a criteria pollutant. Implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 would reduce construction-related emissions however, they may not reduce these emissions to levels below the SCAQMD thresholds. No further feasible mitigation measures are available and this impact would be considered significant and unavoidable.</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures and compliance with applicable requirements, construction emissions of the currently proposed project could result in an exceedance of established thresholds for daily construction emissions. No mitigation measures in addition to BECSP MM4.2-1 through BECSP MM4.2-14 are feasible to reduce construction air quality impacts.</p>
Impact V (b) Implementation of the currently proposed project could expose sensitive receptors to substantial pollutant concentrations. With incorporation of mitigation measures, this impact is considered less than significant.	<p>For the purposes of this analysis, the nearest existing sensitive receptors to the project site would be the existing SRO units along Ellis Avenue immediately adjacent and to the east of the project site, and the single-family properties along Ellis Avenue to the north of the proposed project site, located approximately 75 feet from the project site's property line.</p> <p>With the implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-11 and Project MM4.2-15, emissions will be reduced during construction. Therefore, with mitigation, impacts to localized sensitive receptors will be less than significant during construction.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact V (b) to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure BECSP MM4.2-1 through BECSP MM4.2-11 and Project MM4.2-15.</p>
Impact V (e) Implementation of the currently proposed project would result in a cumulatively considerable net increase of criteria pollutants for which the proposed project region is in	<p>Construction of the currently proposed project would generate emissions that would exceed the thresholds of significance recommended by the SCAQMD for VOC. Because the South Coast Air Basin is currently in nonattainment for O3 (for which VOC and NOX are precursors) and PM10 under national and state standards, and is in nonattainment</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures and compliance with applicable requirements, construction emissions of the</p>

Table 1 CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

Impact Statement	Impact Summary	Findings
<p>nonattainment under an applicable federal or state ambient air quality standard. This impact is considered significant and unavoidable.</p>	<p>for CO under national standards, projects could cumulatively exceed an air quality standard or contribute to an existing or projected air quality exceedance.</p> <p>Implementation of mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 would reduce VOC emissions, but not to a less than significant level. Therefore, even with mitigation emissions during construction will remain significant and unavoidable and cumulatively considerable.</p>	<p>currently proposed project would result in an exceedance of established thresholds for daily emissions in the cumulative scenario. No feasible mitigation measures in addition to mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 are available.</p>
<p>Cumulative Air Quality</p>	<p>The proposed project would exceed SCAQMD thresholds for the pollutants and precursors of ozone for which the Basin is in nonattainment. Therefore, the currently proposed project would make cumulatively considerable contributions of these pollutants during construction of the currently proposed project. Mitigation measures BECSP MM4.2-1 through BECSP MM4.2-14 will be implemented during construction activities to reduce emissions to the extent feasible but the potential impact will not be reduced to a less-than-significant impact. Therefore, the currently proposed project would result in a significant and unavoidable cumulative air quality impact.</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures, compliance with applicable requirements, and changes to the project, construction and operational emissions of the proposed project would result in an exceedance of established thresholds for daily emissions in the cumulative scenario. No feasible mitigation measures in addition to mitigation measures MM4.2-1 through MM4.2-14 are available.</p>
<p>Biological Resources</p> <p>Impact VII (a) Construction of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on birds protected under the <i>Migratory Bird Treaty Act</i>. However, with mitigation measures, this impact is considered less than significant.</p>	<p>Vegetation on the project site is limited to trees and landscaping associated with the existing commercial uses. Within the parking lot trees located on the project site, there is the potential for birds protected under the MBTA to nest. Prior to any construction activities occurring between February 15 and August 31 annually (breeding season), a nesting bird survey would be conducted as required by mitigation measure BECSP MM4.3-1.</p> <p>In the event that active nests are identified within 250 feet of the construction site, a 100-foot no work buffer would be maintained between the nest and construction activity. Consultation with the CDFG and USFWS is also encouraged. This survey would be submitted to the City of Huntington Beach prior to issuance of a grading permit. As such, implementation of mitigation measure BECSP MM4.3-1 would ensure protection of migratory bird species and habitat through focused surveys and the proposed project would result in a less than significant impact.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact VII (a) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measure BECSP MM4.3-1.</p>
<p>Cultural Resources</p> <p>Impact XIV (b&d) Construction activities associated with implementation of the currently proposed project could cause a substantial adverse change in the significance of an archaeological resource or disturb human remains.</p>	<p>A records search was conducted by the South Central Coastal Information Center (SCCIC) of the BECSP area. This search indicated that archaeological resources are present within the BECSP area, though not on the project site. These sites have likely been destroyed or capped since they were first discovered. In addition, the NAHC identified the presence of Native American cultural resources in the immediate BECSP</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact XIV (b&d) to less-than-significant levels, are hereby incorporated into the project. No additional</p>

Table 1 **CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment**

Impact Statement	Impact Summary	Findings
<p>With incorporation of mitigation measures, this impact is considered less than significant.</p>	<p>area and noted that the general area was considered sensitive for cultural resources. Finally, representatives from the Gabrielfo Tongva Nation contacted PBS&J to express their concerns about the sensitivity of the BECSP area for Native American resources and burial grounds. Therefore, the BECSP area is considered to be sensitive for the presence of Native American cultural resources, including human remains. However, because the project site has been previously disturbed and is considered to be entirely developed, and the records search conducted by the SCCIC did not identify archeological resources on the project site, archaeological resources are not likely to be encountered as a result of the currently proposed project and mitigation measure BECSP MM4.4-2(a) would not be applicable. However, earthmoving activities could result in the uncovering of previously unidentified resources. Incorporation of mitigation measure BECSP MM4.4-2(b) would reduce any impacts from this occurrence to a less than significant level.</p>	<p>mitigation measures are necessary with implementation of mitigation measure MM4.4-2(b).</p>
<p>Impact XIV (c) Construction activities associated with implementation of the currently proposed project could result in the disturbance of paleontological resources. With incorporation of mitigation measures, this impact is considered less than significant.</p>	<p>According to a paleontological records search performed by the Natural History Museum of Los Angeles County in September 2008 for the BECSP area, no previously recorded paleontological resources are located within the BECSP area, including the proposed project site. However, the search did identify several paleontological resources in the BECSP vicinity, as well as soils that often contain vertebrate and invertebrate fossils. As such, the BECSP EIR concluded that the entire plan area, including the project site is considered sensitive for paleontological resources. In compliance with mitigation measure BECSP MM4.4-3(a), a records search for the project site was conducted for EIR No. 10-004, and turned up negative for the presence of paleontological resources on the project site. However, because of the area's sensitivity, the currently proposed project is required to comply with mitigation measure BECSP MM4.4-3(b) in the event that a previously unidentified unique paleontological resource or geological feature is discovered during ground disturbing activities. As such, the currently proposed project would result in a less than significant impact to paleontological resources.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact XIV (c) to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with implementation of mitigation measure MM4.4-3(b).</p>
<p>Geology and Soils Impact III (a) Future development under the currently proposed project could expose people and/or structures to potentially substantial adverse effects, including the risk of loss, injury, or death, involving fault rupture, strong seismic groundshaking, seismic-related ground failure, including liquefaction, and/or landslides. With implementation of mitigation measures and compliance with applicable State and City regulations, this impact is considered less than</p>	<p>According to the Liquefaction Potential map included as Figure EH-7 of the Huntington Beach General Plan, Environmental Hazards Element, the project site is located in area identified as having a low potential for liquefaction. However, based on review of the California Seismic Hazard Zones Newport Beach 7.5-Minute Quadrangle, which identifies the site as not being located within a liquefaction hazard zone, the Preliminary Geotechnical Investigation prepared for the site concluded that the potential for liquefaction and seismic-induced settlement is expected to be very low. Regardless, impacts associated with seismic hazards, including liquefaction, would be addressed through adherence to applicable regulations including the City of Huntington Beach Building Code, which has adopted the 2010 CBC, the Grading and Excavation Code, and</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact III (a) to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure BECSP MM4.5-1.</p>

Table 1 CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

Impact Statement	Impact Summary	Findings
<p>significant.</p>	<p>state requirements pertaining to geologic, soil, and seismic hazards. Additionally, as required by mitigation measure BECSP MM4.5-1, a soils and geotechnical report would be prepared for the proposed project and submitted to the City with the first submittal of a grading plan for the project. The design, grading, and structural recommendations of the final soil and geotechnical report would be incorporated into the currently proposed project's grading plan. In light of the strict regulations in place to control development of structures in a seismically active region, and the incorporation of project-specific design recommendations into project plans, the currently proposed project's impact due to exposure to seismically induced groundshaking, and seismic-related ground failure would be less than significant.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact III (b) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation mitigation measure BECSP MM4.5-1.</p>
<p>Impact III (b) Construction of the currently proposed project could result in substantial soil erosion, loss of top soil, changes in topography or unstable soil conditions. However, with compliance with slope stability, soil stability, and seismic-resistant design standards for structures proposed for human occupancy required by the City of Huntington Beach General Plan, Building Code, and Grading and Excavation Code and implementation of code requirements and mitigation measures, this impact is considered less than significant.</p>	<p>Grading and excavation would expose soil to erosional processes and could result in the loss of topsoil during construction. As part of the project, a site-specific Stormwater Pollution Prevention Plan (mitigation measure PROJECT MM4.5-2), which is part of the NPDES Municipal General Permit, would be prepared. Implementation of Best Management Practices during construction activities as required by the NPDES permit would reduce the potential for soil erosion or the loss of topsoil. Unstable soil conditions would be addressed through compliance with the Grading and Excavation Code and incorporation of the recommendations of the project-specific Geotechnical Engineering Feasibility Report into the currently proposed project's final grading plan, as required by mitigation measure BECSP MM4.5-1. Compliance with applicable requirements would ensure that this impact remain less than significant.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact III (c) to a less-than-significant level, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of code requirement BECSP CR4.5-1 and mitigation measure BECSP MM4.5-1.</p>
<p>Impact III (c) The currently proposed project could be located on a geologic unit 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. However, with compliance with slope and soil stability standards required by the City of Huntington Beach General Plan, Building Code, and Grading and Excavation Code, as well as implementation of code requirements and mitigation measures, this impact is considered less than significant.</p>	<p>According to the Preliminary Geotechnical Evaluation, the groundwater at the site ranges from approximately 30 to 59 feet below existing grades, which is consistent with the historical ground water data for the project that indicates groundwater depths in excess of 30 feet. Based on this depth to groundwater, the Preliminary Geotechnical Evaluation concluded that ground water is not likely to be encountered during foundation construction; however, higher localized and seasonal perched ground water conditions may accumulate below the surface depending on numerous factors including seasonal rainfall, local irrigation, and ground water pumping, among others. Due to the potential for shallow groundwater, dewatering activities could be needed during the excavation (grading and shoring) and subgrade construction (for building foundation) stages of construction. Temporary shoring, dewatering wells, storage tanks, filters, and erosion control measures would be required to comply with the City's Grading Manual (Chapter 17.05.030 of the Huntington Beach Municipal Code). Dewatering activities would be required in order to comply with the NPDES Permit for Groundwater Discharge from the Santa Ana Regional Water Quality Control Board. Additionally, the currently proposed project would be designed according to the recommendations of the project-specific</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact III (c) to a less-than-significant level, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of code requirement BECSP CR4.5-1 and mitigation measure BECSP MM4.5-1.</p>

Table 1 CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

Impact Statement	Impact Summary	Findings
	<p>Geotechnical Report, required by code requirement BECSP CR4.5-1. The currently proposed project would be designed, constructed, and operated in conformance with Section 1802.2.1 (Questionable Soils) of the City's Municipal Code and Title 17 Excavation and Grading Code.</p> <p>The currently proposed project site is identified as having a very low potential for liquefaction to occur. In the event that liquefaction does occur, the primary effect is expected to be ground surface settlement due to the consolidation of the liquefied material. Settlement could also be caused by loads generated by large earthmoving equipment or occur as a result of the placement of new fill or structural loads above the existing grade. Potential impacts associated with settlement would be addressed through the incorporation of specific engineering recommendations to be included in the final soils and geology report prepared for the currently proposed project, as required by code requirement BECSP CR4.5-1, and included in the currently proposed project's final grading plans consistent with mitigation measure BECSP MM4.5-1. Additionally, the currently proposed structures would be designed, constructed, and operated in conformance with Section 1802.2.1 (Questionable Soils) of the 2010 CBC and Title 17 Excavation and Grading Code. As such, the currently proposed project would not be located on an unstable geologic unit or soil that could become unstable. Therefore, would be a less than significant impact.</p>	
<p>Impact III (d) The currently proposed project site is identified as having a "low to moderate" potential for expansive soils. However, with compliance with soil stability standards required by the City of Huntington Beach General Plan, Building Code, and Grading and Excavation Code, and implementation of code requirements and mitigation measures, this impact is considered less than significant.</p>	<p>The currently proposed project site is identified as having a "low to moderate" potential for expansive soils on the Expansive Soils Distribution map, Figure EH-12 of the Huntington Beach General Plan Environmental Hazards Element. Risks associated with expansive soil are addressed through adherence to Section 1802.2.1 (Questionable Soils) from the 2010 CBC and Title 17 (Excavation and Grading Code), as well the incorporation of recommendations of the final soils and geology study, as required by code requirement BECSP CR4.5-1 into the currently proposed project's grading plans (Mitigation Measure BECSP MM4.5-1). As such, potential risks to life and property associated with expansive soils would be less than significant.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact III (d) to a less-than-significant level, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of code requirement BECSP CR4.5-1 and mitigation measure BECSP MM4.5-1.</p>
<p>Hazards and Hazardous Materials</p> <p>Impact IX (b) Implementation of the currently proposed project could create a potential significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, with compliance with existing regulations and implementation of mitigation measures, this impact</p>	<p>In order to address the potential for encountering contamination within the project area, a Phase I ESA report and a Phase II Investigation report were prepared, as required by mitigation measure BECSP MM4.6-1, to investigate potential contamination and require remediation if necessary, prior to issuance of any occupancy permits. The Phase I, completed in January 2007 by SCS, revealed that the active gas station is a LUST site with ongoing remediation of soil and quarterly groundwater monitoring under the oversight of the SARWQCB and OCHCA. To remediate any existing conditions at the project site various work plans have been submitted to and were approved by OCHCA.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact IX (b) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measures BECSP MM4.6-1, BECSP MM4.6-2, and BECSP MM4.6-</p>

CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

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is considered less than significant.

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These work plans include an Additional Site Assessment to address potential soil and groundwater contamination, separate phase hydrocarbon removal, soil vapor survey, and the installation of a "deep zone" groundwater monitoring well. Remediation efforts would continue with implementation of the proposed project for an indeterminate time. As part of the proposed project, existing monitoring equipment that is currently located outside of the proposed project, existing monitoring equipment that is currently located outside of the aquifer. Identification and remediation of known contamination on the project site was required by the previously certified EIR and is also required for the proposed project. Mitigation measures to be implemented include BECSP MM4.6-1 and BECSP MM4.6-2, which requires the preparation and implementation of a Risk Management Plan in the event that unknown or unidentified soil and/or groundwater is encountered would minimize the potential risk of contamination created by implementation of the proposed project.

The currently proposed project site is located within a Methane Overlay District and is therefore subject to mitigation measure BECSP MM4.6-3, which requires the project to comply with HBFD City Specification No. 429, Methane District Building Permit Requirement prior to issuance of a grading permit. Specifically, the Applicant would be required to submit a plan for the testing of soils for the presence of methane gas to determine if a problem exists and to rule methane out as a potential concern to the HBFD prior to commencement of sampling. In the event that methane gas is discovered, appropriate measures to reduce the potential impacts of methane gas to future occupants and visitors of the project site would be required as per City Specification No. 429 (Methane District Building Permit Requirements) and mitigation measures BECSP MM4.6-3. Implementation of mitigation measure BECSP MM4.6-3 would reduce any impacts associated with methane gas by ensuring that appropriate testing and methods of gas detection are implemented at the project site, as required by the HBFD. As such, the potential impacts associated with methane gas would be reduced to a less than significant level.

Temporary short-term construction impacts on street traffic adjacent to the project site due to roadway and infrastructure improvements and the potential extension of construction activities into the right-of-way could result in a reduction of the number of lanes or temporary closure of segments of Beach Boulevard or Ellis Avenue. Similar to the analysis in the previously certified EIR, any such impacts would be limited to the construction period of the project and would affect only adjacent streets or intersections. However, mitigation measure BECSP MM4.6-4 would ensure that emergency response teams for the City of Huntington Beach, including HBFD and Huntington Beach Police Department (HBPD) would be notified of any lane closures during construction activities on the project site and that a minimum one lane would remain open at all times to provide adequate emergency access to the site and surrounding neighborhoods. Implementation

Impact IX (g) The currently proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. However, with implementation of mitigation measures, this impact is considered less than significant.

Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact IX (g) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measures BECSP MM4.6-4.

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of mitigation measure BECSP MM4.6-4 would ensure that proposed development would provide adequate access for emergency vehicles, and the proposed project would result in a less than significant impact.

Hydrology and Water Quality

Impact IV (a) Implementation of the currently proposed project could violate water quality standards or waste discharge requirements. However, with implementation of mitigation measures, this impact is considered less than significant.

The currently proposed project would be subject to all existing regulations associated with the protection of water quality. The applicable waste discharge requirements (WDRs), the NPDES General Permit for construction activities, De Minimus Threat General Permit, and Municipal NPDES Permit are considered protective of water quality during construction and would, therefore, prevent a substantial violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff during construction of the proposed project. These existing regulations, programs, and policies would ensure that the potential for discharge of polluted stormwater from construction sites to affect beneficial uses of receiving waters and water quality standards, where applicable, would not be substantial. Implementation of existing regulatory requirements would ensure that on-site erosion and siltation are minimized and that construction of the proposed project would not result in the exceedance of water quality standards. Compliance with the existing regulatory requirements described above, as well as implementation of mitigation measure BECSP MM4.7-1, would ensure that construction and operation of the proposed project would not result in the violation of water quality standards. This impact would be less than significant.

Impact IV (b) Implementation of the currently proposed project could substantially deplete groundwater supplies or interfere substantially with groundwater recharge. However, with implementation of mitigation measures, this impact is considered less than significant.

According to the Preliminary WQMP prepared for the currently proposed project site, the depth to groundwater at the site ranges from between 30 to 60 feet below the existing grade. In the event that permanent dewatering activities are necessary on the project site, the proposed project would require coverage under the De Minimus Threat General Permit or an individual WDR/ NPDES Permit, and consequently would be subject to discharge quantity limitations, groundwater dewatering, and surface drainage. Additionally, as required by mitigation measure BECSP MM4.7-2, a Hydrology Study was prepared for the currently proposed project which includes recommended BMPs. Treatment control water quality BMPs (CDS units and Contech StormFilter) will pre-treat/treat urbanized runoff from the project site and protect local water resources to the maximum extent practicable. Volume-based BMPs are designed to capture and treat what is usually described as the "first flush" of runoff from a storm event. Volume-based BMPs include extended detention basins, wet detention basins, retention/infiltration systems and water quality treatment wetlands. The water quality capture volume may be included as part of the configuration of the detention basins (for example, in a forebay), or as a stand-alone water quality basin. Implementation of BMPs and compliance with existing regulatory requirements would ensure that permanent groundwater dewatering does not cause or contribute to a lowering of the local groundwater table that would affect

Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact IV (a) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.7-1.

Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact IV (b) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of BMPs and mitigation measure BECSP MM4.7-2.

CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

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<p>Impact IV (c&d) Implementation of the currently proposed project could substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site. However, with implementation of mitigation measures, this impact is considered less than significant.</p>	<p>nearby water supply wells, such that impacts would be less than significant. Although the project site is not a designated groundwater recharge area, as described under the Drainage and Downstream Conditions heading, runoff from the project site ultimately drains into Sully-Miller Lake, which has no discharge except for groundwater recharge. Therefore, the runoff from the project site would continue to contribute to groundwater recharge and would not affect City groundwater wells, resulting in a less than significant impact.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact IV (c&d) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.7-4.</p>
<p>Impact IV (e&f) Implementation of the currently proposed project could 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 or otherwise substantially degrade water quality. However, with implementation of mitigation measures, this impact is considered less than significant.</p>	<p>Implementation of the currently proposed project would not alter the existing drainage pattern of streams or rivers and would not result in off-site erosion hazards. The project site is located within an entirely urbanized area and would discharge to the City streets, underground storm drain systems, and ultimately to Huntington Harbor. The project site is currently approximately 95 percent impervious. With implementation of the currently proposed project, the amount of impervious surface area will remain similar to existing conditions, but would yield increased runoff compared to the existing condition of a 25-year storm event. However, incorporation of on-site attenuation and detention system into project design, as recommended in the Hydrology Study and described in the WCMP prepared for the project site, would mitigate the increased runoff and subsequently the proposed site runoff will conform to the current capacity of the existing downstream storm drain system and would not result in flooding or erosion. To ensure that runoff from the site derived from the site does not result in flooding or erosion, mitigation measure BECSP MM4.7-4 would be implemented, which requires adequate storm drain capacity to be demonstrated and if capacity is not sufficient, corrective action would be taken, so as to avoid off-site flooding or erosion. Accordingly, this impact is considered less than significant.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact IV (e&f) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measures MM4.7-1, BECSP MM4.7-3, and BECSP 4.7-4.</p>

Table 1 CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

<i>Impact Statement</i>	<i>Impact Summary</i>	<i>Findings</i>
	<p>Preliminary Hydrology Study, implementation will maintain a similar amount of impervious area as compared to existing site condition but would yield an increased runoff compared to the existing condition of a 25-year storm event. However, incorporation of on-site attenuation and detention system into project design, as described above and as recommended in the Hydrology Study, would mitigate the increased runoff and subsequently the proposed site runoff will conform to the current capacity of the existing downstream storm drain system. Implementation of treatment control water quality BMPs will pre-treat/treat urbanized runoff from the project site and minimize the project's pollution impact to levels acceptable to the state and local jurisdictions.</p> <p>With implementation of mitigation measure BECSP MM4.7-1, which requires the submittal and approval of a site-specific WQMP prior to issuance of a Precise Grading or Building Permit, project site drainage will be designed so as not to violate any water quality standards or waste discharge requirements, or otherwise degrade water quality. Implementation of modified mitigation measures BECSP MM4.7-3 and BECSP MM4.7-4 would ensure that the proposed project would not increase peak storm event flows over existing conditions and storm drain capacity is not exceeded as a result of the proposed project. As such, the proposed project would result in less than significant impacts relating to water quality, drainage, and runoff and would not result in any new significant environmental effects or substantial increases in the severity of previously identified significant effects related to water quality, drainage, or runoff.</p>	
<p>Noise</p> <p>Impact X (a) Implementation of the currently proposed project could generate noise levels in excess of standards established by the City. However, with implementation of mitigation measures, this impact is considered less than significant.</p>		<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact X (a) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 (construction) and mitigation measures BECSP MM4.9-4 and BECSP MM4.9-5 (operational).</p>
	<p>Demolition of all existing structures and construction of new mixed uses would occur with the currently proposed project. As analyzed in the certified EIR, the closest noise sensitive receptors to the project site would be the uses located immediately east of the site along Ellis Avenue and the residential uses located to the north of the project site across from Ellis Avenue. These residential uses are approximately 75 feet from the project site. Construction activity noise levels at these residential uses would be approximately 83 dBA during the excavation/grading and external finishing phases of the currently proposed project. While construction noise could be a nuisance to nearby sensitive uses, compliance with the City's Noise Ordinance would ensure that construction noise impacts remain less than significant. Implementation of identified mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would reduce temporary construction noise impacts, and construction-related noise would be less than significant. Operational noise sources could include such stationary sources as rooftop HVAC systems which could result in noise levels that average between 50 and 65 dBA L_{eq} at 50 feet from the equipment. Implementation of mitigation measure MM4.9-4 would reduce this impact to a less-than-significant level. Additionally, the proposed project would introduce new noise activity in the area as residences are constructed and people</p>	

Table 1 CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

Impact Statement	Impact Summary	Findings
<p>Impact X (c) The currently proposed project could cause a substantial permanent increase in ambient noise levels. With implementation of mitigation measures, this impact is considered less than significant.</p>	<p>are attracted to the new mix of uses. Implementation of mitigation measure MM4.9-5 would require an acoustical analysis of all new residences to ensure that noise levels in livable areas do not exceed established City criteria.</p> <p>There would be operational noise impacts generated by residential uses such as mechanical equipment (HVAC). Installation of shielding around HVAC systems would be required by mitigation measure BECSP MM4.9-4, which would further reduce HVAC noise levels. Mitigation measure BECSP MM4.9-5 would ensure that exterior living spaces, such as patios, are constructed in a manner so that noise levels, including noise from the occasional retail delivery, do not exceed the City's noise standards. The currently proposed project would result in an intensification of human activity at the proposed project site with the introduction of a permanent, residential population. This could increase noise levels at the identified off-site residential receptors. Similar to the project and Alternative 3, once operational, noise levels from residential and retail activities on the project site are not anticipated to be greater than the established 55 dBA limit for residential zones. With implementation of mitigation measures BECSP MM4.9-4 and BECSP MM4.9-5, operational noise would remain less than significant</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact X (c) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measures BECSP MM4.9-4 and BECSP MM4.9-5.</p>
<p>Impact X (d) Implementation of the currently proposed project could result in a substantial temporary or periodic increase in ambient noise levels. However, with implementation of mitigation measures, these impacts are considered less than significant.</p>	<p>Construction activities would represent a substantial temporary or periodic increase in ambient noise levels. As analyzed in the certified EIR, construction activities could reach 83 dBA at 50 feet. As such, the noise generated by construction activities for the currently proposed project could result in a temporary increase in ambient noise levels of over 3 dBA at uses adjacent to the project site. However, the construction activities would only occur during the permitted hours designated in the City of Huntington Beach Municipal Code, and thus would not occur during recognized sleep hours for residences or on days that residents are most sensitive to exterior noise (Sundays and holidays). As such, while an increase in ambient noise levels could occur from the construction activities associated with the currently proposed project, an adverse effect on the nearby residents would not occur because construction noise is not restricted pursuant to the Municipal Code as long as it occurs during permitted hours. Implementation of mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3 would further reduce this impact to less than significant. In addition, similar to the project analyzed in the certified EIR, there would be no temporary or periodic noise increases to on- or off-site receptors due to operation of the proposed project.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact X (d) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of mitigation measures BECSP MM4.9-1 through BECSP MM4.9-3.</p>
<p>Public Services</p>		
<p>Impact XI (a) Implementation of the currently proposed project would increase the demand for fire protection services. With implementation of mitigation measures, this impact is considered less</p>	<p>Development of 274 residential units would result in a new residential population of approximately 732 persons at the site. All development plans prepared for the currently proposed project would be reviewed by the Huntington Beach Fire Department prior to construction to ensure that adequate fire flows would be maintained. Compliance with all</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact XI (a) to less-than-significant levels, are hereby incorporated</p>

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than significant.

required policies, rules, and regulations would ensure that the currently proposed project would not require any new or physically altered fire facilities to maintain adequate response times and staffing, the construction of which could result in significant environmental impacts. In addition, implementation of mitigation measure BECSP MM4.11-1 would ensure that the HBFD receives adequate staffing and/or equipment to maintain acceptable levels of service.

into the currently project. No additional mitigation measures are necessary with the implementation of mitigation measure BECSP MM4.11-1.

Impact XI (b) Implementation of the currently proposed project would increase the demand for police protection services. With implementation of mitigation measures, this impact is considered less than significant.

The Huntington Beach Police Department has 235 sworn officers and currently employs a total of 215 sworn officers, currently protecting 203,484 residents in the City. The currently proposed project could result in up to 732 new residents. As analyzed in the certified EIR, and using the worst-case population increase scenario, the additional 732 residents generated by the currently proposed project is not expected to notably affect Huntington Beach Police Department resources given that general fund monies from increased property tax revenue associated with development as well as other fee revenues (i.e., building permit fees) may be used to augment equipment levels. Further, implementation of mitigation measure BECSP MM4.11-1 would ensure that adequate staffing levels are maintained. Therefore, persons on site or elsewhere in the City would not be exposed to increased risks as a result of the currently proposed project.

Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact XI (b) to less-than-significant levels, are hereby incorporated into the currently project. No additional mitigation measures are necessary with the implementation of mitigation measure BECSP MM4.11-1.

Transportation/Traffic

Impact VI (a) The currently proposed project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system. With implementation of mitigation measures, this impact is considered less than significant.

All study intersections would operate at an acceptable LOS in 2030 with the BECSP build out with the exception of Beach Boulevard and Talbert Avenue, which would operate with a PM deficiency (LOS E). Because the reduction in ADT with the proposed project is too small to result in a change, the anticipated LOS at these intersections would not change. Therefore, although the currently proposed project would result in an increase in outbound vehicle trips in the AM peak hour, the proposed project would not contribute to the existing deficiency at the intersection of Beach Boulevard and Talbert Avenue as it would not contribute to vehicle trips during the PM peak hour. Regardless, the currently proposed project would be required to make a fair share contribution to the traffic improvements identified in mitigation measures BECSP MM4.13-13 and BECSP MM4.13-14 for the Beach Boulevard and Talbert Avenue intersection as part of the overall BECSP development. As such, the currently proposed project would not conflict with the City's acceptable LOS standard and a less than significant impact would occur.

Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact VI (a) to less-than-significant levels, are hereby incorporated into the currently project. No additional mitigation measures are necessary with the implementation of mitigation measures BECSP MM4.2-8 through BECSP MM4.2-10, BECSP MM4.13-13, and BECSP MM4.13-14.

The currently proposed project would be required to implement mitigation measures BECSP MM4.2-8 through BECSP MM4.2-10 which would ensure that construction traffic does not block the free flow of traffic. The currently proposed project would also be required to submit a traffic control plan during construction to ensure appropriate emergency access during construction. Accordingly, the proposed project would result in less than significant construction-related traffic impacts.

Table 1 CEQA Findings for the Beach and Ellis Mixed Use Project Environmental Assessment

Impact Statement	Impact Summary	Findings
<p>Cumulative Traffic</p>	<p>Development of the currently proposed project would result in following traffic related cumulative impacts under 2030 conditions. Operation of the currently proposed project would cumulatively contribute to an unacceptable Level of Service at two City intersections: Brookhurst Street at Adams Avenue and Beach Boulevard at Bolsa Avenue. Even with implementation of mitigation measures BECSP MM4.13-3 through BECSP MM4.13-9 and BECSP MM4.13-12, the Brookhurst Street at Adams Avenue intersection would remain at LOS E in the AM peak hour and the Beach Boulevard at Bolsa Avenue intersection would remain at LOS F in the PM peak hour. At both of these intersections, with the incorporation of mitigation measures, the impact to the intersection would be mitigated to a less than significant level, even though the LOS would not be considered acceptable. However, while these intersections are located within the cumulative study area of the BECSP, they are outside City jurisdiction to ensure mitigation completion. Therefore, the impact would be potentially significant.</p> <p>Operation of the currently proposed project would cumulatively contribute to an increase in delay at two Caltrans intersections and would increase traffic to the I-405 northbound loop ramp, which is currently deficient. The BECSP area would contribute traffic to the I-405 northbound loop ramp from Beach Boulevard, as well as the regional freeway system, which are both projected to have deficiencies in 2030. For a deficient Caltrans intersection, any increase in delay due to the project is considered a significant impact. The 2030 results show two locations in the BECSP area with impacts, both of which were identified in the intersection capacity utilization analysis as part of the BECSP environmental analysis: Beach Boulevard at Warner Avenue and Beach Boulevard at Garfield Avenue. Therefore, the currently proposed project would contribute to a deficient system for which there is no feasible mitigation to reduce impacts. Further, as these are under Caltrans jurisdiction, the City does not have jurisdiction to ensure mitigation completion. Therefore, the impact would be potentially significant.</p>	<p>Finding 2. The City finds changes or alterations that could reduce the potential impact of the currently proposed project are within the responsibility and jurisdiction of another public agency and not the agency making the findings.</p> <p>Finding 3. The City finds that even with implementation of all feasible mitigation measures (MM4.13-3 through MM4.13-19), the proposed project would result in a significant and unavoidable cumulative traffic impact. No additional feasible mitigation measures are available.</p>
<p>Utilities and Service Systems</p> <p>Impact XII (d) Implementation of the currently proposed project would generate an additional demand for water. However, with the implementation of mitigation measures, this impact is considered less than significant.</p>	<p>Development of the currently proposed project would result in an increased demand for municipal water services compared to existing conditions. The City would be able to provide a reliable source of water to accommodate its existing users and the additional demand on water supplies created by the currently proposed project for the 20-year projection. The City's conservation programs coupled with increased groundwater would improve water supply reliability. In addition, implementation of mitigation measure BECSP MM4.14-1 would serve to reduce the municipal water demand from the currently proposed project. Therefore this impact would be less than significant.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently project, which would reduce Impact XII (d) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional mitigation measures are necessary with the implementation of BECSP MM4.14-1.</p>
<p>Impact XII (e) Implementation of the currently proposed project could require new sewer</p>	<p>The project developer would be responsible for constructing local mains and extensions to serve the currently proposed project. Prior to allowing additional connections to the</p>	<p>Finding 1. The City finds that the identified changes or alterations in the currently proposed</p>

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connections, and could require or result in the construction of new or expanded wastewater conveyance systems. However, with implementation of code requirements and mitigation measures, this impact is considered less than significant.

Impact Summary

sewer lines, the capacity of the existing sewers would need to be confirmed and a sewer study would be needed at the time of development to determine if the existing sewer lines need to be upgraded to accommodate the currently proposed project's sewer flow. The currently proposed project would be required to implement code requirements BECSP CR4.14-1 and BECSP CR4.14-2. In addition, any development connecting directly or indirectly to the OCSD sewer system is required to pay a connection fee in accordance with the OCSD Connection Fee Master Ordinance. The Connection Fee Program ensures that all users pay their fair share of any necessary expansion of the system, including expansion to wastewater treatment facilities. These fees are considered full mitigation under CEQA for potential impacts resulting from project development.

Construction of the wastewater collection systems for the currently proposed project would adhere to existing laws and regulations, and the infrastructure would be sized appropriately for the project. Individual water and wastewater connections would occur as part of the currently proposed project. In addition, code requirements BECSP CR4.14-1 and BECSP CR4.14-2 would ensure that proper sewer connections are provided for at the project site. Therefore, this impact is considered less than significant.

Findings

project, which would reduce Impact XII (e) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional measures are necessary with the implementation of code requirements BECSP CR4.14-1 and BECSP CR4.14-2.

Greenhouse Gas Emissions

Impact XVII (a) Implementation of the currently proposed project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. However, with implementation of mitigation measures, this impact is considered less than significant.

Construction of the currently proposed project would result in GHG emissions due to the operation of heavy construction equipment, worker commute trips, and building supply vendor vehicles. In addition, operation of the currently proposed project would result in GHG emissions as a result of direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation.

Implementation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9, which are consistent with strategies recommended by the CCAT, CAPCOA, and the California Attorney General, would reduce impacts associated with GHG emissions of the proposed project to less than significant levels.

Finding 1. The City finds that the identified changes or alterations in the currently proposed project, which would reduce Impact XVII (a) to less-than-significant levels, are hereby incorporated into the currently proposed project. No additional measures are necessary with the implementation of mitigation measures BECSP MM4.15-1 through BECSP MM4.15-9 as well as compliance with guidance provided by the CCAT, CAPCOA and the California Attorney General.

CITY OF HUNTINGTON BEACH **BEACH AND ELLIS MIXED-USE PROJECT**

Environmental Impact Report

EIR No. 10-004

Mitigation Monitoring and Reporting Program

Prepared for
City of Huntington Beach
Planning and Building Department
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February 2012

ATTACHMENT NO. 7.1

Mitigation Monitoring and Reporting Program

INTRODUCTION

The Final Environmental Impact Report for Beach and Ellis Mixed-Use Project (State Clearinghouse # 2011091022) identified mitigation measures to reduce the adverse effects of the project in the areas of: aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation/traffic, utilities and service systems, and greenhouse gases.

The California Environmental Quality Act (CEQA) requires that agencies adopting environmental impact reports ascertain that feasible mitigation measures are implemented, subsequent to project approval. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during applicable project timing, e.g. design, construction, or operation (Public Resource Code Section 21081.6). Code Requirements (CRs) that were identified in the Draft EIR are required to be implemented as a result of existing City code and are not considered mitigation measures. Therefore, CRs would be implemented for the Beach and Ellis Mixed-Use Project but these do not require monitoring activity, and are not included in this Mitigation Monitoring and Reporting Program (MMRP).

The MMRP shall be used by City of Huntington Beach staff responsible for ensuring compliance with mitigation measures associated with the Beach and Ellis Mixed-Use Project. Monitoring shall consist of review of appropriate documentation, such as plans or reports prepared by the party responsible for implementation or by field observation of the mitigation measure during implementation.

The following table identifies the mitigation measures by resource area. The table also provides the specific mitigation monitoring requirements, including implementation documentation, monitoring activity, timing and responsible monitoring party. Verification of compliance with each measure is to be indicated by signature of the mitigation monitor, together with date of verification.

The Project Applicant and the Applicant's Contractor shall be responsible for implementation of all mitigation measures, unless otherwise noted in the table.

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
4.1 AESTHETICS						
BECSP MM4.1-2 Proposed new structures shall be designed to maximize the use of non-reflective façade treatments, such as matte paint or glass coatings. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.	Building plans	Review and approve building plans for inclusion	Plan check prior to issuance of building permit	Planning		
4.2 AIR QUALITY						
BECSP MM4.2-1 Project applicants shall require by contract specifications that all diesel-powered equipment used will be retrofitted with after-treatment products (e.g., engine catalysts). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.2-2 Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site use low-NOx diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.2-3 Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of project construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.2-4 Project applicants shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Plan check prior to issuance of a grading permit	Planning		

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.2-5 As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:</p> <ul style="list-style-type: none"> ■ Application of soil stabilizers to inactive construction areas ■ Quick replacement of ground cover in disturbed areas ■ Watering of exposed surfaces three times daily ■ Watering of all unpaved haul roads three times daily ■ Covering all stock piles with tarp ■ Reduction of vehicle speed on unpaved roads ■ Post signs on-site limiting traffic to 15 miles per hour or less ■ Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads ■ Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas ■ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip 	<p>Contract language and notes on grading plans</p>	<p>Review and approve contract specifications and grading plans for inclusion</p>	<p>Plan check prior to issuance of a grading permit</p>	<p>Planning</p>		
<p>BECSP MM4.2-6 Project applicants shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p>	<p>Contract language and notes on grading plans and construction plans</p>	<p>Review and approve contract specifications and construction plans for inclusion</p>	<p>Plan check prior to issuance of a grading permit</p>	<p>Planning</p>		

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
BECSP MM4.2-7 Project applicants shall require by contract specifications that construction parking be configured to minimize traffic interference during the construction period and, therefore, reduce idling of traffic. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.2-8 Project applicants shall require by contract specifications that temporary traffic controls are provided, such as a flag person, during all phases of construction to facilitate smooth traffic flow. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.2-9 Project applicants shall require by contract specifications that construction activities that would affect traffic flow on the arterial system be scheduled to off-peak hours (10:00 AM to 4:00 PM). Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.2-10 Project applicants shall require by contract specifications that dedicated on-site and off-site left-turn lanes on truck hauling routes be utilized for movement of construction trucks and equipment on site and off site to the extent feasible during construction activities. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading permit	Planning		

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.2-11 Upon issuance of building or grading permits, whichever is issued earlier, notification shall be mailed to owners and occupants of all developed land uses within 300 feet of a project site within the Specific Plan providing a schedule for major construction activities that will occur through the duration of the construction period. In addition, the notification will include the identification and contact number for a community liaison and designated construction manager that would be available on site to monitor construction activities. The construction manager shall be responsible for complying with all project requirements related to PM₁₀ generation. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contract information for the community liaison and construction manager will be located at the construction office, City Hall, the police department, and a sign on site.</p>	<p>Mail to owners and occupants within 300 feet of project site a notice regarding major construction activities</p>	<p>Obtain confirmation that mailing to owners and occupants took place</p>	<p>Plan check prior to issuance of a grading or building permits, which occur earlier</p>	<p>Planning</p>		
<p>BECSP MM4.2-12 Project applicants shall require by contract specifications that the architectural coating (paint and primer) products used would have a VOC rating of 125 grams per liter or less. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.</p>	<p>Contract language and notes on construction plans</p>	<p>Review and approve contract specifications and construction plans for inclusion</p>	<p>Plan check prior to issuance of a building permit</p>	<p>Planning</p>		
<p>BECSP MM4.2-13 Project applicants shall require by contract specifications that materials that do not require painting be used during construction to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.</p>	<p>Contract language and notes on construction plans</p>	<p>Review and approve contract specifications and construction plans for inclusion</p>	<p>Plan check prior to issuance of a building permit</p>	<p>Planning</p>		
<p>BECSP MM4.2-14 Project applicants shall require by contract specifications that pre-painted construction materials be used to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.</p>	<p>Contract language and notes on construction plans</p>	<p>Review and approve contract specifications and construction plans for inclusion</p>	<p>Plan check prior to issuance of a building permit</p>	<p>Planning</p>		

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>Project MM4.2-15 Project applicants shall require by contract specifications that all paving be completed as soon as possible to reduce fugitive dust emissions.</p>	<p>Contract language and notes on grading plans and construction plans</p>	<p>Review and approve contract specifications and grading plans and construction plans for inclusion</p>	<p>Plan check prior to issuance of a grading permit</p>	<p>Planning</p>		
<p>4.3 BIOLOGICAL RESOURCES</p>						
<p>BECSP MM4.3-1 Nesting avian species protected by the MBTA:</p> <p>a. Prior to any construction or vegetation removal between February 15 and August 31, a nesting bird survey shall be conducted by a qualified biologist of all habitats within 250 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 250 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified on site (per established thresholds) a 100-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or USFWS. Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.</p> <p>b. Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.</p>	<p>Developer shall submit construction schedule (including grading activities) as evidence of construction overlap with breeding season. If construction occurs during relevant breeding, developer shall present a survey report (prepared by a consultant approved by the City) to the City prior to issuance of a grading permit. If nests are found, developer shall submit plans identifying nest locations and limits of construction activities.</p>	<p>Review grading plans for inclusion</p> <p>Review field survey, if necessary</p> <p>As necessary pursuant to field survey, review and approve recommendations and any other relevant document per this mitigation</p>	<p>Plan check prior to issuance of a grading permit</p> <p>During construction</p>	<p>Planning</p> <p>Planning</p>		

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
4.4 CULTURAL RESOURCES						
<p>BECSP MM4.4-1 Prior to development activities that would demolish or otherwise physically affect buildings or structures 45 years old or older or affect their historic setting, the project applicant shall retain a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Huntington Beach, the appropriate archival research, including, if necessary, an updated records search of the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System and a pedestrian survey of the proposed development area to determine if any significant historic-period resources would be adversely affected by the proposed development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the development area and includes recommendations and methods for eliminating or reducing impacts on historical resources. The technical report or memorandum shall be submitted to the City of Huntington Beach for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or reducing impacts on historical resources identified in the technical report or memorandum.</p>	<p>Proof of retention of an historical resource professional to determine potential significance of structure 45 years old or older</p> <p>Preparation of a technical report or memorandum documenting the result of historical resources investigation.</p>	<p>Verify retention of qualified historical resource professional</p> <p>Review and approve technical report or memorandum.</p> <p>If determined necessary, verify that project applicant has implemented methods identified in the technical report or memorandum for reducing impacts on historical resources</p>	<p>Plan check prior to issuance of demolition or grading permit, whichever occurs earlier</p>	<p>Planning</p>		

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.4-2(b) If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during any project-related earth-disturbing activities (including projects that would not encounter undisturbed soils), all earth-disturbing activity within 100 feet of the find shall be halted and the City of Huntington Beach shall be notified. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.</p>	<p>Proof of retention of archaeological professional to determine if a substantial adverse change would occur to an archaeological resource</p>	<p>Verify retention of qualified archaeological professional, if necessary, and complete documentation</p>	<p>Throughout ground disturbing activities</p>	<p>Planning</p>		
<p>BECSP MM4.4-3(b) Should paleontological resources (i.e., fossil remains) be identified at a particular site during project construction, the construction foreman shall cease construction within 100 feet of the find until a qualified professional can provide an evaluation. Mitigation of resource impacts shall be implemented and funded by the project applicant and shall be conducted as follows:</p> <ol style="list-style-type: none"> 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high 2. Assess effects on identified sites 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted 4. Obtain comments from the researchers 5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible <p>In considering any suggested mitigation proposed by the consulting paleontologist, the City of Huntington Beach staff shall determine whether</p>	<p>Proof of retention of paleontological professional to determine if a substantial adverse change would occur to an paleontological resource</p>	<p>Verify retention of qualified paleontological professional, if necessary</p>	<p>Throughout ground disturbing activities</p>	<p>Planning</p>		

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>						
4.5 GEOLOGY AND SOILS						
<p>BECSP MM4.5-1 Future development in the Beach Boulevard and Edinger Avenue Corridors Specific Plan area shall prepare a grading plan to contain the recommendations of the final soils and geotechnical report. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.</p>	<p>Soils and geotechnical analysis and notes on grading plan and building plans</p>	<p>Review and approve grading and building plans for inclusion of final soils and geotechnical recommendations</p>	<p>Plan check prior to issuance of a grading permit</p>	<p>Public Works Building and Safety</p>		

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>4.6 HAZARDS AND HAZARDOUS MATERIALS</p>						
<p>BECSP MM4.6-1 Prior to the issuance of grading permits on any project site, the site developer(s) shall:</p> <ul style="list-style-type: none"> Investigate the project site to determine whether it or immediately adjacent areas have a record of hazardous material contamination via the preparation of a preliminary environmental site assessment (ESA), which shall be submitted to the City for review. If contamination is found the report shall characterize the site according to the nature and extent of contamination that is present before development activities precede at that site. If contamination is determined to be on site, the City, in accordance with appropriate regulatory agencies, shall determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. If further investigation or remediation is required, it shall be the responsibility of the site developer(s) to complete such investigation and/or remediation prior to construction of the project. If remediation is required as identified by the local oversight agency, it shall be accomplished in a manner that reduces risk to below applicable standards and shall be completed prior to issuance of any occupancy permits. Approval of a Human Health Risk Assessment performed by the project proponent may be required to ensure occupancy could occur safely. Closure reports or other reports acceptable to the Huntington Beach Fire Department that document the successful completion of required remediation activities, or an approved active on site remediation system that has been approved by Orange County Environmental Health Care Agency, for contaminated soils, in accordance with City Specification 431-92, shall be submitted and approved by the Huntington Beach Fire Department prior to the issuance of grading permits for site development. No construction shall occur in the affected area until reports have been accepted by the City. 	<p>Preparation of technical documentation to address site-specific hazards; Risk Management Plan and Site Health and Safety Plan</p>	<p>Review technical documentations, and, as necessary, review and approve closure reports</p>	<p>Plan check prior to issuance of demolition or grading permits, whichever occurs earlier</p>	<p>Fire</p>		

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.6-2 In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed project, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.</p>	<p>Risk Management Plan and Site Health and Safety Plan</p>	<p>Review and approve any grading plans for inclusion</p>	<p>Plan check prior to issuance of any grading permit and during construction</p>	<p>Fire</p>		
<p>BECSP MM4.6-3 Prior to the issuance of grading permits, future development in the Specific Plan shall comply with HBFD City Specification No. 429, Methane District Building Permit Requirements. A plan for the testing of soils for the presence of methane gas shall be prepared and submitted by the Applicant to the HBFD for review and approval prior to the commencement of sampling. If significant levels of methane gas are discovered in the soil on the future development project site, the Applicant's grading, building and methane plans shall reference that a sub-slab methane barrier and vent system will be installed at the project site per City Specification No. 429, prior to plan approval. If required by the HBFD, additional methane mitigation measures to reduce the level of methane gas to acceptable levels shall be implemented.</p>	<p>Methane Testing Plan Notes on building and methane plans</p>	<p>Review and approval of testing plan Review and approve building and methane gas plans for appropriate documentation</p>	<p>Prior to commencement of sampling Prior to issuance of any grading permit and during construction</p>	<p>Fire Fire</p>		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.6-4 To ensure adequate access for emergency vehicles when construction activities would result in temporary lane or roadway closures, the developer shall consult with the City of Huntington Beach Police and Fire Departments to disclose temporary lane or roadway closures and alternative travel routes. The developer shall be required to keep a minimum of one lane in each direction free from encumbrances at all times on perimeter streets accessing the project site. At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the developer shall coordinate with the City of Huntington Beach Police and Fire Departments to designate proper detour routes and signage indicating alternative routes.</p>	<p>Prepare construction roadway plans</p>	<p>Plan check prior to grading or building permits, whichever occurs earlier</p>	<p>Prior to approval of grading or building permits, whichever occurs earlier</p>	<p>Fire, Police</p>		

4.7 HYDROLOGY AND WATER QUALITY

<p>BECSP MM4.7-1 City of Huntington Beach shall require Applicants for new development and significant redevelopment projects within the Specific Plan area, including the proposed project, to prepare a project Water Quality Management Plan (WQMP) in accordance with the DAMP requirements and measures described below and with all current adopted permits. The WQMP shall be prepared by a Licensed Civil Engineer and submitted for review and acceptance prior to issuance of a Precise Grading or Building permit.</p> <p>BMPs in the WQMP shall be designed in accordance with the Municipal NPDES Permit, Model WQMP, Technical Guidance Documents, DAMP, and City of Huntington Beach LIP. As noted in the Specific Plan, all development projects shall include site design and source control BMPs in the project WQMP. Additionally, new development or significant redevelopment projects and priority projects shall include LID principles to reduce runoff to a level consistent with the maximum extent practicable and treatment control BMPs in the WQMP.</p> <p>If permanent dewatering is required and allowed by the City, the developer shall submit an application to RWQCB and follow the procedures as stated in Order No R8-2009-0003. The Applicant shall include a description of the dewatering technique, discharge location, discharge quantities, chemical characteristics of discharged water, operations and maintenance plan, and</p>	<p>Water Quality Management Plan</p>	<p>Review and approve WQMP</p>	<p>Prior to receiving a precise grading permit</p>	<p>Public Works</p>		
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Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>WDID number for proof of coverage under the De Minimis Threat General Permit or copy of the individual WDR in the WQMP. Additionally, the WQMP shall incorporate any additional BMPs as required by the City Public Works Department.</p> <p>The WQMP shall include the following additional requirements:</p> <p><u>Project and Site Characterization Requirements</u></p> <ul style="list-style-type: none"> ■ Entitlement Application numbers and site address shall be included on the title sheet of the WQMP ■ In the project description section, explain whether proposed use includes on-site food preparation, eating areas (if not please state), outdoor activities to be expected, vehicle maintenance, service, washing cleaning (if prohibited on site, please state) ■ All potential pollutants of concern for the proposed project land use type as per Table 7.11-1 of the Orange County Model Water Quality Management Plan shall be identified ■ A narrative describing how all potential pollutants of concern will be addressed through the implementation of BMPs and describing how site design BMP concepts will be considered and incorporated into the project design shall be included ■ Existing soil types and estimated percentages of perviousness for existing and proposed conditions shall be identified ■ In Section I of the WQMP, state verbatim the Development Requirements from the Planning Department's letter to the Applicant ■ A site plan showing the location of the selected treatment control BMPs and drainage areas shall be included in the WQMP ■ A Geotechnical Report shall be submitted to address site conditions for determination of infiltration limitations and other pertinent characteristics. <p><u>Project-Based Treatment Control BMPs</u></p> <ul style="list-style-type: none"> ■ Infiltration-type BMPs shall not be used unless the Geotechnical Report states otherwise. Depth to seasonal high groundwater is 						

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>determined to provide at least a 10-foot clearance between the bottom of the BMP and top of the water table.</p> <ul style="list-style-type: none"> ■ Wet swales and grassed channels shall not be used because of the slow infiltration rates of project site soils, the potentially shallow depth to groundwater, and water conservation needs ■ If proprietary Structural Treatment Control devices are used, they shall be sited and designed in compliance with the manufacturers design criteria ■ Surface exposed treatment control BMPs shall be selected such that standing water drains or evaporates within 24 hours or as required by the County's vector control ■ Excess stormwater runoff shall bypass the treatment control BMPs unless they are designed to handle the flow rate or volume from a 100-year storm event without reducing effectiveness. Effectiveness of any treatment control BMP for removing the pollutants of concern shall be documented via analytical models or existing studies on effectiveness. ■ The project WQMP shall incorporate water efficient landscaping using drought tolerant, native plants in accordance with Landscape and Irrigation Plans as set forth by the Applicant (see below) ■ Pet waste stations (stations that provide waste pick-up bags and a convenient disposal container protected from precipitation) shall be provided and maintained ■ Building materials shall minimize exposure of bare metals to stormwater. Copper or Zinc roofing materials, including downspouts, shall be prohibited. Bare metal surfaces shall be painted with non-lead-containing paint <p>The following BMPs shall not be used because they have not been shown to be effective in many situations. Therefore, unless sufficient objective studies and review are available and supplied with the WQMP to correctly size devices and to document expected pollutant removal rates the WQMP shall not include:</p>						

Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<ul style="list-style-type: none"> ■ Hydrodynamic separator type devices as a BMP for removing any pollutant except trash and gross particulates ■ Oil and Grit separators <p>Any Applicant proposing development in the Specific Plan Area is encouraged to consider the following BMPs:</p> <ul style="list-style-type: none"> ■ Sand filters or other filters (including media filters) for rooftop runoff ■ Dry swales. A dry swale treatment system could be used if sufficient area, slope gradient, and length of swale could be incorporated into the project design. Dry swales could remove substantial amounts of nutrients, suspended solids, metals, and petroleum hydrocarbons ■ Other proprietary treatment devices (if supporting documentation is provided) <p><u>Nonstructural BMPs</u></p> <p>The WQMP shall include the following operations and maintenance BMPs under the management of an applicant or property manager, where applicable. The Applicant shall fund and implement an operational and maintenance program that includes the following:</p> <ul style="list-style-type: none"> ■ The Applicant shall dictate minimum landscape maintenance standards and tree trimming requirements for the total project site. Landscape maintenance shall be performed by a qualified landscape maintenance company or individual in accordance with a Chemical Management Plan detailing chemical application methods, chemical handling procedures, and worker training. Pesticide application shall be performed by a certified applicator. No chemicals shall be stored on-site unless in a covered and contained area and in accordance with an approved Materials Management Plan. Application rates shall not exceed labeled rates for pesticides, and shall not exceed soil test rates for nutrients. Slow release fertilizers shall be used to prevent excessive nutrients in stormwater or irrigation runoff. ■ The Applicant or property manager shall have the power and duty to establish, oversee, guide, and require proper maintenance and tree trimming procedures per the ANSI A-300 Standards as established by 						

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<p>the International Society of Arborist. The Applicant or property manager shall require that all trees be trimmed by or under the direct observation/direction of a licensed/certified Arborist for the entire area. The Applicant shall establish minimum standards for maintenance for the total community, and establish enforcement thereof for the total community. The property manager shall rectify problems arising from incorrect tree trimming, chemical applications, and other maintenance within the total community.</p> <ul style="list-style-type: none"> ■ Landscape irrigation shall be performed in accordance with an Irrigation Management Plan to minimize excess irrigation contributing to dry- and wet-weather runoff. Automated sprinklers shall be used and be inspected at least quarterly and adjusted yearly to minimize potential excess irrigation flows. Landscape irrigation maintenance shall be performed in accordance with the approved irrigation plans, the City Water Ordinance and per the City Arboricultural and Landscape Standards and Specifications. ■ Proprietary stormwater treatment systems maintenance shall be in accordance with the manufacturer's recommendations. If a nonproprietary treatment system is used, maintenance shall be in accordance with standard practices as identified in the current CASQA (2003) handbooks, operations and maintenance procedures outlined in the approved WQMP, City BMP guidelines, or other City-accepted guidance. ■ Signage, enforcement of pet waste controls, and public education would improve use and compliance, and therefore, effectiveness of the program, and reduce the potential for hazardous materials and other pollution in stormwater runoff. The Applicant shall prepare and install appropriate signage, disseminate information to residents and retail businesses, and include pet waste controls (e.g., requirements for pet waste cleanup, pet activity area restrictions, pet waste disposal restrictions) in the any agreement, tenant lease (regarding rental property) or Conditions, Covenants, and Restrictions (regarding for-sale property). ■ Street sweeping shall be performed at an adequate frequency to prevent build up of pollutants (see 						

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>http://www.fhwa.dot.gov/environment/ultraurb/ubmp3p7.htm / for street sweeping effectiveness).</p> <ul style="list-style-type: none"> The Applicant shall develop a maintenance plan for BMPs and facilities identifying responsible parties and maintenance schedules and appropriate BMPs to minimize discharges of contaminants to storm drain systems during maintenance operations. Reporting requirements: the Applicant or property manager shall prepare an annual report and submit the annual report to the City of Huntington Beach documenting the BMPs operations and maintenance conducted that year. The annual report shall also address the potential system deficiencies and corrective actions taken or planned. <p><u>Site Design BMPs</u></p> <p>Any Applicant proposing development in the Specific Plan Area is required to incorporate LID principles as defined in the Municipal NPDES Permit and is encouraged to consider the following BMPs, if allowed in accordance with the Geotechnical Report and limitations on infiltration BMPs:</p> <ul style="list-style-type: none"> Use of porous concrete or asphalt (if acceptable to the Geotechnical Engineer and where infiltration will not adversely affect groundwater) or other pervious pavement for driveways, paths, sidewalks, and courtyards/open space areas, to the maximum extent practicable, would reduce pollutants in stormwater runoff as well as provide some detention within the material void¹ space. If porous paver blocks are used, they shall be adequately maintained to provide continued porosity (effectiveness) Incorporation of rain gardens or cisterns to reuse runoff for landscape irrigation Green roofs to reduce runoff and treat roof pollutants Site design and landscape planning to group water use requirements for efficient irrigation 						

¹ Void space is the empty space between individual particles.

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.7-2 The City of Huntington Beach shall require that any Applicant prepare a Groundwater Hydrology Study to determine the lateral transmissivity of area soils and a safe pumping yield such that dewatering activities do not interfere with nearby water supplies. The Groundwater Hydrology Study shall make recommendations on whether permanent groundwater dewatering is feasible within the constraints of a safe pumping level. The Applicant's engineer of record shall incorporate the Hydrology Study designs and recommendations into project plans. If groundwater dewatering is determined allowable by the City, the Applicant shall submit an application to the RWQCB for dewatering purposes, per the De Minimis Permit Number R8-2009-0003. If safe groundwater dewatering is determined to not be feasible, permanent groundwater dewatering shall not be implemented. The City Director of Public Works, OCWD, and other regulatory agencies shall approve or disapprove any permanent groundwater dewatering based on the Groundwater Hydrology Study and qualified Engineers' recommendations.</p>	<p>Groundwater Hydrology Study</p>	<p>Review and approve Groundwater Hydrology Study</p>	<p>Prior to issuance of a precise grading permit</p>	<p>Public Works</p>		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.7-3 The City of Huntington Beach shall require that the Applicant's Licensed Civil Engineer for each site-specific development prepare a Hydrology and Hydraulic Study to identify the effects of potential stormwater runoff from the specific development on the existing storm drain flows for the 10-, 25-, and 100-year design storm events. 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. The Applicant shall design site drainage and document that the proposed development would not increase peak storm event flows over pre-1986 Qs, which must be established by the hydrology study. If the analyses shows that the City's current drainage system cannot meet the volume needs of the project runoff, the applicant shall be required to attenuate site runoff to an amount not to exceed the 25-year storm as determined using pre-1986 criteria. As an option, the applicant may choose to explore low-flow design alternatives, downstream attenuation or detention, or upgrade the City's stormwater system to accommodate the impacts of the new development, at no cost to the City. The Hydrology and Hydraulic Study shall also incorporate all current adopted Municipal NPDES Permit and City requirements for stormwater flow calculations and retention/detention features in effect at the time of review.</p>	<p>Hydrology and Hydraulics Study</p> <p>Precise final grading and street improvement plans and studies</p>	<p>Review and approve study</p> <p>Inspect project site; verify that drainage is in accordance with approved plans and that required detention/storm drain system improvements have been implemented.</p>	<p>Prior to issuance of a precise grading permit</p> <p>Following grading, excavation, and installation of utilities</p>	<p>Public Works</p> <p>Public Works</p>		
<p>BECSP MM4.7-4 The City of Huntington Beach shall require that adequate capacity in the storm drain system is demonstrated from the specific development site discharge location to the nearest main channel to accommodate discharges from the specific development. If capacity is not demonstrated as adequate, no upgrades will be required. If capacity is not adequate, the City of Huntington Beach shall identify corrective action(s) required by the specific development Applicant to ensure adequate capacity. Corrective action could include, but is not limited to:</p> <ul style="list-style-type: none"> ■ Construction of new storm drains, as identified in the MPD or based on the Hydrology and Hydraulic Study, if the Hydrology and Hydraulic Study identifies greater impacts than the MPD 	<p>Hydrology and Hydraulics Study</p>	<p>Review and approve study</p>	<p>Prior to issuance of a precise grading permit</p>	<p>Public Works</p>		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<ul style="list-style-type: none"> Improvement of existing storm drains, as identified in the MPD or based on the Hydrology and Hydraulic Study, if the Hydrology and Hydraulic Study identifies greater impacts than the MPD In-lieu fees to implement systemwide storm drain infrastructure improvements Other mechanisms as determined by the City Department of Public Works For nonresidential areas, if redevelopment would result in an impervious fraction of less than 0.9 and does not increase the directly connected impervious area compared to existing conditions, runoff is expected to remain the same or less than as assessed in the MPD and only MPD improvements would be required <p>Because some storm drain system constraints may be located far downgradient from the actual development site, several properties may serve to contribute to system capacity constraints. Therefore, the City Department of Public Works shall assess each site development and system characteristics to identify the best method for achieving adequate capacity in the storm drain system. Drainage assessment fees/districts to improve/implement storm drains at downstream locations or where contributing areas are large are enforced through Municipal Code (Section 14.20).</p> <p>The City Department of Public Works shall review the Hydrology and Hydraulic Study and determine required corrective action(s) or if a waiver of corrective action is applicable. The site-specific development Applicant shall incorporate required corrective actions into their project design and/or plan. Prior to receiving a Certificate of Occupancy or final inspection, the City Department of Public Works shall ensure that required corrective action has been implemented.</p>						

4.8 LAND USE AND PLANNING

None	-	-	-	-	-	-
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Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
4.9 NOISE						
<p>BECSP MM4.9-1 Project applicants shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> ■ Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 300 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period ■ Ensure that construction equipment is properly muffled according to industry standards and be in good working condition ■ Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible ■ Schedule high-noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses, Monday through Saturday; schedule pile-driving activities between the hours of 8:00 AM and 4:00 PM on Mondays through Fridays only ■ Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources ■ Use electric air compressors and similar power tools rather than diesel equipment, where feasible ■ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 10 minutes ■ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent; if the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party 	<p>Contract language and notes on grading and building plans</p>	<p>Review and approve contract specifications, grading and building plans for inclusion</p> <p>Periodic field check</p>	<p>Plan check prior to issuance of a grading permit</p> <p>During construction</p>	<p>Planning</p> <p>Planning</p>		
<p>Contract specifications shall be included in the proposed project</p>						

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
construction documents, which shall be reviewed by the City prior to issuance of a grading permit.						
BECSP MM4.9-2 Project applicants shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the project area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	Contract language and notes on grading plans and building plans	Review and approve grading plans and building plans for inclusion	Prior to issuance of a grading permit	Planning		
BECSP MM4.9-3 Project applicants shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	Contract language and notes on grading and building plans	Review and approve grading and building plans for inclusion	Prior to issuance of a grading permit	Building and Safety		
BECSP MM4.9-4 Project applicants shall provide proper shielding for all new HVAC systems used by the proposed residential and mixed-use buildings to achieve a noise attenuation of 15 dBA at 50 feet from the equipment.	Contract language and notes on building plans	Review and approve building plans for inclusion	Prior to issuance of a building permit	Planning		
BECSP MM4.9-5 Prior to issuance of building permits, project applicants shall submit an acoustical study for each development, prepared by a certified acoustical engineer. Should the results of the acoustical study indicate that that exterior (e.g., patios and balconies) and interior noise levels would exceed the standards set forth in the City of Huntington Beach Municipal Code Sections 8.40.050 through 8.40.070, the project applicant shall include design measures that may include acoustical paneling or walls to ensure that noise levels do not exceed City standards. Final project design shall incorporate special design measures in the construction of the residential units, if necessary.	Acoustical Study	Review and approval of study and building plans for inclusion any special design measures	Prior to issuance of building permits	Planning		

4.10 POPULATION AND HOUSING

None

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
4.11 PUBLIC SERVICES						
BECSP MM4.11-1 Subject to the City's annual budgetary process, which considers available funding and the staffing levels needed to provide acceptable response time for fire and police services, the City shall provide sufficient funding to maintain the City's standard, average level of service through the use of General Fund monies.	Budget sufficiently to maintain standard level of fire and police protection	Review at annual budgetary discussions; Review currently standard levels	Prior to issuance of building permits	Planning		
4.12 RECREATION						
None						
4.13 TRANSPORTATION/TRAFFIC						
BECSP MM4.13-1 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate westbound right turn lane to the intersection of Beach Boulevard at Warner Avenue. Implementation of this improvement would require Caltrans approval.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-2 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of dual northbound and southbound left turn lanes to the intersection of Beach Boulevard at Garfield Avenue. Implementation of this improvement would require Caltrans approval.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-3 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Brookhurst Street at Adams Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-4 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right turn lane to the intersection of Brookhurst Street at Adams Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-5 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth southbound through lane to the intersection of Brookhurst Street at Adams Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
BECSP MM4.13-6 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth eastbound through lane to the intersection of Brookhurst Street at Adams Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-7 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth westbound through lane to the intersection of Brookhurst Street at Adams Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-8 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right turn overlap for a westbound right turn at the intersection of Brookhurst Street at Adams Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-9 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right turn overlap for a northbound right turn at the intersection of Brookhurst Street at Adams Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-10 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-11 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-12 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right-turn lane to the intersection of Beach Boulevard at Bolsa Avenue. Implementation of this improvement would require Caltrans approval.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
BECSP MM4.13-13 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a second westbound left-turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-14 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a de facto westbound right-turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-15 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the conversion of a separate westbound right-turn lane to a de facto right-turn lane at the intersection of Newland Street at Warner Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-16 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Newland Street at Warner Avenue.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-17 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right-turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		
BECSP MM4.13-18 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right-turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.	Proof of fair share payment	Confirm payment	Prior to issuance of certificate of occupancy	Public Works		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
4.14 UTILITIES						
<p>BECSF MM4.14-1 The components of future projects in the Specific Plan area shall incorporate the following measures to ensure that conservation and efficient water use practices are implemented per project. Project proponents, as applicable, shall:</p> <ul style="list-style-type: none"> ■ Require employees to report leaks and water losses immediately and shall provide information and training as required to allow for efficient reporting and follow up ■ Educate employees about the importance and benefits of water conservation ■ Create water conservation suggestion boxes, and place them in prominent areas ■ Install signs in restrooms and cafeterias that encourage water conservation ■ Assign an employee to evaluate water conservation opportunities and effectiveness ■ Develop and implement a water management plan for its facilities that includes methods for reducing overall water use ■ Conduct a water use survey to update current water use needs (processes and equipment are constantly upgrading, thus changing the need for water in some areas) ■ Repair leaks; check the water supply system for leaks and turn off unnecessary flows ■ Utilize water-efficient irrigation systems and drought tolerant plant palette and insure that sprinklers are directing water to landscape areas, and not to parking lots, sidewalks or other paved areas ■ Adjust the irrigation schedule for seasonal changes ■ Install low-flow or waterless fixtures in public and employee restrooms ■ Instruct cleaning crews to use water efficiently for mopping 	Notes on construction plans and conditions, covenants and restrictions (CC&Rs), as applicable	Review construction plans prior to issuance of building permits; Review CC&Rs prior to final inspection	Prior to issuance of building permits; Prior to final inspection	Public Works		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<ul style="list-style-type: none"> ■ Use brooms, squeegees, and wet/dry vacuums to clean surfaces before washing with water; do not use hoses as brooms; sweep or blow paved areas to clean, rather than hosing off (applies outside, not inside) ■ Avoid washing building exteriors or other outside structures ■ Sweep and vacuum parking lots/sidewalks/window surfaces rather than washing with water ■ Switch from "wet" carpet cleaning methods, such as steam, to "dry," powder methods; change window-cleaning schedule from "periodic" to "as required" ■ Set automatic optic sensors on icemakers to minimum fill levels to provide lowest possible daily requirement; ensure units are air-cooled and not water-cooled ■ Control the flow of water to the garbage disposal ■ Install and maintain spray rinsers for pot washing and reduce flow of spray rinsers for prewash ■ Turn off dishwashers when not in use—wash only full loads ■ Scrape rather than rinse dishes before washing ■ Operate steam tables to minimize excess water use ■ Discontinue use of water softening systems where possible ■ Ensure water pressure and flows to dishwashers are set a minimum required setting ■ Install electric eye sensors for conveyer dishwashers ■ Install flushometer (tankless) toilets with water-saving diaphragms and coordinate automatic systems with work hours so that they don't run continuously ■ Use a shut-off nozzle on all hoses that can be adjusted down to a fine spray so that water flows only when needed ■ Install automatic rain shutoff device on sprinkler systems 						

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
4.15 CLIMATE CHANGE						
BECSP MM4.15-1 The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalyzers and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.15-2 The City shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
BECSP MM4.15-3 The City shall require that developers within the project site use locally available building materials, such as concrete, stucco, and interior finishes, for construction of the project and associated infrastructure.	Contract language and notes on construction plans	Review and approve contract specifications and construction plans for inclusion	Plan check prior to issuance of a building permit	Planning		
BECSP MM4.15-4 The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50 percent of construction, demolition, and site clearing waste.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading or building permit, which occurs earlier	Planning		
BECSP MM4.15-5 The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on grading plans and construction plans	Review and approve contract specifications and grading plans and construction plans for inclusion	Plan check prior to issuance of a grading permit	Planning		

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Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>BECSP MM4.15-6 The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.</p>	<p>Contract language and notes on grading plans and construction plans</p>	<p>Review and approve contract specifications and grading plans and construction plans for inclusion</p>	<p>Plan check prior to issuance of a grading permit</p>	<p>Planning</p>		
<p>BECSP MM4.15-7 The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per trip.</p>	<p>Contract language and notes on construction plans</p>	<p>Review and approve contract specifications and construction plans for inclusion</p>	<p>Plan check prior to issuance of a building permit</p>	<p>Planning</p>		
<p>BECSP MM4.15-8 The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific Applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.</p>	<p>Contract language and notes on construction plans</p>	<p>Review and approve contract specifications and construction plans for inclusion</p>	<p>Plan check prior to issuance of a building permit</p>	<p>Planning</p>		
<p>BECSP MM4.15-9 The City shall require that any new development within the project site provide a bulletin board or kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.</p>	<p>Contract language and notes on construction plans</p>	<p>Review construction plans for inclusion</p>	<p>Plan check prior to issuance of certificate of occupancy</p>	<p>Planning</p>		