

CITY OF HUNTINGTON BEACH  
**LEBARD PARK &  
RESIDENTIAL PROJECT**  
Initial Study/Mitigated Negative Declaration

*Public Draft*

*Prepared for*  
**City of Huntington Beach**  
Planning and Building Department  
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Huntington Beach, California 92648

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## SECTION 1. Introduction

All “projects” within California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with the California Environmental Quality Act (CEQA), comprising Public Resources Code (PRC) Sections 21000–21178 and 14 California Code of Regulations (CFR) Sections 15000 et seq. (CEQA Guidelines). The basic purposes of CEQA are to inform governmental decision-makers and the public about potential significant environmental effects of projects and to provide methods to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California government agencies at all levels, including local agencies, regional agencies, and state agencies, boards, commissions, and special districts.

The information, analysis, and conclusions contained in this initial study (IS) form the basis for deciding whether an environmental impact report (EIR), a negative declaration (ND), or a mitigated negative declaration (MND) is to be prepared. Additionally, the IS checklist shall be used to focus an EIR on the effects determined to be potentially significant.

### I. LEGAL AUTHORITY

This IS/MND for the proposed project has been prepared in accordance with CEQA. CEQA Guidelines Section 15063(c) lists the following purposes of an initial study:

- (1) Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or negative declaration;
- (2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration;
- (3) Assist in the preparation of an EIR, if one is required ...
- (4) Facilitate environmental assessment early in the design of a project;
- (5) Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment;
- (6) Eliminate unnecessary EIRs;
- (7) Determine whether a previously prepared EIR could be used with the project.

According to CEQA Guidelines Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration) of Article 6 (Negative Declaration Process):

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identifies potentially significant effects, but:
  - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The City of Huntington Beach has prepared an IS/MND to determine the level of environmental review necessary for the proposed project. Based on the analysis in the IS/MND, it has been determined that all project-related environmental impacts either are less than significant or can be mitigated to less than significant; an MND will meet the requirements of CEQA.

## II. PUBLIC REVIEW

In accordance with CEQA and the CEQA Guidelines, a 30-day public review period for this IS/MND commenced on April 16, 2015, and will conclude on May 15, 2015. The Draft IS/MND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the Draft IS/MND is available for general public review at:

City of Huntington Beach  
Planning and Building Department  
2000 Main Street  
Huntington Beach, California 92648

During the public review period, the public will have an opportunity to provide written comments on the information contained within this Draft IS/MND. The public comments on the Draft IS/MND and responses to public comments will be incorporated into the Final IS/MND. The City's Planning Commission and City Council will use the Final IS/MND for all environmental decisions related to this project.

In reviewing the Draft IS/MND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment, and ways in which the significant effects of the project are proposed to be avoided or mitigated. Comments on the Draft IS/MND should be submitted in writing prior to the end of the 30-day public review period and must be postmarked by May 15, 2015. Please submit written comments to:

Jennifer Villasenor, Acting Planning Manager  
City of Huntington Beach  
Planning and Building Department  
2000 Main Street  
Huntington Beach, California 92648  
[jvillasenor@surfcity-hb.org](mailto:jvillasenor@surfcity-hb.org)

## SECTION 2. Project Description

### I. PROJECT LOCATION

The proposed project is located on an approximately 12.7-acre, generally rectangular site to the south of the intersection of Craimer Lane and Crailet Drive within the City of Huntington Beach in western Orange County, California. Figure 1 (Project Vicinity and Regional Location Map) illustrates the project site's regional location and vicinity.

The project site is bound to the north by Warwick Drive and single-family residences that front Crailet Drive; to the east by Craimer Lane, the Southern California Edison (SCE) Right-of-Way (ROW) and the Santa Ana River Channel; to the south by Cynthia Drive; and to the west by single-family residences that front both Suburbia Lane and Kenworth Circle, and the north-south trending Brookhurst Street.

### II. EXISTING SITE CHARACTERISTICS

The project site is generally composed of two properties: the LeBard Elementary School and the developed portion of LeBard Park. The LeBard Elementary School portion is developed with a school building used for non-traditional educational activities and administrative/staff purposes, six non-lighted sports fields primarily used by the local Little League Baseball organization, and associated surface parking. This land has been determined to be surplus by the Huntington Beach City School District and is proposed for re-use under the proposed project. The LeBard Park site is developed with two lighted tennis courts, a tot lot, passive recreational open space, a storage/meeting building, and a surface parking lot.

The existing general characteristics of the project site are summarized in Table 1 (Summary of Existing Site Characteristics). An aerial photo of the site is provided in Figure 2 (Project Site and Surrounding Land Uses).

The LeBard Elementary School portion of the project site includes the administration/school building and paved parking lot as well as the baseball fields. Vegetation on the LeBard School site consists of a few trees and shrubs located along the northern boundary of the administration/school building abutting the single-family residential units along Crailet Lane and in the existing parking lot. Across the sports fields, vegetation is limited to the grassed areas of the fields. The LeBard Park site is dotted with a variety of mature trees throughout the passive recreation area. The project site is located within a relatively low-lying area where drainage surface flows to the existing streets and to the Santa Ana River Channel, as necessary. There is no evidence that the project site is connected to the City of Huntington Beach storm drain system. The project site is located within the Orange County Coastal Plain at an elevation of approximately 8 to 10 feet mean sea level (msl).

The project site is surrounded by Crailet Drive, Craimer Lane, Warwick Drive, and Cynthia Drive. Currently the project site is accessed from multiple locations including Craimer Lane and Warwick Drive by both car and on foot and along the Santa Ana River Trail by foot.

**Table 1 Summary of Existing Site Characteristics**

<i>Component</i>	<i>Relevant Information</i>
Applicant/ Property Owner	Huntington Beach City School District (Applicant; Owner of approximately 9.7 acres); City of Huntington Beach (Owner of approximately 3 acres)
Assessor's Parcel Number (APN)	155-151-01 (school site); 155-131-29, 155-145-01 (park site)
Site Area	Approximately 12.7 acres
Existing Land Use	LeBard Park, an associated building for meetings and storage, and surface parking; LeBard Elementary School building, surface parking and six baseball fields
On-site Parking	38 surface parking stalls (LeBard Park); 109 surface parking stalls (LeBard Elementary School building)
Off-site (on-street) Parking	14 on-street parking spaces (Craimer Lane/Warwick Drive); 39 on-site parking spaces (Cynthia Dr)
Topography	Generally flat
Zoning Designation	Public-Semipublic (PS), Open Space—Parks and Recreation (OS-PR)
General Plan Designations	Public (Residential Low Density) [P (RL)], Open Space—Parks (OS-P)

The project site (both the LeBard Elementary School and LeBard Park pieces) are currently served by utility services, including water, sewer, power, and a public storm drain system. Water and sewer utility services are provided to the project site via existing public mains in Craimer Lane. Existing electrical utility service is provided from SCE's power lines in Craimer Lane, Warwick Drive, Crailet Street, and Cynthia Drive. The existing drainage at the site sheet flows to the surrounding streets.

### **Surrounding Land Uses**

Figure 2 illustrates the surrounding land uses. The project site is located approximately 0.25 mile due east of the intersection of Brookhurst Street and Indianapolis Avenue. The project site is surrounded by the following uses:

- North: The western side of the project site is bordered to the north by single-family residences that front Craimer Lane. The eastern side of the project site is bordered to the north by Warwick Drive and single-family residences located on the north side of Warwick Drive and the east side of Ravenwood Lane, as well as a (tree) nursery located within the SCE ROW.
- East: Undeveloped 2-acre LeBard parkland within the SCE ROW, the Santa Ana River Trail and the Santa Ana River Channel.
- South: Cynthia Drive, single-family residences located on the south side of Cynthia Drive and the east side of Lavonne Lane, as well as a portion of the SCE ROW/Santa Ana River Trail.
- West: Single-family residences that front Suburbia Lane and Kenworth Circle.

### **Existing General Plan/Zoning Designations**

The project site has a General Plan Land Use designation of Public – with an underlying designation of Residential Low Density [P (RL)] on the school portion and Open Space – Parks (OS-P) on the park portion. These designations allow for government facilities, public utilities, schools, public parking lots and similar uses and public park and recreational facilities, respectively.



100030959 | Huntington Beach LeBard Park CEQA

Source: Microsoft Streets and Trip, basemap, 2009; Atkins, 2014.

Figure 1  
Project Vicinity and Regional Location Map



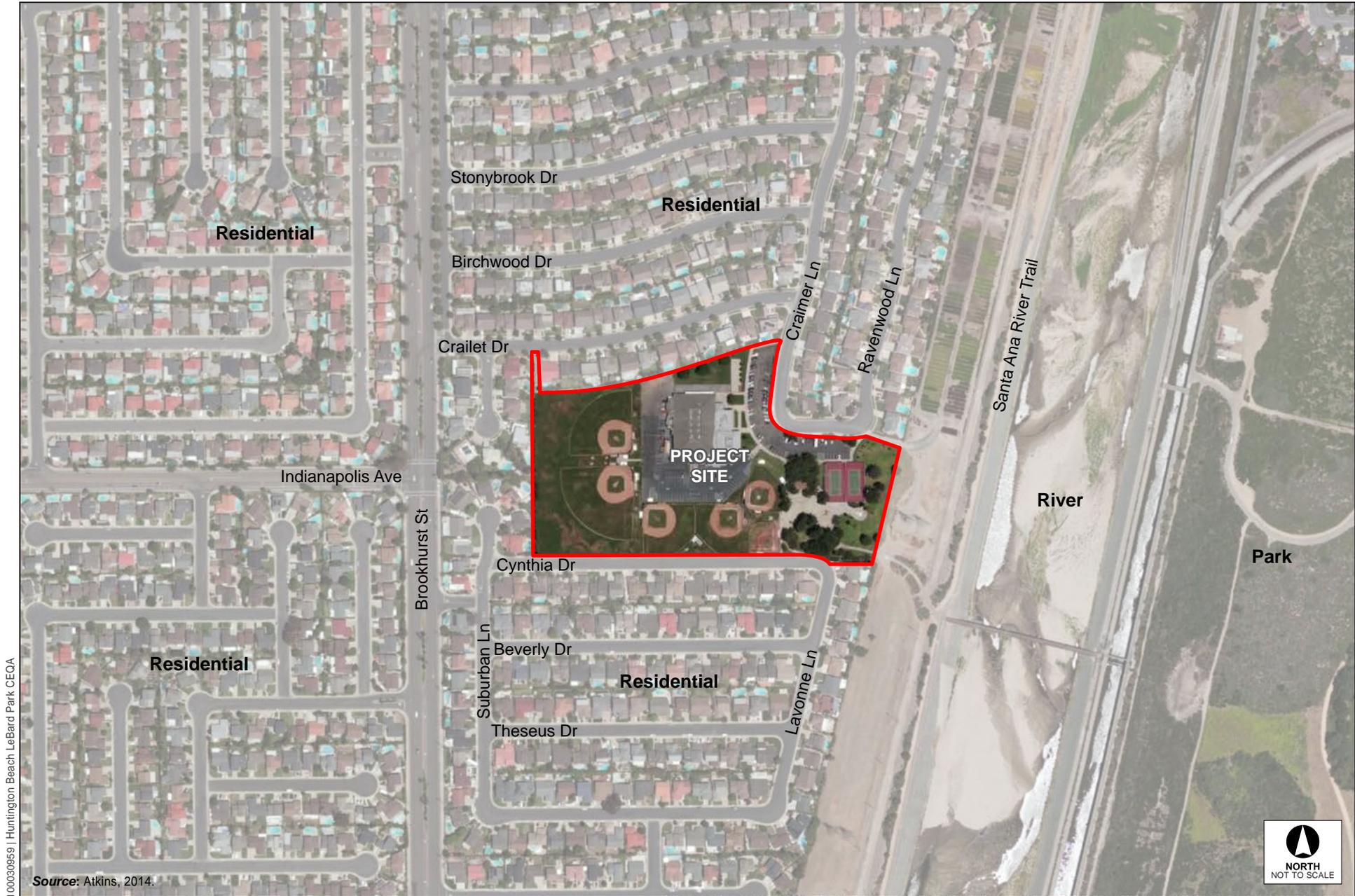


Figure 2  
 Project Site and Surrounding Land Uses



The project site has a Zoning designation of PS (Public-Semipublic) on the school portion and OS-PR (Open Space—Parks and Recreation) on the park portion. Implementation of the proposed project would include a General Plan Amendment (GPA) and Zoning Map Amendment (ZMA) to accommodate the proposed single-family residential uses and incorporate the existing sports fields into the existing city park.

### **Site Background**

The LeBard Elementary School and LeBard Park were part of the original residential subdivision of this area of Huntington Beach in the 1960s. Due to the changing demographics of the City of Huntington Beach, the elementary school was closed for educational purposes in 1981. However, upon its closure, the Huntington Beach City School District elected to retain the school in reserve, utilizing the building as a temporary administration office. This use continues to the present day. During this time, the Sea View Little League was permitted to use the sports fields on the school grounds on a temporary year-by-year basis.

In 2008, after a comprehensive review of its holdings and finances, the Huntington Beach City School District Board concluded that LeBard Elementary School was no longer needed as a school site and that the deteriorating school building had exceeded its useful life. The School District Board voted to sell the LeBard Elementary School site and use the proceeds for capital improvements, operations and maintenance throughout the District (including but not limited to a new location for the district headquarters).

## **III. PROPOSED PROJECT CHARACTERISTICS**

### **Proposed Project**

The proposed project is a cooperative effort between the Huntington Beach City School District (District) and the City of Huntington Beach (City) to re-purpose an approximately 9.7-acre surplus school site for public recreation and residential uses. The City would acquire 6.5 acres of the LeBard Elementary School site that are currently developed with sports fields as an addition to the adjoining approximately 3-acre developed portion of LeBard Park. Improvements within the sports fields and existing park area would include a new concession/restroom/storage building, relocation of bleachers and bullpens, accessibility upgrades and an expanded parking lot. Other improvements include grading and drainage within the park and sports fields area and a new passive recreational area. The existing amenities in LeBard Park would remain. The District proposes to gain approval for a 15-lot, low-density single-family residential subdivision in the 3.2-acre area where the original school building and pavement/parking area are currently developed and sell the area to a private home builder. Table 2 (Summary of Project Site Characteristics) summarizes the components of the proposed project.

<i>Component</i>	<i>Site Characteristics</i>
Proposed Land Use	Residential Low Density (RL) and Open Space – Park and Recreation (OS-PR)
Proposed Development	LeBard Park: 1,500-square-foot building to house concessions, restrooms and storage, expansion of the existing parking lot, passive open space areas, relocation of bleachers and bullpens, ADA accessibility upgrades and grading for water quality and drainage improvements Single-family residential: 15 lot planned unit development (PUD) and associated infrastructure improvements
Building Height	LeBard Park: One story, approximately 18 feet in height; Single-family residential: Two stories, with a maximum of 30 feet
Total Development Footprint	Approximately 12.7 acres
Proposed Parking Spaces	118 parking spaces would be available across the expanded surface parking lot at LeBard Park (off-street parking) and on-street parking along Craimer Lane, Warwick Drive and Cynthia Drive. Twenty four on-street parking spaces would be provided along the newly proposed street that will serve the single-family residences. Each home would have the Code-required parking provided on-site (minimum 2-car garage and driveway).
Project Access	LeBard Park: Vehicular access from Craimer Lane (on-street parking), Warwick Drive (surface parking lot and on-street parking) and Cynthia Drive (on-street parking). Pedestrian access via Crailet Drive (via the walkway located just to the west of Kenworth Circle), Craimer Lane, Warwick Drive, Ravenwood Lane, the Santa Ana River Trail and Cynthia Drive, with an identified walking path to each of the sports fields. Pedestrian access will not be provided directly from the proposed 15 single-family residences to the park or sports fields. Single-family residential: Access to the single-family residences will be provided by a new street to be created by the Tentative Tract Map. This new street will connect with Craimer Lane, south of Crailet Drive.

SOURCE: MSA Land Solutions, Inc. Tentative Tract No. 17801 (January 23, 2015).

## Project Approvals

To achieve the development described above, the following approvals would be required:

- General Plan Amendment to amend the existing land use designation for the LeBard Elementary School portion of the project site from Public (Residential Low Density) (P(RL)) to Residential Low Density – 7 units per acre (RL-7) on 3.2 acres and Open Space – Park (OS-P) on 6.5 acres where the sports fields are currently developed. This will result in a reconfiguration of the area designated as OS-P across the entirety of the project site.
- Zoning Map Amendment to amend the existing zoning designation for the LeBard Elementary School portion of the project site from Public-Semipublic (PS) to Residential Low Density (RL) on 3.2 acres and Open Space – Parks and Recreation (OS-PR) on 6.5 acres. This will result in a reconfiguration of the area zoned as Open space – Parks and Recreation (OS-PR) across the entirety of the project site.
- Tentative Tract Map to subdivide the LeBard school site into an approximately 6.5-acre parcel, which would be acquired by the City and 3.2 acres would be subdivided for development of a 15-unit single-family planned unit development (PUD). Lot sizes would average approximately 7,216 square feet (sf) in total area. Associated infrastructure would also be constructed to include a private street with access from Craimer Lane. The residential lots would be sold to a private home builder for construction of the homes in the future. Because approximately half of the proposed residential lots would not meet the minimum 60-foot lot width required in the RL zoning district, the applicant is proposing a PUD subdivision, which requires provision of a

public benefit. The applicant proposes to provide a new restroom/concession/storage building for the expanded park as well as upgraded passive park amenities.

- Conditional Use Permit (CUP) to expand the surface parking lot at LeBard Park and to provide water quality upgrades and other improvements within the expanded park area. A CUP is also required to allow the development of the proposed 15-lot subdivision on a site with a grade differential greater than 3 feet.
- Variance to provide a 4-foot-wide landscape planter along a portion of the parking lot adjacent to Warwick Drive in lieu of the required 10 feet.
- Demolition permits for the existing LeBard Elementary School building and asphalt/blacktop area (on the LeBard Elementary School site).
- Grading permit.

Upon approval of the above, the proposed project would include construction of a new building for concessions, restrooms and storage as well as an expanded surface parking lot within the reconfigured LeBard Park area. The storage and meeting building within the existing park area will remain. The residential subdivision will be sold to a private home developer in the future for construction of single-family homes.

Figure 3 (Site Plan and Tentative Tract Map) provides a conceptual site plan as well as the proposed Tentative Tract Map boundaries, depicting the area proposed for residential development, the expanded surface parking area for LeBard Park and the sports fields, and the new building for concessions, restrooms and storage.

Figure 4 (Proposed General Plan Amendment) shows the proposed changes to the General Plan designation to permit the proposed project. Figure 5 (Zoning Map Amendment) identifies the proposed changes to site zoning to allow for the proposed project.

In the future, a homeowners association (HOA) would be established to maintain a 6-foot parkway along the proposed residential street that will be created by the Tentative Tract Map. Associated with the Tentative Tract Map, a future private developer will be responsible for the construction of 15 single-family homes. This developer will be required to obtain all necessary City approvals for the construction of the homes. Additionally, in accordance with Huntington Beach Zoning and Subdivision Ordinance Chapter 230, the proposed project is required to allot a minimum of 10 percent of the units to be affordable. The future subdivision developer would be required to process an Affordable Housing Agreement with the City prior to the issuance of a grading permit.

### **Parking and Access**

As shown in Table 3 (Existing and Proposed Parking Spaces), a total of 118 parking spaces would be available within the expanded surface parking lot at LeBard Park (on-site spaces) and along Cramer Lane, Warwick Drive and Cynthia Drive (on-street spaces). Additionally, 24 on-street parking spaces would be provided along the newly proposed street (A' Street) that is part of the proposed tentative tract map. In total 142 on-site and on-street parking spaces would be available for LeBard Park use. Additionally, each home will have on-site parking (garage, driveway) to meet the minimum Zoning Code requirements.

<i>Parking Zone</i>	<i>Existing</i>	<i>Proposed</i>
Huntington Beach School District Property (Lot Spaces)	109	0
A' Street (On-Street Spaces)	0	24
LeBard Park (Lot Spaces)	38	68
Craimer Lane (On-Street Spaces)	7	5
Warwick Drive (On-Street Spaces)	7	6
Cynthia Drive (On-Street Spaces)	39	39
<b>Total Parking</b>	<b>200</b>	<b>142</b>

SOURCE: MSA Land Solutions, Inc. Tentative Tract No. 17801 (January 23, 2015).

### Reconfigured LeBard Park

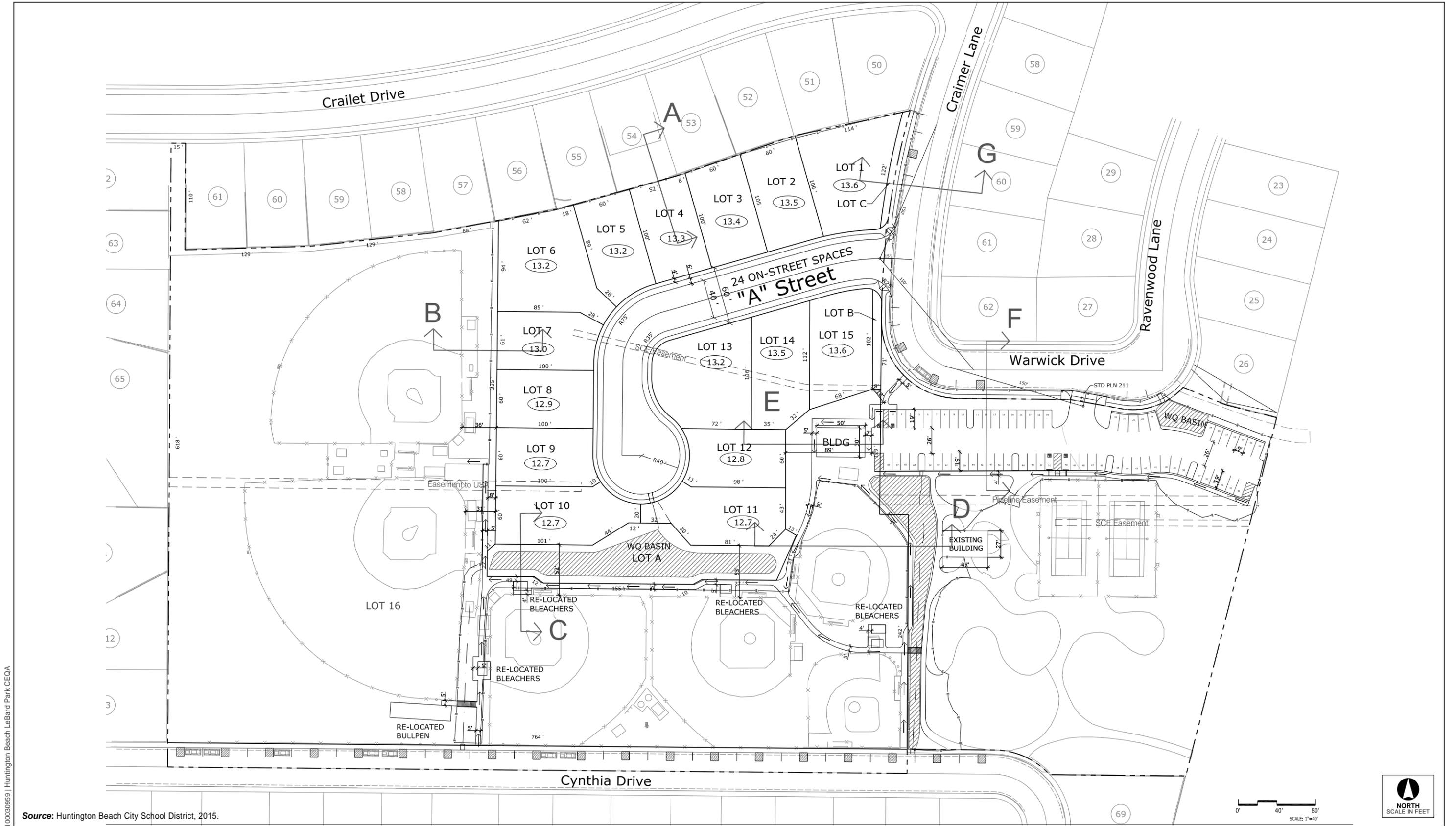
The proposed project would result in an expansion of the existing, surface parking lot that serves LeBard Park from 38 to 68 stalls. This parking would be located in the area to the south of Warwick Drive that is currently used for LeBard Park parking (38 off-street stalls) as well as an expansion to the east, extending to the border of LeBard Park at the SCE ROW. On-street parking would continue to be available including 50 parallel parking spaces along Cynthia Drive, Craimer Lane and Warwick Drive.

Under the proposed project, general vehicular access to LeBard Park will continue to be provided by Craimer Lane (on-street parking), Warwick Drive (surface parking lot and on-street parking) and Cynthia Drive (on-street parking). ADA-compliant walking paths would be constructed to connect the parking lot with the main park facilities and the baseball fields. Pedestrian access from the surrounding neighborhood will be provided via Crailet Drive (via the “flag” walkway located just to the west of Kenworth Circle), Craimer Lane, Warwick Drive, Ravenwood Lane, the Santa Ana River Trail and Cynthia Drive, with an identified walking path to each of the sports fields. Pedestrian access will not be provided directly from the proposed 15 single-family residences to the park or sports fields. In accordance with the American Disabilities Act (ADA), ADA-compliant walkways would be constructed throughout the park facilities.

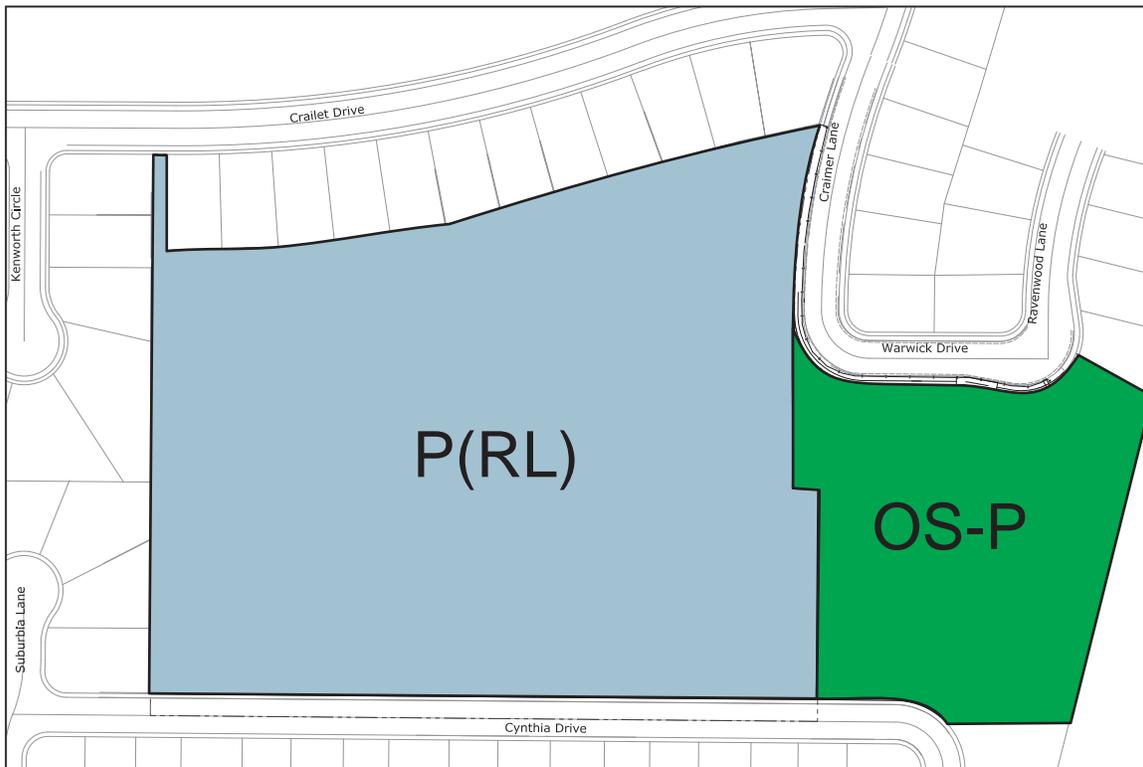
### Single-Family Residential

Access to the single-family residences will be provided by a new street to be created by the Tentative Tract Map. This new street will connect with Craimer Lane, south of Crailet Drive. In addition to the Code-required parking provided at each residence (minimum of a two-car garage and two driveway spaces), 24 on-street parallel parking spaces would be provided along the newly proposed street. These on-street parking spaces would be available to both the residents and the public.<sup>1</sup>

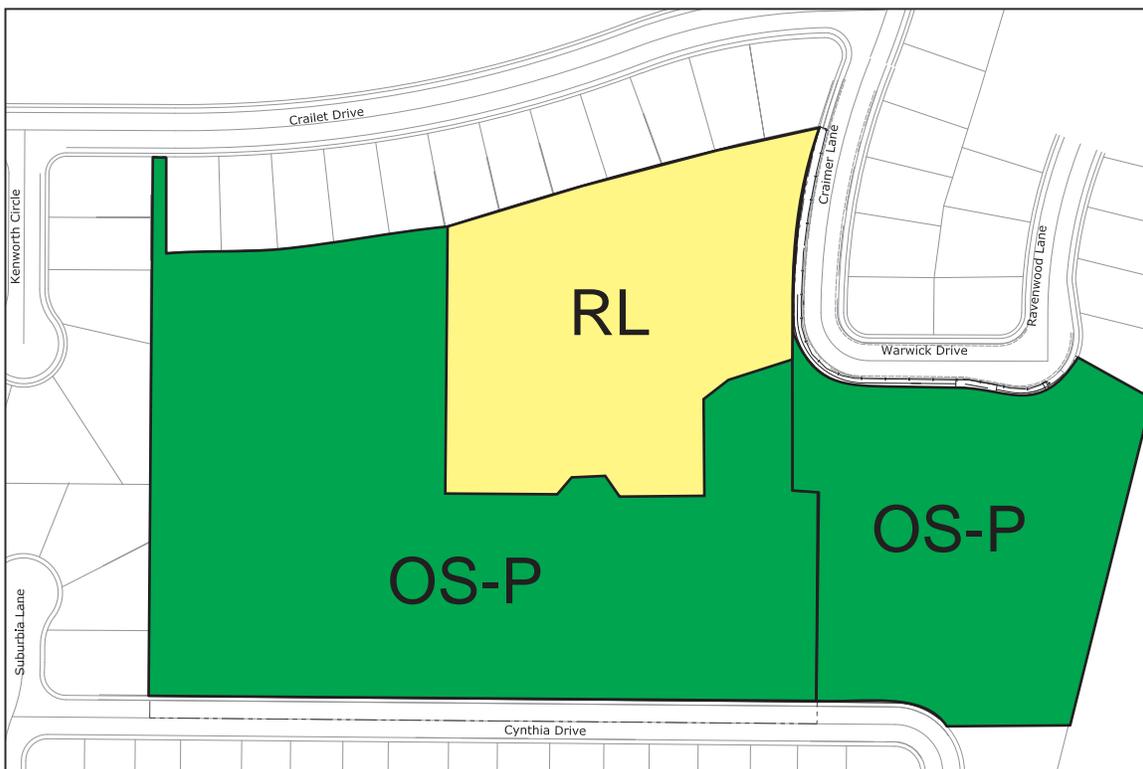
<sup>1</sup> For purposes of this worst-case analysis, only the streets with direct access to the project site were included for on-street spaces. As such, the future 24 on-street spaces to be constructed with the subdivision were not included in the future inventory of on-street parking spaces.







Existing General Plan



Proposed General Plan

**P (RL)** Public Residential Density

**RL** Residential Density

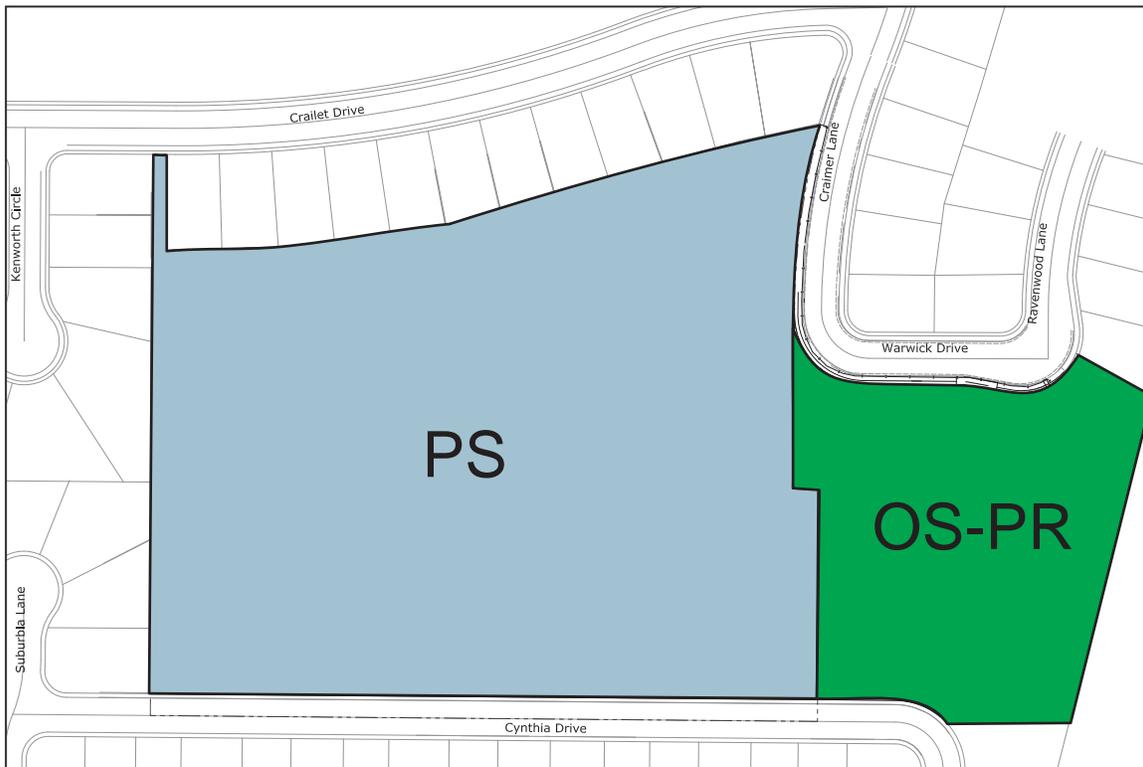
**OS-P** Open Space Park



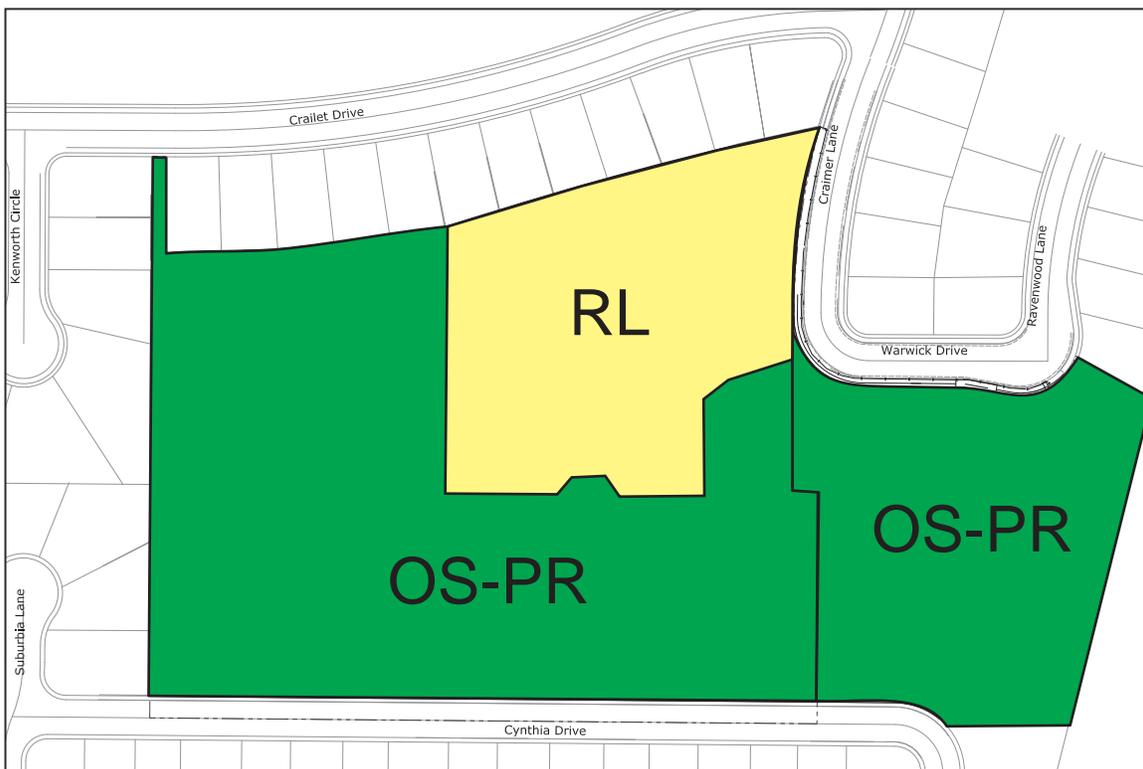
Source : Huntington Beach City School District 2015

Figure 4  
Proposed General Plan Amendment





**Existing Zoning Plan**



**Proposed Zoning Plan**

PS Public - Semi Public
  RL Residential Low Density
  OS-PR Open Space Parks & Recreation Subdistrict



Source: Huntington Beach City School District 2015

Figure 5  
Zoning Map Amendment



## **Landscaping**

### **Reconfigured LeBard Park**

The proposed project will affect existing trees at LeBard Park, located in both the proposed expanded surface parking area and within the park where improvements will be made to address water quality. According to the Arborist Inspection Follow-up Report, there are 32 existing trees that are designated on the project site as proposed for encroachment as a result of their locations within and immediately adjacent to the project's construction footprint. Of these 32 existing trees, there are three locations wherein trees are currently missing and of the 29 actual existing trees, three trees are currently dead (IS/MND Appendix B). The species of trees that are currently found on the project site include crape myrtles (mature), London plane trees (immature), evergreen pears (mature), Liquidambar (mature), mulberry (mature), and Canary Isle pine (mature). The Arborist Inspection Follow-up Report determined that based on the species varying levels of maturity, the various trees' levels of performance and structural integrity, and the presence of pathogenic disease conditions, none of the 29 trees are candidates for boxing and relocation. It is recommended that nursery trees with better systemic performance and structural conformity be imported for transplantation into the site rather than the existing trees.

### **Single-Family Residential**

Open space areas would consist of courtyards, gardens, and landscaping/planting pocket areas as required by the Zoning Code. This would be reviewed as part of the plan check review process for residential lots.

### **Grading Plan**

The proposed grading plan and requested permit would allow for grading of approximately 2,800 cubic yards across the project site with the need for import of approximately 1,500 to 2,000 cubic yards. In addition, the grading plan includes a 5-foot work zone beyond the daylight line. The average depth of grading is expected to be approximately 5 feet.

### **Development Phasing**

The first phase of development would include the sale of the residential subdivision to a private builder. The second phase would include the construction of Warwick Street and parking lot improvements at LeBard Park, the relocation of bleachers and bullpens, demolition of the LeBard school building and blacktop and the mass grading of the project area as a whole, and landscaping. The final phase would include the installation of necessary underground infrastructure separately for both LeBard Park and the single-family residences and the construction of the single-family residences. Construction of the single-family residences would only occur after all park and street improvements are complete.

### **Water Quality Improvements**

The proposed project's water quality improvements for the LeBard Elementary School site consist of constructing a detention basin designed to mitigate storm water flows from the residential subdivision, which would outflow to a flow-based biotreatment vegetated swale. The detention basin would be located between the southern edge of the proposed residential subdivision and the baseball fields and the

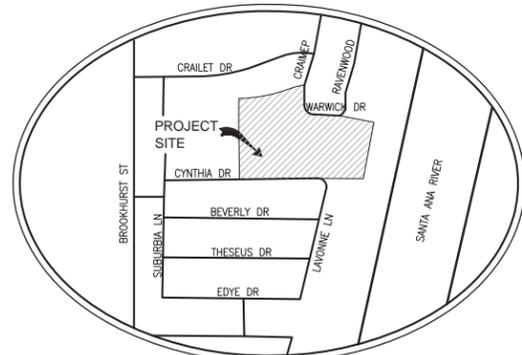
flow-based vegetated swale would be located between the southwestern field and the two southern sports fields (refer to Figure 6 [WQMP Drainage Areas for the LeBard School Site]). This area will be designed to provide functional passive park space. The flow-based vegetated swale would be the only water quality treatment improvement, as the soil on the project site would not allow for infiltration into the existing ground. The flow-based vegetated swale would be designed with low impact design features to serve as a water quality BMP for the LeBard Elementary School site to ensure consistency with water quality regulations.

The proposed project's water quality improvements for the LeBard Park site consist of a flow-based vegetated swale and a volume-based bioretention basin for the proposed parking lot. The west side of the parking lot would drain to the south to Cynthia Drive via the flow-based vegetated swale that would run between the existing baseball fields and LeBard Park (refer to Figure 7 [WQMP Drainage Areas for the LeBard Park Site]). The eastern side of the proposed parking lot would drain to the north to Warwick Drive through the volume-based retention basin located in the proposed landscaped area of the parking lot (refer to Figure 7). Both the vegetated swale and the retention basin would serve as water quality treatments for the LeBard Park site. Similar to the LeBard Elementary School site, due to the soil type present on the project site, infiltration into the existing ground is not permitted and, thus, connection to the existing storm drain system is not feasible.

### **Project Objectives**

The objectives of the proposed project, as identified by the City of Huntington Beach and the Huntington Beach City School District are as follows:

- Redevelopment and reuse of surplus District lands for the betterment of the community and the financial benefit of the District.
- The City would be able to buy parkland that is suitable for active recreation from the District at 25% of the appraised value.
- Continued support of the local Little League baseball teams and maintenance of high-quality practice and play fields for all ages.
- Create a development that is compatible with and sensitive to the existing single-family land uses in the project area.
- Enhance the community image of Huntington Beach through the design and construction of high quality residential development consistent with the City's General Plan.
- Ensure adequate utility infrastructure and public services for the new single-family residential development as well as improvements to LeBard Park.
- Mitigate environmental impacts to the greatest extent possible.



VICINITY MAP  
NTS

**LEGEND**

- SITE LIMITS
- - - RIGHT OF WAY
- PROPERTY LINE
- - - CENTERLINE
- FLOW LINE
- FLOW DIRECTION
- SUB-DRAINAGE AREA BOUNDARY
- PROJECT STUDY AREA BOUNDARY
- ③ DRAINAGE AREA REACH NUMBER
- ②A SUB-DRAINAGE AREA NUMBER
- X.XX AREA ACREAGE (AC)
- A DRAINAGE AREA

**WQMP INFORMATION**

SITE AREA: 10.2 ACRE  
 SOIL GROUP: D  
 IMPERVIOUS: PER CALCULATIONS  
 METHOD: ORANGE COUNTY STORMWATER PROGRAM (May 19, 2011)  
 EXHIBIT 7.II-MODEL WATER QUALITY MANAGEMENT PLAN (WQMP)

**POST-DEVELOPMENT STORMWATER QUALITY DESIGN FLOW (LID DESIGN Q) TABLE:**

DRAINAGE AREA NO.	SUB-DRAINAGE AREA NO.	AREA A (acre)	IMPERVIOUS NO. (%)	RUNOFF COEFFICIENT C Value***	RAINFALL INTENSITY ** I (in/hr)	LID Design Q (cfs)
A	1A	3.14	65	0.64	0.20	0.40
	2A	2.15	20	0.30	0.20	0.13
	3A	4.93	10	0.23	0.20	0.22

NOTE:  
 \* SQDF - Stormwater Quality Design Flow (Qp),  $Qp=C^*A^*$   
 \*\* Figure III.4 of OC Stormwater Program Exhibit 7.III WQMP Technical Guidance Document  
 \*\*\* C Values per Equation III.1 of OC Stormwater Program Exhibit 7.III WQMP Technical Guidance Document;  $C = (.75 \times \%IMP) + 0.15$

**POST-DEVELOPMENT STORMWATER QUALITY DESIGN VOLUME (DCV) TABLE:**

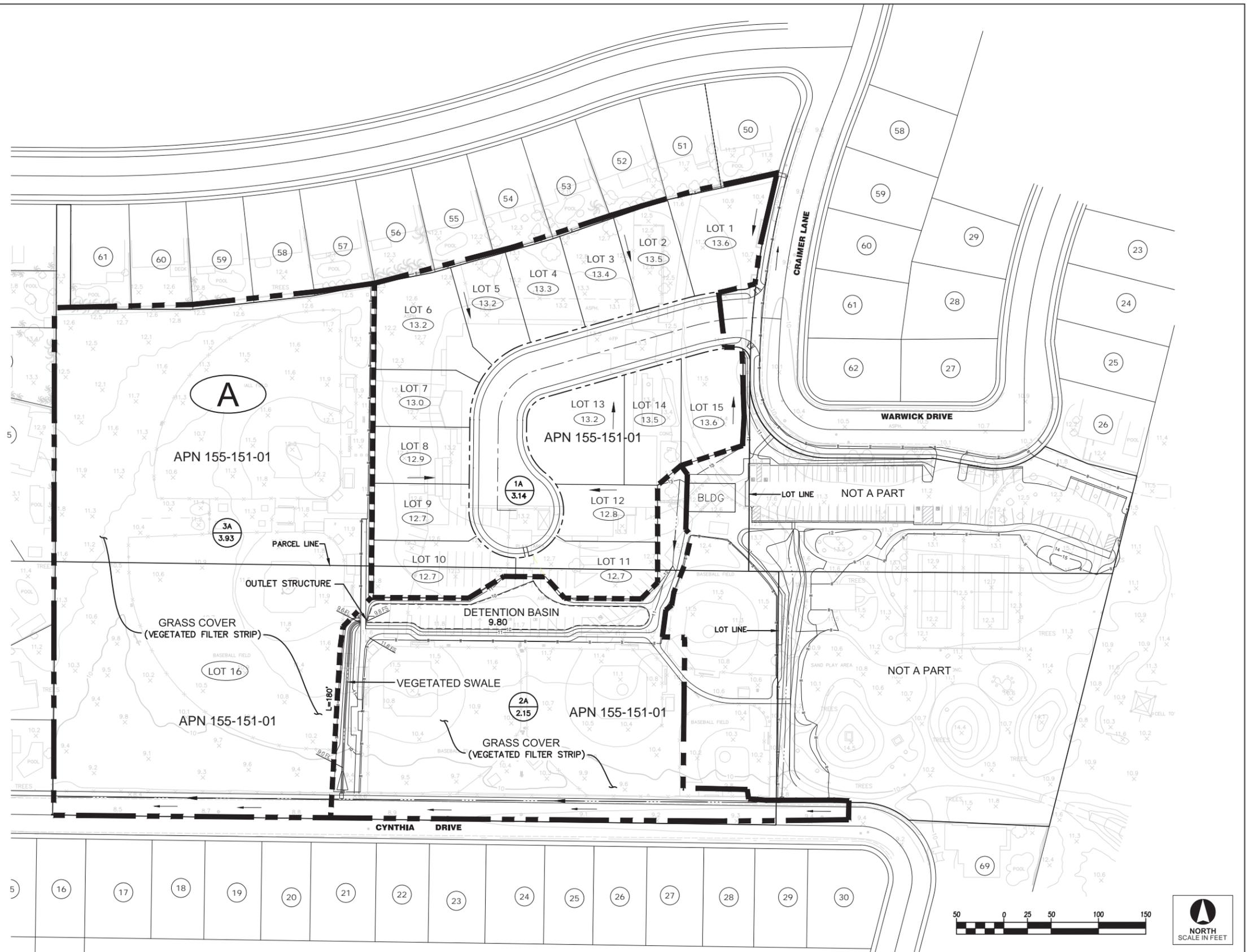
DRAINAGE AREA NO.	SUB-DRAINAGE AREA NO.	AREA A (acre)	IMPERVIOUS NO. (%)	RUNOFF COEFFICIENT C Value***	RAINFALL Zone 1 ** Rainfall - I (in)	DCV* (cft)
A	1A	3.14	65	0.64	0.7	5,086
	2A	2.15	20	0.30	0.7	1,639
	3A	4.93	10	0.23	0.7	2,819

NOTE:  
 \* DCV - Design Capture Volume,  $DCV=C^*A^*(1/12in)$  (43,560 ft<sup>2</sup>/acre) Section III.3 of TGD  
 \*\* OC California 24-hour, 85th Percentile Rainfall Map, Fig. XVI-1 of TGD  
 \*\*\* C Values per Equation III.1 of OC Stormwater Program Exhibit 7.III WQMP Technical Guidance Document;  $C = (.75 \times \%IMP) + 0.15$

**BMP DEVICES SUMMARY TABLE:**

DRAINAGE AREA NO.	SUB-DRAINAGE AREA NO.	AREA (acre)	IMPERVIOUS NO. (%)	LID Design Q (cfs)	DCV (cft)	BMP DEVICES
A	1A	3.14	65	0.40	5,086	VEGETATED SWALE
	2A	2.15	20	0.13	1,639	GRASS COVER*
	3A	4.93	10	0.22	2,819	GRASS COVER*

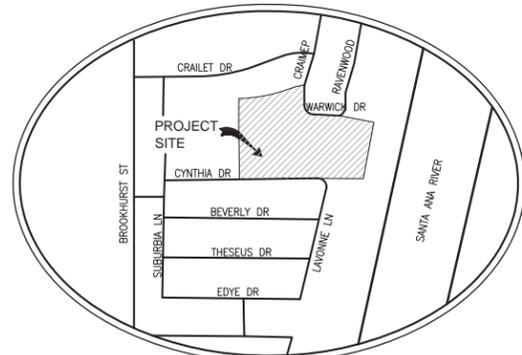
NOTE: \* EXISTING WELL MAINTAINED GRASS COVER TO REMAIN, WHICH SERVES AS VEGETATED FILTER STRIP



Source: Huntington Beach City School District 2015

Figure 6  
 WQMP Drainage Areas for LeBard School Site





VICINITY MAP  
NTS

**LEGEND**

- SITE LIMITS
- - - RIGHT OF WAY
- PROPERTY LINE
- - - CENTERLINE
- - - FLOW LINE
- FLOW DIRECTION
- SUB-DRAINAGE AREA BOUNDARY
- PROJECT STUDY AREA BOUNDARY
- ③ DRAINAGE AREA REACH NUMBER
- 2A SUB-DRAINAGE AREA NUMBER
- X.XX AREA ACREAGE (AC)
- A DRAINAGE AREA

**WQMP INFORMATION**

SITE AREA: 2.0 ACRE  
 SOIL GROUP: D  
 IMPERVIOUS: PER CALCULATIONS  
 METHOD: ORANGE COUNTY STORMWATER PROGRAM (May 19, 2011)  
 EXHIBIT 7.II-MODEL WATER QUALITY MANAGEMENT PLAN (WQMP)

**POST-DEVELOPMENT STORMWATER QUALITY DESIGN FLOW (LID DESIGN Q) TABLE:**

DRAINAGE AREA NO.	SUB-DRAINAGE AREA NO.	AREA A (acre)	IMPERVIOUS NO. (%)	RUNOFF COEFFICIENT C Value***	RAINFALL INTENSITY ** I (in/hr)	LID Design Q (cfs)
A	1A	0.50	78	0.74	0.25	0.09
	2A	0.42	65	0.64	0.25	0.07
	3A	1.10	13	0.25	0.25	0.07

NOTE: \* SQDF - Stormwater Quality Design Flow (Qp),  $Qp=C*I*A$   
 \*\* Figure III.4 of OC Stormwater Program Exhibit 7.III WQMP Technical Guidance Document  
 \*\*\* C Values per Equation III.1 of OC Stormwater Program Exhibit 7.III WQMP Technical Guidance Document;  $C = (.75 \times \%IMP) + 0.15$

**POST-DEVELOPMENT STORMWATER QUALITY DESIGN VOLUME (DCV) TABLE:**

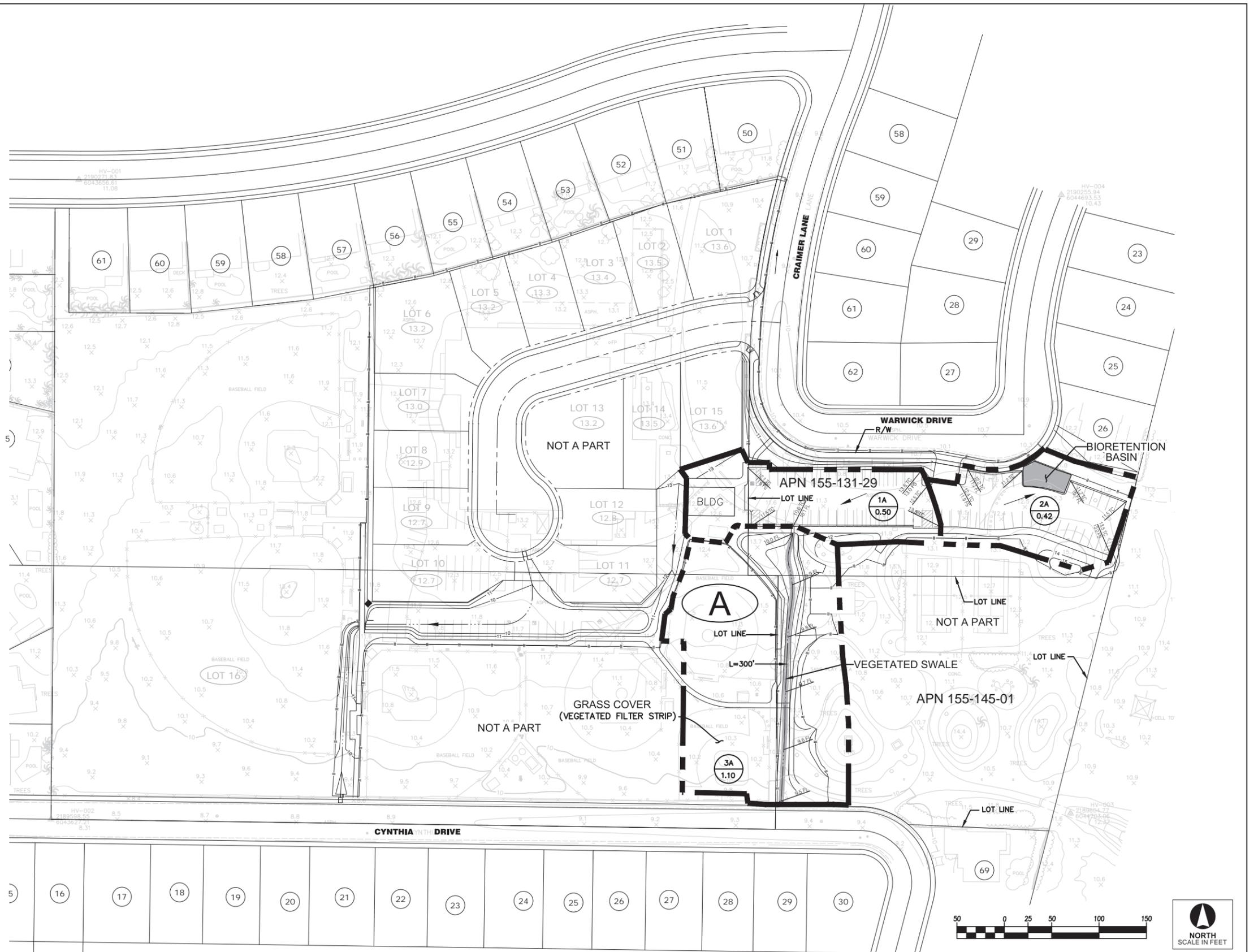
DRAINAGE AREA NO.	SUB-DRAINAGE AREA NO.	AREA A (acre)	IMPERVIOUS NO. (%)	RUNOFF COEFFICIENT C Value***	RAINFALL Zone 1 ** Rainfall - I (in)	DVC* Vo (cft)
A	1A	0.50	78	0.74	0.7	940
	2A	0.42	65	0.64	0.7	683
	3A	1.10	13	0.25	0.7	699

NOTE: \* DCV - Design Capture Volume,  $DCV=C*I*A * (1/12in)$  (43,560 ft<sup>2</sup>/acre) Section III.3 of TGD  
 \*\* OC California 24-hour, 85th Percentile Rainfall Map, Fig. XVI-1 of TGD  
 \*\*\* C Values per Equation III.1 of OC Stormwater Program Exhibit 7.III WQMP Technical Guidance Document;  $C = (.75 \times \%IMP) + 0.15$

**BMP DEVICES SUMMARY TABLE:**

DRAINAGE AREA NO.	SUB-DRAINAGE AREA NO.	AREA (acre)	IMPERVIOUS NO. (%)	LID Design Q (cfs)	DCV (cft)	BMP DEVICES
A	1A	0.50	78	0.09	940	VEGETATED SWALE
	2A	0.42	65	0.07	683	BIORETENTION BASIN
	3A	1.10	13	0.07	699	GRASS COVER*

NOTE: \* EXISTING WELL MAINTAINED GRASS COVER TO REMAIN, WHICH SERVES AS VEGETATED FILTER STRIP



Source: Huntington Beach City School District 2015

Figure 7  
WQMP Drainage Areas for LeBard Park Site



## **Public Actions and Approvals Required**

### **City of Huntington Beach**

This IS/MND serves as the required environmental documentation for the following discretionary approvals that are required to implement the proposed project:

- General Plan Amendment to amend the existing land use designation for the LeBard Elementary School portion of the project site from Public (Residential Low Density) (P(RL)) to Residential Low Density – 7 units per acre (RL-7) on 3.2 acres and Open Space – Park (OS-P) on 6.5 acres where the sports fields are currently developed. This will result in a reconfiguration of the area designated as OS-P across the entirety of the project site.
- Zoning Map Amendment to amend the existing zoning designation for the LeBard Elementary School portion of the project site from Public-Semipublic (PS) to Residential Low Density (RL) on 3.2 acres and Open Space – Parks and Recreation (OS-PR) on 6.5 acres. This will result in a reconfiguration of the area zoned as Open space – Parks and Recreation (OS-PR) across the entirety of the project site.
- Tentative Tract Map to subdivide the LeBard school site into an approximately 6.5-acre parcel, which would be acquired by the City and 3.2 acres would be subdivided for development of a 15-unit single-family planned unit development (PUD). Lot sizes would average approximately 7,216 sf in total area. Associated infrastructure would also be constructed, to include a private street with access from Cramer Lane. The residential lots would be sold to a private home builder for construction of the homes in the future. Because approximately half of the proposed residential lots would not meet the minimum 60-foot lot width required in the RL zoning district, the applicant is proposing a PUD subdivision, which requires provision of a public benefit. The applicant proposes to provide a new restroom/concession/storage building for the expanded park as well as upgraded passive park amenities.
- Conditional Use Permit (CUP) to expand the surface parking lot at LeBard Park and to provide water quality upgrades and other improvements within the expanded park area. A CUP is also required to allow the development of the proposed 15-lot subdivision on a site with a grade differential greater than 3 feet.
- Variance to provide a 4-foot-wide landscape planter along a portion of the parking lot adjacent to Warwick Drive in lieu of the required 10 feet.
- Demolition permits for the existing LeBard Elementary School building and asphalt/blacktop area (on the LeBard Elementary School site).
- Grading permit.

### **State and Local Agencies**

In addition to the City of Huntington Beach (the Lead Agency), there are also federal, regional, and State, responsible agencies that have discretionary or appellate authority over the project and/or specific aspects of project. The responsible agencies will also rely on this IS/MND when acting on such projects. Those federal, state, or local agencies that would rely upon the information contained in this IS/MND when considering approval include, but are not necessarily limited to, the following:

- Santa Ana Regional Water Quality Control Board
- State Water Resources Control Board (General Construction Activity Stormwater Permit)

- Orange County Sanitation District—Waste service
- Southern California Edison
- California Department of Fish and Wildlife
- Huntington Beach City School District

### **Cumulative Development Scenario**

CEQA Guidelines Section 15355 defines “cumulative impacts” as “two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.” In general, these impacts occur in conjunction with other related developments whose impacts might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the project in combination with existing development and other expected future growth, the amount and location of growth expected to occur (in addition to the proposed project) must be considered. CEQA Guidelines Section 15130(b) allows the following two methods of prediction:

- A. A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or
- B. A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions.

This IS/MND primarily uses a list of cumulative projects for the cumulative analysis, because the types of impacts anticipated from the project are primarily local in nature and would not be affected by regional development. However, where use of regional projections is appropriate for the cumulative analysis of a particular resource, this is specified in the cumulative discussion of that resource in Section 5 (Evaluation of Environmental Impacts). Table 4 (Cumulative Projects) summarizes cumulative development projects within the vicinity of the project area.

<b>No.</b>	<b>Project Name</b>	<b>Location</b>	<b>Major Project Features</b>	<b>Project Status</b>
1	Lamb School	10251 Yorktown Ave	The project consists of 81 single-family residences.	Under construction
2	Wardlow School	9191 Pioneer Dr	The project consists of 49 single-family residences.	Under construction
3	Beach & Ocean	19891–19895 Beach Blvd	The project consists of a 173-unit apartment complex.	Partially occupied/construction is ongoing
4	Beach & Ellis Mixed-Use	Five Points area of the Beach Edinger Corridor Specific Plan	The Beach-Ellis project would result in a six-story mixed-use development consisting of 8,500 sf of commercial uses and 274 residential units on a 2.73-acre (113,256 sf) parcel in the Five Points area of the Specific Plan.	Under construction
5	Waterfront Hilton Hotel	Along Pacific1 Coast Hwy, between the existing Waterfront Hilton and the Hyatt Regency Huntington Beach Resort and Spa	Addition of 156 rooms and related facilities.	Entitlements approved

<b>Table 4 Cumulative Projects</b>				
<b>No.</b>	<b>Project Name</b>	<b>Location</b>	<b>Major Project Features</b>	<b>Project Status</b>
6	Pacific City	Along Pacific Coast Hwy, between Huntington Stand First St	A 31-acre mixed-use project, including 191,000sf of retail/office/restaurant/entertainment uses; 250 room hotel; and 516 residential units.	Entitlements for revisions to residential portion are approved; commercial portion is under construction
7	Remediation and Reuse of the Former Gun Range within Huntington Central Park	Southwest corner of Talbert Ave and Gothard St	The project proposes the remediation of the former gun range and the construction of a park use, within Huntington Central Park.	EIR has been certified
8	Senior Center	Southwest corner of Goldenwest St and Talbert Ave	Construction of a new 45,000sf senior center and associated parking.	Under construction
9	Banning Ranch Project	Newport Beach	Banning Ranch is a 400-acre parcel that borders Newport Crest on the west and northwest, and is contiguous with Sunset Ridge and Talbert Nature Preserve. The proposed development includes 1,375 homes, a 75-room resort hotel, 75,000sf of commercial space, a 4-lane 50mph roadway (Bluff Road) traversing Banning Ranch from 15 <sup>th</sup> Street to Pacific Coast Highway, arterial highways, and an active sports park comprised of 6 tennis courts, soccer fields, baseball fields, a skateboard park, and 2 parking lots with over 125 parking spaces.	The EIR has been certified
10	Rainbow Disposal	17121 Nichols Ln	Phased addition of 193,150sf including an increase in capacity from 2,800 tons to 4,000 tons per day.	The project entitlements have been approved
11	Warner Nichols	Warner Ave and Nichols Ln	General Plan and Zoning Map Amendments from residential to commercial on approximately 1.1 gross acres and industrial on approximately 3.3 gross acres and demolition or removal of existing historic structures.	EIR has been certified.
12	Beach and Edinger Corridors Specific Plan (BECSP)	Along Beach Blvd and Edinger Ave	The BECSP permits mixed-use, residential, and commercial development pursuant to a form-based specific plan. Over an anticipated 20 year period, the BECSP allows for up to 4,500 residential units and additional commercial, office and hotel space.	Specific Plan has been adopted
13	Residential Project	Southwest corner of Edinger Ave and Gothard St	The project consists of a 510-unit apartment complex.	Entitlements approved
14	Boardwalk	Edinger Ave and Gothard St	The project consists of a mixed-use development in the Town Center District of the Specific Plan. The project includes 487 residential dwelling units, approximately 14,000 sf of ground floor retail, a 0.5-acre public park and private open space amenities.	Partially occupied/Ongoing construction
15	Green & Clean	Northwest corner of Gothard St and Edinger Ave	Proposed 3,200sf carwash and 3,400sf retail building.	Under construction

<b>No.</b>	<b>Project Name</b>	<b>Location</b>	<b>Major Project Features</b>	<b>Project Status</b>
16	The Village at Bella Terra/The revised Village at Bella Terra	Between Edinger Ave and Center Ave, just west of the existing Bella Terra mall	General Plan Amendment and Zoning Text Amendment to increase the maximum development density, establish mixed-use zoning, and create mixed-use development standards in Specific Plan No. 13. The City approved a mixed-use project with 467 dwelling units and 30,000 sf of commercial uses, as well as a 154,113 sf Costco, including an ancillary tire sales/installation center and gas station.	Complete
17	The Lofts Mixed Use Project	Southeast corner of Gothard St and Center Ave	A mixed use project consisting of 10,000 sf of commercial uses on the ground floor and 384 residential units above the ground floor (five stories).	Under construction
18	Van's Skate Park	Center Ave, 500 feet east of Gothard St	The project consists of a skate park with a 15,900 sf skate plaza, 11,850sf skate bowl, and 3,500sf skate shop/concessions.	Complete
19	Parkside Estates	West side of Graham St, south of Warner Ave	A 111-unit single-family residential project with 23 acres of proposed park/open space located on 50 acres.	The project has been approved by the City Council and Coastal Commission
20	Brightwater	Upper bench portion of Bolsa Chica	The Brightwater residential project consists of 349 single-family units on 105.3 acres of the upper bench portion of Bolsa Chica within the City.	Partially complete/ ongoing construction
21	Oceana Apartments	18151 Beach Blvd	The Oceana Apartments is a four story project with 78 affordable housing units for income levels at 30 to 60 percent of Orange County median income. The project provides 18 one-bedroom units; 32 two-bedroom units; and 25 three-bedroom units.	Under Construction
22	Ascon Landfill Site	Southwest Corner of Magnolia St. and Hamilton Ave	The Ascon Landfill operated as a landfill from 1938 to 1984. The Draft EIR and Final Remediation Action Plan was released on August 29, 2013 and a recirculated EIR was circulated in fall 2014. The DTSC is currently reviewing comments received and preparing formal responses.	Planning
23	Poseidon	21730 Newland St	The project consists of the construction and operation of a 50 million gallon per day seawater desalination facility within the City of Huntington Beach. The facility would consist of seawater intake pretreatment facilities, a sweeter desalination plant utilizing reverse osmosis technology, product water storage, two pump stations, materials storage tanks, and 42 to 48-inch diameter product water transmission pipeline possible up to 10 miles in length from Huntington Beach to Costa Mesa. The facility would utilize existing AES Huntington Beach Generating Station seawater intake and outfall pipelines for its operations.	Planning

SOURCE: Jennifer Villasenor, City of Huntington Beach Planning and Building Department, email to Carrie Garlett, Atkins (October 3, 2014).

## SECTION 3. 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” as indicated by the checklist on the following pages.

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

## SECTION 4. Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. 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 “less than significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature

Jennifer Villasenor  
\_\_\_\_\_  
Name

April 16, 2015  
\_\_\_\_\_  
Date

Acting Planning Manager  
\_\_\_\_\_  
Title

## SECTION 5. Evaluation of Environmental Impacts

### I. EVALUATION PROCESS

- 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 projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including 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) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question.
  - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

## II. AESTHETICS

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect on a scenic vista? (Sources: City of Huntington Beach General Plan (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

There are no scenic vistas within the City as defined within the General Plan’s Urban Design Element (City of Huntington Beach 1996). However, the General Plan’s Urban Design Element identifies “visual assets” within the City, which consist of visual elements of the urban framework that contribute positively to the City’s character. The following visual elements have been identified as visual assets to the City: the Pacific Ocean; the Bolsa Chica Ecological Reserve; the Huntington Harbor; Huntington Beach Central Park; neighborhood parks; and the Downtown area’s lush, mature landscaping (City of Huntington Beach 1996). The project site is located south of the intersection of Cramer Lane and Crailet Drive and is surrounded by residential development. The closest visual asset to the project site is the Pacific Ocean, which is approximately 2 miles west of the project site. Implementation of the proposed project would reconfigure the existing LeBard Park as well as construct 15 residential units that are similar in height as the surrounding residential land use designations and, thus, would not block a scenic vista. Additionally, according to the City of Huntington Beach’s website, LeBard Park is classified as a neighborhood park and, as such, is considered a visual asset within the City. Implementation of the proposed project would upgrade the existing park facilities and it would remain similar in visual character to the existing uses. Therefore, the proposed project would result in a beneficial effect to the existing project site and impacts associated with scenic vistas would be less than significant.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: California Scenic Highway Mapping System)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

State scenic highways are those highways that are either officially designated as State Scenic Highways by the California Department of Transportation (Caltrans) or are eligible for such designation. There are no officially designated or eligible highways within or in the immediate vicinity of the project site. The closest officially designated State Scenic Highway is the Riverside Freeway (State Route 91 [SR-91]) from SR-55 to east of Anaheim city limits, which is approximately 32 miles east of the project site. In addition, Pacific Coast Highway, approximately 2 miles from the project site, is designated as an eligible highway. Furthermore, there are no unique trees or trees of significant stature, unique rock outcroppings, or historic buildings of significance that would be affected by the proposed project. Therefore, the

proposed project would not substantially damage scenic resources within a state scenic highway. **No impact** would occur.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: City of Huntington Beach General Plan (1996); Huntington Beach Municipal Code)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The proposed project involves the demolition of the existing LeBard Elementary School building and parking lot in order to subdivide the 3.2-acre area and construct 15 single-family residences and associated street and infrastructure improvements as well as improvements within LeBard Park, including expansion of the existing parking lot and incorporation of the 6.5-acre sports fields area of the school property into the park. The project site is located in a developed area of the City and is surrounded by residential land uses. Currently, the LeBard Elementary School portion of the project site is developed with a school building used for non-traditional educational activities and staff purposes, associated surface parking and six sports fields. The portion of the school site proposed for the residential subdivision is mostly void of vegetation as this area is primarily paved or developed with structures. There are six existing trees and several shrubs surrounding the existing school building on the north and east. Vegetation across the baseball fields is limited to the grassed areas within and surrounding the fields. The LeBard Park site is currently developed with two lighted tennis courts, a tot lot, passive recreational open space, a storage/meeting building, and a surface parking lot. Vegetation across the LeBard Park site is dotted with a variety of mature trees throughout the passive recreation area.

**Residential Subdivision**

The proposed project involves the demolition of the existing elementary school building and parking lot in order to repurpose the site by subdividing this area into 15 lots for single-family residential use and an associated new street that will connect with Craimer Lane, as shown on the Tentative Tract Map (refer to Figure 3). However, construction of the 15 single-family homes would occur upon sale of the subdivision to a private developer that would be responsible for the construction. According to the Tentative Tract Map, lot sizes would average approximately 7,216 sf in total area. Associated infrastructure would also be constructed, including the new street with access from Craimer Lane.

Per the Huntington Beach Zoning and Subdivision Ordinance Chapter 210, maximum building height (as measured from the top of the curb) is 30 feet with height allowable up to 35 feet with approval of a CUP. The proposed residences would be two-story in height and consistent with the City’s maximum building height. It is anticipated that the architectural style of the 15 single-family homes would be similar to the architectural style of the surrounding residential land uses, which would create a cohesive aesthetic style for this area of the City. However, if the proposed residential project was not designed with a similar cohesive aesthetic style, the project could result in a potentially significant impact associated with degrading the visual character or quality of the site and its surroundings. Implementation of mitigation measures MM Aes-1 and compliance with existing code requirements to submit architectural and

construction plans and obtain building permits would ensure that the proposed project would be designed according to the City's design guidelines as well as zoning and building codes and would reduce impacts associated with visual quality and character to a less-than-significant level.

**MM Aes-1** *The future residential developer shall comply with the Huntington Beach Urban Design Guidelines and building code requirements to ensure that the 15 single-family residential units are architecturally consistent with the surrounding residential land uses.*

Thus, implementation of the proposed project would repurpose this portion of the site to match the surrounding residential land uses and would increase the cohesive aesthetic style of the neighborhood since this portion of the project site would be similar in architectural and design style and the deteriorating District building would be removed. Therefore, the proposed residential subdivision would not result in substantial degradation of the existing visual character or quality of the site and its surroundings and impacts would be ***less than significant with mitigation incorporated.***

### **LeBard Park**

Implementation of the proposed project would incorporate the existing six sports fields into LeBard Park, relocate the bleachers and bullpens, construct a new 1,500 sf building to house concessions and restrooms, repurpose the existing storage and restroom building (while at this time the future use is unknown, it is anticipated to be used as it currently is), and expand the surface parking lot within the park area. The proposed project would expand the existing surface parking lot that serves LeBard Park from 38 to 68 stalls. This parking lot would be located in the area to the south of Warwick Drive that is currently used for LeBard Park parking (38 off-street stalls) as well as an expansion to the east, extending to the border of LeBard Park at the SCE ROW. On-street parking would continue to be available, including 50 parallel parking spaces along Cynthia Drive, Craimer Lane and Warwick Drive.

In addition, the proposed project would affect existing trees at LeBard Park, located in both the surface parking area and within the park, where improvements will be made to address water quality issues. According to the Arborist Inspection Follow-up Report, there are 32 existing trees that are designated on the project site as proposed for encroachment as a result of their locations within and immediately adjacent to the project's construction footprint. Of these 32 existing trees, there are three locations wherein trees are currently missing and of the 29 actual existing trees, three trees are currently dead (IS/MND Appendix B). The species of trees that are currently found on the project site are crape myrtles (mature), London plane trees (immature), evergreen pears (mature), Liquidambar (mature), mulberry (mature), and Canary Isle pine (mature). The Arborist Inspection Follow-up Report determined that based on the species varying levels of maturity, the various trees' levels of performance and structural integrity, and the presence of pathogenic disease conditions, none of the 29 trees are candidates for boxing and relocation. It is recommended that nursery trees with better systemic performance and structural conformity be imported for transplantation into the site rather than the existing trees. Implementation of mitigation measure MM Aes-2 would ensure that all trees removed from the project site are replaced, reducing the potential for adverse impacts.

**MM Aes-2** *The Applicant shall obtain a permit associated with the City's Tree Ordinance from the Public Works Department for any proposed activity that may disturb existing trees on the project site. 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, palm equivalent or other species as required by the Parks, Tree and Landscape Division shall be submitted to the Public Works Department prior to issuance of a permit to remove and/or plant trees.*

As such, while implementation of the proposed project would increase the surface area of the parking lot and re-arrange the baseball fields and landscaping components, the proposed project would not result in substantial changes to the existing aesthetic character of LeBard Park. The proposed reconfiguration of LeBard Park would not result in substantial degradation of the existing visual character or quality of the site and its surroundings and impacts would be ***less than significant with mitigation incorporated***.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? (Sources: Huntington Beach Municipal Code)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The introduction of light from interior and outdoor uses can be a nuisance to adjacent residential areas and can diminish the view of the clear night sky. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into a light source. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. Currently, the project site consists of the existing LeBard Elementary school site as well as the existing LeBard Park. Lighting sources from the LeBard Elementary School portion of the project site include 25 lights located under overhangs on the exterior perimeter of the school building as well as two light poles in the parking lot. The baseball fields are currently unlit at night and are useable from dusk to dawn in accordance with City policy. Lighting sources from the LeBard Park portion of the project site include court lights for the tennis courts, which are operable from sundown to 10:00 PM, but are typically set on timers to turn on at 4:45 PM during the winter months and 7:00 PM during the summer months. The area surrounding the project site consists of developed land with residential land uses. Offsite sources of light include street lighting on Cramer Street, Warwick Drive, and Cynthia Drive, interior and exterior lighting from residential units, and lighting from vehicles driving through the neighborhood.

The proposed project would not include any large expanses of reflective material, such as large expanse of glass commonly used in office professional land uses, and would not result in a new source of substantial day or nighttime glare. Implementation of the proposed project would introduce additional sources of light from the residential structures (both interior and exterior), street lighting along the proposed new street, and increased vehicle headlights. The project site is located within an urbanized, developed area, where existing surrounding residential land uses employ the same lighting sources; therefore, the proposed project would be similar and consistent with existing surrounding land uses. While lighting associated with the single-family residential development would be consistent with surrounding development, implementation of mitigation measure MM Aes-3 would ensure that the proposed project is designed with lighting that would comply with all applicable City standards to reduce impacts to a less-than-significant level.

**MM Aes-3** *All lighting associated with the single-family residential development, including any proposed street lighting, shall comply with all applicable City lighting standards to minimize light spill caused by these new light sources. For example, all exterior lighting shall be directed onto walkways and/or driveways within the development and away from adjacent properties.*

LeBard Park would continue to support the tennis court lighting, set to the same timer conditions as current conditions. The baseball fields would remain unlit at night under the “dawn to dusk” policy, as a way to reduce lighting impacts from the park on surrounding properties. Therefore, no new nighttime lighting would be implemented with the expansion and improvements of LeBard Park. The proposed project would not result in creating new sources of substantial light or glare that would adversely affect day or nighttime views in the area and impacts would be **less than significant with mitigation incorporated**.

### III. AGRICULTURE

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (Sources: City of Huntington Beach General Plan (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

LeBard Elementary School is currently zoned as Public/Semipublic land use and LeBard Park is currently zoned as Open Space - Parks and Recreation; therefore, the project site is not currently zoned for agricultural purposes. Implementation of the proposed project would amend the City’s Zoning Map to reflect the change to the LeBard Elementary School’s zoning from Public- Semipublic to Residential Low Density (RL) and Open Space – Parks and Recreation (OS-PR). The project site is not designated as Prime or Unique Farmland or Farmland of Statewide Importance by the California Department of Conservation. Therefore, the proposed project would not convert prime farmland, unique farmland, or farmland of statewide importance to nonagricultural use. Thus, the proposed project would have **no impact** on agricultural resources.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Conflict with existing zoning for agricultural use or with a Williamson Act contract? (Sources: City of Huntington Beach General Plan (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The project site is currently zoned as Public/Semipublic and Open Space- Parks and Recreation. The project site is not currently under a Williamson Act Contract. Implementation of the proposed project would not conflict with an existing zoning for agricultural use or conflict with a Williamson Act contract as the project site is not zoned for agricultural use. Therefore, the proposed project would have **no impact** on agricultural resources or a Williamson Act contract.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use? (Sources: Huntington Beach General Plan Zoning Map (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The project site is located within an area of the City that is urbanized and fully built out and is surrounded by residential land uses. Implementation of the proposed project would result in the construction of 15 single-family residential units and expansion of and improvements in LeBard Park. Therefore, implementation of the proposed project does not involve changes in the existing environment that would result in the conversion of Farmland to nonagricultural use or the conversion of forest land to non-forest use. Thus, the proposed project would have **no impact**.

**IV. AIR QUALITY**

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:				
(a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: South Coast Air Quality Management District; Air Quality Model Outputs (IS/MND Appendix A))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The SCAQMD has established thresholds for the analysis of construction and operational emissions. Table 5 (South Coast Air Quality Management District Significance Thresholds) lists the thresholds used in this analysis.

<i>Pollutant</i>	<i>Construction (Pounds per Day)</i>	<i>Operation (Pounds per Day)</i>
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Respirable Particulate Matter (PM <sub>10</sub> )	150	150
Fine Particulate Matter (PM <sub>2.5</sub> )	55	55
Sulfur Oxides (SO <sub>x</sub> )	150	150
Volatile Organic Compounds (VOC) <sup>(2)</sup>	75	55

SOURCE: SCAQMD (2011).

## Construction

Construction of the proposed project would result in temporary increases in air pollutant emissions. These emissions would be generated primarily from construction equipment exhaust, fugitive dust emissions from earth disturbances, construction worker vehicle trips, and heavy duty truck trips (more associated with the single-family development). In addition, paving activities and architectural coatings would emit VOCs during off-gassing.

Daily air pollutant emissions during construction were estimated using the worst-case activity data and the emission factors included in the CalEEMod model (Version 2013.2.2), which takes into account the hours of operation for individual pieces of construction equipment, load factor, and emission factors for each piece of equipment.<sup>2</sup>

This analysis assumes demolition of a total of 36,600 sf of existing development (the school/administrative building), a total of 5.4 acres of disturbance during site preparation and grading, and 2,000 cubic yards of soil import during grading. It is anticipated that 1,500 to 2,000 cubic yards would be imported; therefore, this analysis represents the worst-case scenario. Table 6 (Project Construction Phases) lists the construction phases and durations assumed for the project. Detailed model assumptions and output are provided in IS/MND Appendix A.

<sup>2</sup> Construction information, including construction duration, construction equipment, area of disturbance, and soil import volume were provided by the City, with the exception of construction duration and equipment for construction of the residences. CalEEMod default assumptions were utilized for this information. CalEEMod defaults were assumed for construction vehicle trips for material delivery, hours of operation for construction equipment, and construction equipment specifications.

<b>Construction Phase</b>	<b>Duration</b>
Demolition	14 days
Site Preparation	2 days
Grading	20 days
Trenching	20 days
Paving	10 days
Building Construction	230 days
Architectural Coating	18 days

SOURCE: SCAQMD (2011).

Table 7 (Estimated Construction Maximum Air Pollutant Emissions) presents a summary of estimated maximum daily air pollutant emissions for each construction phase associated with the proposed project. It is assumed that each construction phase would occur sequentially, with no overlap between the phases. As shown in Table 7, worst-case construction-related emissions would not exceed the significance thresholds for any criteria air pollutant during any construction phase. However, if construction phases had to overlap, then construction emissions would be potentially significant. Mitigation measure MM Air-1 would prohibit overlapping construction phases and impacts would be reduced to a less-than-significant level. Therefore, impacts associated with construction emissions would be *less than significant with mitigation incorporated*.

**MM Air-1** *Construction phases shall occur sequentially to ensure that construction emissions are not compounded to exceed the maximum daily emission thresholds due to overlapping construction phases.*

<b>Construction Phase</b>	<b>Maximum Daily Emissions (pounds/day)</b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Demolition	3	35	23	<1	4	2
Site Preparation	3	28	22	<1	11	5
Grading	8	99	96	<1	12	7
Trenching	2	16	12	<1	1	1
Paving	3	35	23	<1	2	2
Building Construction	4	30	20	<1	2	2
Architectural Coating	14	2	2	<1	<1	<1
SCAQMD Threshold	75	100	550	150	150	55
Impact?	No	No	No	No	No	No

SOURCE: CalEEMod Version 2013.2 (see IS/MND Appendix A for model output).

It is assumed that all residences would have natural gas fireplaces and stoves, and no wood burning stoves or fireplaces would be installed.

## Operation

Once constructed, the proposed single-family residences and park facilities would not include any stationary sources of criteria pollutants. However, the proposed project would generate new vehicular trips to the residences, which would emit criteria pollutants. Additionally, the proposed project would result in emissions from area sources, including fuel combustion emissions from space and water heating; fuel combustion emissions from landscaping maintenance equipment; and VOC emissions from periodic repainting of interior and exterior surfaces. Table 8 (Estimated Operational Maximum Air Pollutant Emissions) presents a summary of estimated maximum daily air pollutant emissions from operation associated with the proposed single-family residences. No change in the operation of the park would occur as a result of the proposed project; therefore there would be no change in criteria pollutant emissions from use of the park. Daily air pollutant emissions associated with operational area sources and vehicular sources were estimated using the CalEEMod model (Version 2013.2.2) using traffic data provided in the project traffic analysis (IS/MND Appendix I). Detailed model assumptions and output are provided in IS/MND Appendix A. As shown in Table 8, all operational emissions would be below the significance thresholds. Therefore, impacts to air quality due to operational emissions would be *less than significant*.

Emission Source	Maximum Daily Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources (consumer products, architectural coating, and landscape equipment)	1	<1	1	<1	<1	<1
Energy Use	<1	<1	<1	<1	<1	<1
Vehicular Trips	<1	1	5	<1	1	<1
<b>Total Operational Emissions</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>&lt;1</b>	<b>1</b>	<b>&lt;1</b>
SDAPCD Threshold	55	55	550	150	150	55
Impact?	No	No	No	No	No	No

SOURCE: CalEEMod Version 2013.2.2 (see IS/MND Appendix A for model output).

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: South Coast Air Quality Management District; Air Quality Model Outputs (IS/MND Appendix A))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

Air quality regulators typically define sensitive receptors as schools (preschool – 12th grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. The two primary emissions of concern regarding health effects for development projects are CO and diesel particulate matter (DPM). The SCAQMD has also identified localized significance thresholds (LSTs) to determine whether or not a

project may generate significant adverse localized air quality impacts from NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> emissions. Exposure to toxic air contaminants (TACs) is also addressed.

**Localized Significance Thresholds**

LSTs were developed and adopted by the SMAQMD in response to the SCAQMD Governing Board’s Environmental Justice Enhancement Initiative. LSTs are upper limits on construction-phase pollutant emissions to assure that a project would not cause or contribute to violations of the most stringent applicable federal or state ambient air quality standards. The standards vary based on location of the construction site (i.e., the specific SMAQMD-defined source-receptor area in which the site is located), size of the site, and distance of the nearest sensitive receptor to the site. The LSTs may be used voluntarily by lead agencies for projects that are 5 acres or less. Because the project disturbance area is just over 5 acres (5.4 acres) and the project construction area is surrounded by residences, the City as lead agency for the project has determined that an LST analysis is appropriate for the project. The LST thresholds are provided by SCAQMD in the Appendix C – Mass Rate Look-up Table. The applicable thresholds for the project are listed in Table 9 (Local Significance Thresholds). The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (Methodology). In accordance with the methodology, construction modeling is only to include exhaust and dust emissions associated with those pieces of equipment that actually operate on-site and omits vehicle trips that are distributed over a large area, such as off-site haul trips.

<b>Table 9 Local Significance Thresholds</b>		
<i>Pollutant</i>	<i>Construction (Pounds per Day)</i>	<i>Operation (Pounds per Day)</i>
Carbon Monoxide (CO)	1,711	1,711
Nitrogen Oxides (NO <sub>x</sub> )	197	197
Respirable Particulate Matter (PM <sub>10</sub> )	14	4
Fine Particulate Matter (PM <sub>2.5</sub> )	9	2

SOURCE: SCAQMD (2009).

The applicable thresholds for the project are for a 5-acre project in North Coastal Orange County located 25 meters from the nearest receptor.

Worst-case construction emissions would occur during grading and are shown in Table 10 (Construction Localized Significance Threshold Analysis). Operational emissions are shown in Table 11 (Operational Localized Significance Threshold Analysis). As shown in these tables, construction and operational emissions would not exceed any LST. Therefore, this impact would be *less than significant*.

**Table 10 Construction Localized Significance Threshold Analysis**

	<i>Maximum Daily Emissions (pounds/day)</i>			
	<i>NO<sub>x</sub></i>	<i>CO</i>	<i>PM<sub>10</sub></i>	<i>PM<sub>2.5</sub></i>
Worst-Case Construction Emissions <sup>a</sup>	95	59	11	7
SCAQMD Threshold	197	1,711	14	9
Impact?	No	No	No	No

SOURCE: CalEEMod Version 2013.2 (see IS/MND Appendix A for model output).

a. Includes on-site emissions only.

**Table 11 Operational Localized Significance Threshold Analysis**

	<i>Maximum Daily Emissions (pounds/day)</i>			
	<i>NO<sub>x</sub></i>	<i>CO</i>	<i>PM<sub>10</sub></i>	<i>PM<sub>2.5</sub></i>
Worst-Case Operational Emissions	1	7	1	<1
SCAQMD Threshold	197	1,711	4	2
Impact?	No	No	No	No

SOURCE: CalEEMod Version 2013.2 (see IS/MND Appendix A for model output).

### CO Hot Spots

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO hot spots. An air quality pollutant concentration impact is considered significant if CO emissions create a hot spot where either the state one-hour standard of 20 parts per million (ppm) or the federal/state eight-hour standard of 9.0 ppm are exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse). All project study area intersections would operate at a LOS D condition or better, with the exception of the intersection of Brookhurst Street and Adams Avenue, which would operate at LOS F in Year 2030, with or without the proposed project.

The California Line Source (CALINE 4) model was used to estimate the potential CO impact at the intersection of Brookhurst Street and Adams Avenue for the Year 2030 with Project scenario using the methodology specified by the Caltrans CO modeling protocol (Caltrans 1997). Receptor locations were set 30 feet from the roadway centerline at the intersection, although actual receptor locations would generally be at a greater distance. Carbon monoxide emission factors were generated using the EMFAC 2011 model. An ambient CO concentration of 2.19 ppm was used to reflect ambient conditions, based on the data gathered at the Costa Mesa-Mesa Verde Drive air quality monitoring station (CARB 2014), which is the closest monitoring station to the project site. Table 12 (Estimated Carbon Monoxide Concentrations) displays the estimated CO concentrations at the affected intersection during the PM peak hour, which is projected to have a higher volume of traffic than the AM peak hour.

**Table 12 Estimated Carbon Monoxide Concentrations**

<i>Intersection (Year 2030 With Project Scenario)</i>	<i>1-Hour CO Concentration (ppm)</i>	<i>8-Hour CO Concentration (ppm)<sup>a</sup></i>	<i>Impact?</i>
Brookhurst St and Adams Ave	3.3	2.3	No
Significance Threshold	20.0 (State)/35.0 (Federal)	9.0 (State and Federal)	—

SOURCE: CALINE 4 (see IS/MND Appendix A for model output).

a. The 8-Hour concentration is based on a persistence factor of 0.7 for urban uses (Caltrans 1997).

The estimated 1-hour carbon monoxide concentration is 3.3 ppm at the Brookhurst Street and Adams Avenue intersection in Year 2030 with project traffic. This would not exceed the state 1-hour standard of 20 ppm or the federal 1-hour standard of 35 ppm. Based on a persistence factor of 0.7 (for an urban area), the maximum cumulative 8-hour carbon monoxide concentration at this intersection would be 2.3 ppm, which is below the 9 ppm state and federal 8-hour standards. Therefore, potential carbon monoxide impacts would be *less than significant*.

**Diesel Particulate Matter**

Diesel particulate matter, a carcinogen, is a component of exhaust from diesel construction equipment and diesel truck trips. However, construction of the proposed project would be short-term in nature. Estimation of the cancer risk from diesel particulate matter assumes long-term (70-year lifetime) exposure of the pollutant. Therefore, the cancer risk generated during construction would be less than significant. Additionally, as shown in Table 10, particulate matter emissions would be below the SCAQMD LSTs for exposure of sensitive receptors to particulate matter during construction. Operation of the proposed project would not require regular truck trips. Impacts related to diesel particulate matter would be *less than significant*.

**Toxic Air Contaminants (TACs)**

Based on siting recommendations within the California Air Resources Board’s (CARB) Air Quality and Land Use Handbook (CARB 2005), a detailed health risk assessment should be conducted for proposed sensitive receptors within 1,000 feet of a warehouse distribution center, within 300 feet of a large gas station, within 50 feet of a typical gas dispensing facility, or within 300 feet of a dry cleaning facility that uses perchloroethylene (PCE), among other siting recommendations. In addition, the CARB recommends that a health risk assessment be prepared for any sensitive receptors proposed within 500 feet of a highway. The project site is located in a residential neighborhood and is not within the screening distances for any listed source of TACs. Furthermore, the proposed project itself would not emit TACs. Therefore, impacts to sensitive receptors from TACs would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Create objectionable odors affecting a substantial number of people? (Sources: Diesel Emissions FAQ: What are diesel emissions? (2010); California Air Resources Board)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

Construction activities are not a typical source of nuisance odors, although construction could result in minor amounts of odorous compounds associated with diesel heavy equipment exhaust or evaporation of volatile compounds within paint or other coatings. The smell of diesel exhaust is due in most part to the presence of sulfur and the creation of hydrocarbons during combustion (Nett Technologies 2010). As shown in Table 7, construction would not result in significant emissions of sulfur oxides or VOCs. Additionally, all diesel equipment would not be operating simultaneously and construction activities would be temporary. Therefore, construction-related impacts associated with objectionable odors would be *less than significant*.

The CARB’s Air Quality and Land Use Handbook (CARB 2005) includes a list of the most common sources of odor complaints received by local air districts. Typical sources of odor complaints include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. Operation of the proposed project, new residences and reconfigured park facilities, would not involve activities that are typical sources of odor complaints. Therefore, operational impacts associated with objectionable odors would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: South Coast Air Quality Management District; Southern California Association of Governments)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The proposed project is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin. The SCAQMD and Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Once adopted, the AQMP becomes a portion of California’s State Implementation Plan describing the plan to bring the Basin into attainment with the National and California Ambient Air Quality Standards. The most recent plan is the 2012 AQMP adopted on December 7, 2012, and is the applicable air quality plan for the proposed project.

The 2012 AQMP was prepared to accommodate growth, to reduce high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because the project emissions are 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.

The 2012 AQMP growth data is based on SCAG’s 2012 Regional Transportation Plan (RTP). Projects that are consistent with the projections of employment and population forecasts identified in the 2012 RTP are considered consistent with the AQMP growth projections. Generally, projects that are consistent with the applicable city’s General Plan’s land use designations are considered to be consistent with the RTP, as the General Plan forms the basis for population and employment forecasts in the RTP. The existing General Plan Designation for the LeBard Elementary School area is Public with an underlying designation of Residential Low Density (P(RL)). The project includes a General Plan Amendment to designate a portion of the school site as Residential Low Density – 7 units/acre (RL-7) and a portion as Open Space – Park (OS-P). The resulting residential land use would be within the residential units covered in the General Plan buildout scenario. Thus, the proposed land use would not conflict with the General Plan buildout assumptions for residential units throughout the City.

Additionally, as addressed in Section 5.IV(a), the project would result in negligible operational emissions of air pollutants. Further, the estimate of operational emissions is conservative because it represents total project emissions and does not take into account that the project would only incrementally increase existing emissions compared to operation of the education/administrative facility. Therefore, the proposed project would be consistent with the projections in the AQMP and would not conflict or obstruct implementation of the AQMP. This impact would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? (Sources: South Coast Air Quality Management District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state nonattainment pollutant. Because the Basin is currently in nonattainment for O<sub>3</sub> (for which VOC and NO<sub>x</sub> are precursors), PM<sub>2.5</sub> and PM<sub>10</sub> under national and state standards, projects could cumulatively exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed project contribution, the SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions nor provides separate methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the SCAQMD recommends that a project’s potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts; that is, individual development projects that generate construction-related or operational emissions that exceed the SCAQMD-recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As demonstrated in the analysis under Section 5.IV(a), the proposed

project would not exceed the SCAQMD thresholds during construction or operation with implementation of mitigation measure MM Air-1. Therefore, this impact would be *less than significant with mitigation incorporated*.

## V. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Arborist Inspection Follow-Up Report (Appendix B); 90-Day Report for West Season Branchiopod Surveys during the 2009/2010 Season (IS/MND Appendix C))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

On-site features include an educational/administrative building, parking lots, sports fields, and passive open space. Implementation of the proposed project would result in reconfiguration of the LeBard Park layout including incorporation of the sports fields and expansion of the existing parking lot, construction of a one-story concession and restroom building at the park and 15 single-family residences. According to the Arborist Inspection Follow-up Report (Borer 2014), established trees such as crape myrtles (mature), London plane trees (immature), evergreen pears (mature), Liquidambar (mature), mulberry (mature), and Canary Isle pine (mature) are located onsite. The existing trees have been surveyed and found to lack structural integrity and contain pathogenic disease conditions. In addition to trees, the proposed project site also has ornamental landscape vegetation and grass/athletic fields.

Between 2007 and 2010, the City retained a biologist to conduct biological surveys within the SCE ROW immediately adjacent to the developed portion of LeBard Park. The SCE ROW is a 2-acre undeveloped area that is part of the officially designated 5-acre LeBard Park. The surveys were carried out to determine the potential occurrence of significant biological species. As detailed in the 2010 90-Day Report for LeBard Park by the U.S. Fish and Wildlife Service (USFWS) (USFWS 2010), the habitat within LeBard Park and the adjacent SCE ROW is low quality with no native plants occurring near the site (IS/MND Appendix C). While the area within the SCE ROW is officially designated as being within LeBard Park, this area is currently undeveloped and would remain undeveloped with implementation of the proposed project. Based on the surrounding uses, existing uses at the park and species noted in the area, conditions are not thought to have changed since this report was prepared. LeBard Park remains fully developed within the existing City-owned portion, and there is also moderate physical disturbance evidenced by vehicular tracks and heavy foot and pet traffic within the SCE ROW portion. The SCE ROW area along the eastern boundary of the developed portion of LeBard Park is a compacted bare lot with occasional ponding, and not a true clay mesa vernal pool complex. No fairy shrimp species were present during the six 2009/2010 wet season site visits by the USFWS, and therefore LeBard Park is unlikely to support fairy shrimp species. Due to the urban and fully developed setting of the LeBard

Elementary School, the school site is also unlikely to support fairy shrimp species. Ornamental landscaping onsite provides minimal habitat to those species that have adapted to urban settings. Therefore, the proposed project site is within an urbanized setting that is unlikely to provide habitat for candidate, sensitive or special-status species.

However, the proposed project site contains existing large mature trees that have the potential to provide roosting and nesting sites for raptors and migratory birds. As a result, mitigation measure MM Bio-1 would reduce any potential impacts to bird species.

**MM Bio-1** *Prior to ground disturbance, the applicant shall provide the City of Huntington Beach proof that a certified biologist has been retained to determine if nesting birds are present within the project footprint or within a 250-foot buffer around the site. If nesting birds are present, construction activity shall be avoided in the area until nesting activity is complete (generally February 1 to August 31), as determined by the biologist. If ground or vegetation disturbance would occur between February and August, a preconstruction nesting bird survey shall be conducted seven days prior to any ground or vegetation disturbance. Any active nests identified shall have a buffer area established within a 100-foot radius (200 feet for birds of prey) of the active nest. Disturbance shall not occur within the buffer area until the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor.*

With implementation of mitigation measure MM Bio-1, the proposed project would reduce potential impacts to bird species. Thus, the impacts associated with species identified as a candidate, sensitive, or special-status species would be **less than significant with mitigation incorporated**.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: LeBard Park Phase II Expansion Project Status Report (IS/MND Appendix C))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

According to the 2007 LeBard Park Status Report (Chambers Group, Inc. 2007) (included in IS/MND Appendix C), the LeBard Park site is absent of any identifiable riparian habitat, natural or artificial waters, as well as any fish or other riparian wildlife resources. Based on the surrounding uses, existing uses onsite and species noted in the area, conditions are not thought to have changed since this report was prepared. Due to the urban and developed setting of the LeBard Elementary School, the school site is also unlikely to support riparian habitat or other sensitive natural community. Therefore, the proposed project would have **no impact** on any riparian habitat or other sensitive natural community.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: LeBard Park Phase II Expansion Project Status Report (IS/MND Appendix C))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

According to the 2007 LeBard Park Status Report (IS/MND Appendix C), the park site is absent of any vernal pools, lacks an Ordinary High Water Mark (OHWM), does not support wetland vegetation, and consequently does not include wetlands as defined by the US Army Corp of Engineers (USACE)<sup>3</sup>. In addition, the LeBard Elementary School is fully developed and therefore no natural hydrologic features or federally protected wetlands as defined by Clean Water Act Section 404 occur on site or in the project vicinity. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur with the development of the project site. Therefore, the proposed project would have *no impact* on federally protected wetlands.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Huntington Beach General Plan (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The project site is currently developed with a school building and parking lot, sports fields, and a park, all which lack suitable habitat to support aquatic species. Therefore, the proposed project would not interfere with the movement of any migratory fish. Additionally, as per the City of Huntington Beach General Plan, there is no established native resident or migratory wildlife corridors identified in the City and thus, there are none existing within or adjacent to the proposed project site. Thus, implementation of the project would not impact movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would the proposed project impede the use of native wildlife nursery sites. Additionally, implementation of mitigation measure MM Bio-1 would further reduce the potential for impacts to migratory birds. Therefore, the proposed project would have *no impact* on the movement of fish or wildlife.

<sup>3</sup> Based on the surrounding uses, existing uses on-site and species noted in the area, conditions are not thought to have changed since this report was prepared.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: Huntington Beach Municipal Code; Arborist Inspection Follow-Up Report (IS/MND Appendix B))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Biological resources on the project site are limited to trees and landscaping. The City of Huntington Beach Tree Ordinance (Huntington Beach Municipal Code Chapter 13.50) 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 that all work meet adopted City standards and requirements of HBMC Chapter 13.50, the City’s Tree Management Plan, and the Arboricultural Standards. In addition, the City requires replacement of existing mature healthy trees to be removed at a minimum of 2:1 ratio. 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. Implementation of mitigation measure MM Aes-3 would reduce impacts associated with disturbing existing trees to a less-than-significant level.

According to the Arborist Inspection Follow-up Report, there are 32 existing trees that are designated on the existing park site as proposed for encroachment as a result of their locations within and immediately adjacent to the project’s construction footprint. Of these 32 existing trees, there are three locations wherein trees are currently missing and of the 29 actual existing trees, three trees are currently dead (IS/MND Appendix B). The species of trees that are currently found on the project site are crape myrtles (mature), London plane trees (immature), evergreen pears (mature), Liquidambar (mature), mulberry (mature), and Canary Isle pine (mature). The Arborist Inspection Follow-up Report determined that based on the species varying levels of maturity, the various trees’ levels of performance and structural integrity, and the presence of pathogenic disease conditions, none of the 29 trees are candidates for boxing and relocation. It is recommended that nursery trees with better systemic performance and structural conformity can be imported for transplantation into the site than the existing trees. There are also six trees on the existing school site that would be required to be replaced within the residential subdivision at a 2:1 ratio.

If the conservation of the existing trees in place is determined to be the preferable option, the proposed project would be required to establish tree protection zones in order to conserve both the trees’ root systems and foliage canopies. Ideally the tree protection zones should be the trees’ drip line. Mitigation measure MM Bio-2 establishes measures for the tree protection zones.

#### **MM Bio-2**

*If the conservation of the existing trees in place is determined to be the preferable option to importing nursery trees for transplantation, then the following measures shall be undertaken to ensure the protection of the tree’s roots systems and foliage canopies:*

- *Tree protection zones shall extend to the trees drip lines or a minimum of 6 feet out from the trunks whichever is greatest*
- *Tree protection zones shall be fenced with durable chain link fencing during the construction operations period to prevent encroachments. The fence(s) shall be held in place with galvanized*

*fence posts that are set into the soil without footings. The fenced tree protection zones shall prohibit access from the construction side of the trees.*

- *Maintained free of soil importation or exportation, storage of materials, trenching, and vehicular or construction traffic during the operations period.*
- *Top-dressed with 2 inches of coarse organic mulch during the construction period. The area within 2 feet of the trunks shall remain free of the accumulation of mulch.*
- *The trees shall be maintained using current practices including irrigation, fertilization, and pruning throughout the construction period.*
- *The protection zones shall be maintained free of encroachment. Encroachment shall only be undertaken after consultation with the project arborist in advance to consider the use of alternate or specialized construction methodologies intended to limit potential impact to any affected trees.*
- *Shall only be encroached within the root zones beneath the canopy drip lines using pneumatic excavation equipment (Air-spade) or hand tools. All woody roots that are encountered in such excavation operations within the drip lines should be cut using sharp pruning tools and shall not be ripped, torn, or otherwise frayed or damaged, using sharp pruning implements or saws.*

The proposed project would be required to be in compliance with HBMC Chapter 13.50 as well as applicable provisions of the HBZSO for either replacing the existing trees or in conservation activities. Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, the impact of the proposed project would be ***less than significant with mitigation incorporated***.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Huntington Beach General Plan (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

The proposed project site is located in a fully developed area in the City of Huntington Beach. No habitat conservation plans (HCPs) or natural community conservation plans (NCCPs) are identified in the City of Huntington Beach General Plan Natural Resources Element (Huntington Beach 1996). Therefore, no HCPs or NCCPs are applicable to the project site. Thus, the proposed project would have ***no impact*** related to conflicts with an adopted habitat plan.

## VI. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (Sources: Historic Resource Evaluation (IS/MND Appendix D))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

According to the Historic Resource Evaluation prepared by Kaplan Chen Kaplan (IS/MND Appendix D) for the proposed project, the LeBard School building was built in 1967 and, as such, is less than 50 years old (KCK 2015). To be considered for eligibility to the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP) a building must be at least 50 years old; if less than 50 years old, the building can be evaluated in terms of “special consideration” that requires findings of exceptional significance. Based on the age of the structure, LeBard School is not eligible for classification as a historic resource and was also found ineligible for inclusion on the NRHP or the CRHR (IS/MND Appendix D). Additionally, the LeBard School building does not meet the “special consideration” criteria required for buildings less than 50 years old as no scholarship or research have been conducted or published about the building’s history, architecture, or architects (IS/MND Appendix D). Furthermore, no historic resources were identified during field surveys, conducted in November and December 2014 (IS/MND Appendix D). Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. The proposed project would not result in an adverse change to historical resources and impacts would be ***less than significant***.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Sources: CHRIS Records Search for LeBard Park and Residential Project (IS/MND Appendix D))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

According to the California Historical Resources Information System (CHRIS) records search, conducted on February 23, 2015 at the South Central Information Center at California State University, Fullerton, there are no cultural resources that have been recorded within the project’s area of potential effect (APE) and a total of nine resources known within the 1-mile radius (IS/MND Appendix D). The closest known cultural resource is located within the 0.5-mile radius from the project site (IS/MND Appendix D). In addition, the Native American Heritage Commission (NAHC) was contacted to request a Sacred Land Files (SLF) records search of potentially significant cultural resources known to the Tribes. The NAHC responded on March 26, 2015, that the SLF records search indicated potential for Native American cultural resources within the Newport Beach Quadrangle that may be impacted; however, no

site-specific resources were identified. Therefore, no known cultural resource would be impacted by the proposed project. However, based on the other archaeological resources known in the vicinity of the proposed project, the potential for construction activities, such as grading, to encounter buried archaeological resources is considered high. This represents a potentially significant impact. Implementation of mitigation measures MM Cul-1 would include a construction monitoring program overseen by a qualified archaeologist to monitor for unknown buried archaeological resources. Therefore, implementation of mitigation measure MM Cul-1 would reduce impacts associated with archaeological resources to ***less than significant with mitigation incorporated***.

***MM Cul-1***

*The following mitigation monitoring program shall be implemented to address potential impacts to undiscovered buried archaeological resources within the proposed project area. This program shall include, but not be limited to, the following actions:*

- *Prior to the issuance of a grading permit, the future developer shall provide written verification to the City that a qualified archaeologist who meets or exceeds the Secretary of Interior Standards as an archaeologist and is a Registered Professional Archaeologist has been retained to implement the monitoring program. The retained archaeologist shall have experience identifying artifacts, features, and shell midden sites in Orange County. This verification shall be presented in a letter from the project archaeologist to the lead agency. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program.*
- *The qualified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program.*
- *The qualified archaeologist shall prepare a Cultural Resources Construction Monitoring Protocol document, which shall outline all procedures and authorities for the monitoring project; protocols for a Worker Education Training seminar designed to educate construction workers on archaeological field methods and protocols; and trainings on the penalties for collecting archaeological items.*
- *In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The qualified archaeologist shall assess, record and either collect or protect the find until such a time that the find can be subjected to Phase II test excavations, if necessary.*
- *The results of the cultural resources monitoring program shall be summarized in a Cultural Resources Construction Monitoring Report. The report shall document the field and analysis results and interpret the artifact and research data within the research context and shall be submitted to the satisfaction of the City prior to the issuance of any building permits. The report would include California Department of Parks and Recreation (DPR) Primary and Archaeological Site forms.*

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Sources: Paleontological Resources Records Search (IS/MND Appendix E))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The proposed project site has been previously developed with a school/administration building and park facilities and as such, no unique geologic features exist onsite. According to the Paleontological Resources Records Search conducted by the Los Angeles County Natural History Museum (IS/MND Appendix E), the project area is situated on surface deposits of younger Quaternary Alluvium associated with the nearby Santa Ana River. Younger Quaternary alluvial deposits do not typically contain fossil resources, at least in the uppermost layers. However, these sediments may be underlain by older Quaternary deposits, which are known to yield fossil remains within the general vicinity of the project site (IS/MND Appendix E).

While there are no recorded paleontological localities within the project area, localities have been identified from older Quaternary deposits in the vicinity of the project site. The nearest locality from older Quaternary deposits is LACM 1339, situated about 0.50 mile from the project area. This locality is recorded along Adams Avenue, just east of the Santa Ana River, and excavations at approximately 15 feet from the modern ground surface yielded fossil specimens of mammoth and camel. Therefore, the potential of encountering paleontological resources during construction activities is considered low in the younger Quaternary Alluvium and moderate to high in the Older Quaternary deposits.

According to the Paleontological Resources Records Search, the project site does not contain any known vertebrate fossil localities; however, known vertebrate fossil localities have been identified in the vicinity of the project site from the same sedimentary units (IS/MND Appendix E). Due to the close proximity to a known vertebrate fossil locality and the presence of Older Quaternary deposits, excavation activities that extend into the Older Quaternary deposits have the potential to encounter and destroy unknown paleontological resources. Therefore, construction activities that extend into Older Quaternary deposits could result in significant impacts to paleontological resources; however, implementation of mitigation measures MM Cul-2 through MM Cul-5 would reduce any impacts to paleontological resources to a less than significant level.

**MM Cul-2** *The project applicant shall ensure that during excavation a qualified paleontological monitor is present to observe excavation in areas identified as likely to contain paleontological resources. Based upon this review, areas of concern include undisturbed older Quaternary deposits. Paleontological monitors should be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced or eliminated if the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources, or if the parameters of the proposed project will not impact potentially fossiliferous units. This decision is at the discretion of the qualified*

*paleontological monitor. If the monitoring program results in positive findings, then refer to MM Cul-3 through MM Cul-5.*

**MM Cul-3**

*Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts to the resources.*

**MM Cul-4**

*Identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontological storage. These procedures are also essential steps in effective paleontological mitigation and CEQA compliance. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontological resources is not complete until such curation into an established museum repository has been fully completed and documented.*

**MM Cul-5**

*Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontological resources.*

Implementation of mitigation measures MM Cul-2 through MM Cul-5 would ensure that impacts to paleontological resources would be ***less than significant with mitigation incorporated.***

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: CHRIS Records Search for LeBard Park and Residential Project (IS/MND Appendix D); California Health and Safety Code)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

No known burial sites or formal cemeteries have been identified on the project site. Further, the site has been subject to a high level of ground disturbance over the years. The site was previously graded and is currently developed with a school building, baseball fields, and park facilities. Although the potential for unknown buried human remains is low, the discovery of unknown buried human remains during project construction is always a possibility, especially with the grading activities anticipated. If human remains are encountered during construction, mitigation measure MM Cul-6 would reduce impacts to a less-than-significant level.

**MM Cul-6**

*If human remains are encountered during construction, the find would be handled in accordance with California Health and Safety Code Section 7050.5, which states that no further disturbances shall occur until the County Coroner has made a determination of origin and disposition pursuant to California Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 24 hours of notification, and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.*

Compliance with California Health and Safety Code Section 7050.5 would prevent potentially significant impacts in the unlikely event that human remains are encountered during construction. Therefore, impacts associated with the disturbance of human remains would be *less than significant with mitigation incorporated*.

## VII. GEOLOGY/SOILS

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Sources: Preliminary Geotechnical Exploration and Design Parameters (IS/MND Appendix F).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The closest major active faults to the project site are the Newport-Inglewood Fault, located approximately 1.4 miles south of the project site, and the San Joaquin Hills Blind Thrust, located approximately 2 miles east of the project site. While these are located in the proximity of the project site, the Preliminary Geotechnical Exploration and Design Parameters Report (IS/MND Appendix F), stated that the project site is not located within a fault-rupture hazard zone as defined by the Alquist-Priolo Special Studies Zone Act. In addition, there was no evidence of active faulting observed during the field exploration conducted on December 22, 2011 (IS/MND Appendix F). Therefore, the possibility of significant fault rupture on the site is considered low. Thus, implementation of the proposed project would not expose people or structures to hazards associated with ruptures of a known earthquake fault and impacts would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(ii) Strong seismic ground shaking? (Sources: Uniform Building Code; California Building Code)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

As is the case with most locations in Southern California, the project site is located in a seismically active region that is characterized by moderate to strong seismic shaking. The closest major active faults to the project site are the Newport-Inglewood Fault, located approximately 1.4 miles to the south of the project site, and the San Joaquin Hills Blind Thrust, located approximately 2 miles to the east. These faults could have the potential to generate strong seismic ground shaking at the project site during an earthquake event. However, pursuant to the Uniform Building Code (UBC) and the California Building Code (CBC), design and construction of the proposed project would be engineered to withstand the expected ground

acceleration that may occur at the project site from regional active faults. These codes provide procedures for earthquake resistant structural design that include considerations for onsite soil conditions, seismic zoning, occupancy, and the configuration of the structures including the structural system and height. This would apply to the single-family residences and the new restroom/concession building at LeBard Park. Therefore, implementation of the proposed project would result in **less-than-significant** impacts associated with strong seismic ground shaking.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(iii) Seismic-related ground failure, including liquefaction? (Sources: Preliminary Geotechnical Exploration and Design Parameters Report (IS/MND Appendix F); Huntington Beach General Plan (2009))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Liquefaction is a phenomenon where loose, saturated, and relatively cohesionless soil deposits lose strength during strong ground motion. Primary factors controlling the development of liquefaction include intensity and duration of ground accelerations, characteristics of the subsurface soil, in situ stress conditions, and depth to groundwater. According to the Environmental Hazards Element of the General Plan, the project site is located in an area of the City that has high to very high potential for liquefaction potential (City of Huntington Beach 2009). In addition, according to the Preliminary Geotechnical Exploration and Design Parameters Report (NMG 2012), the project site is located within an area of potential liquefaction, as defined by the State’s Seismic Hazard Mapping Map (IS/MND Appendix F). The thicknesses of the liquefiable sand layers varied from 1 to 2 feet thick and are located predominately at depths below 10 feet with the exception of a layer of soil (2 feet thick) immediately below groundwater at depths of 3 to 5 feet below grades. According to the Preliminary Geotechnical Exploration and Design Parameters Report, since the soil in the upper 10 feet are generally fine grained with fine contents of more than 50 percent and due to relatively thin liquefiable layers below 10 feet, the potential for loss of bearing capacity in near surface soils is considered very low provided that the liquefiable layer in the upper 5 feet is removed and recompacted (IS/MND Appendix F). Further, implementation of mitigation measure MM Geo-1 would reduce the impacts associated with unstable soils by incorporating all geotechnical recommendations into the design of the proposed project. Therefore, the impact of the proposed project would be **less than significant with mitigation incorporated**.

#### MM Geo-1

*Prior to the issuance of a grading permit, the applicant shall demonstrate that all recommendations contained in the NMG Geotechnical, Inc. Preliminary Geotechnical Exploration and Design Parameters Report (2014) are incorporated into the proposed project during construction. The following recommendations shall be documented on the project grading plans:*

- *The estimated remedial removals for the site shall be on the order of 5 feet deep to fully remove the soft and loose artificial fill and weathered alluvium in order to reduce future settlement potential.*
- *The removal bottoms shall be reviewed and approved by the geotechnical consultant prior to fill placement.*

- Upon completion of the remedial removals, the approved removal bottoms shall be scarified a minimum of 6 inches, except when soft, wet soils are encountered. The removal bottoms and fill materials shall be compacted to at least 90 percent of maximum dry density, as determined by ASTM Test Method D1557.
- Fill materials shall be placed in loose lifts no thicker than 6 inches and shall be relatively free of deleterious material.
- The moisture content of new compacted fill soils shall be placed at above the optimum moisture content within the compactable moisture range. Appropriate equipment support or other measures (e.g., mixing, stockpiling, drying) may be needed to achieve the uniform and correct moisture content for placement of the fill.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(iv) Landslides? (Sources: Huntington Beach General Plan (2009))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Slope failures are common during strong seismic shaking in areas of significant relief. However, the project site is located in a relatively flat area and no significant slopes are proposed as part of the project. Additionally, according to the Environmental Hazards Element of the General Plan, the project site is located in an area of the City that has no potential for potentially unstable slope areas (City of Huntington Beach 2009). Therefore, the proposed project would have a **less-than-significant** impact associated with landslides.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Result in substantial soil erosion or the loss of topsoil or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: National Pollution Discharge Elimination System Construction General Permit; Storm Water Pollution Protection Plan)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The proposed project would involve site grading, which would result in disturbed soils and temporary stockpiles of excavated materials that would be exposed to erosion. However, compliance with the National Pollution Discharge Elimination System (NPDES) Construction General Permit, which requires the development of a Storm Water Pollution Prevention Plan (SWPPP) for the project site. Mitigation measure MM Geo-2 would minimize the potential for soil erosion and loss of top soil through the preparation of a SWPPP.

**MM Geo-2**

*In accordance with the NPDES Construction General Permit, the project applicant shall prepare a project-specific SWPPP to minimize soil erosion, which would implement best management practices (BMPs), such as but not limited to the following:*

- Minimizing Disturbed Areas. *Clearing of lands is limited to that which will be actively under construction in the near term, new land disturbance during the rainy season is minimized,*

*and disturbance to sensitive areas or areas that would not be affected by construction is minimized.*

- **Stabilizing Disturbed Areas.** *Temporary stabilization of disturbed soils is provided whenever active construction is not occurring on a portion of the project site, and permanent stabilization is provided by finish grading and permanent landscaping.*
- **Protecting Slopes and Channels.** *Outside of the approved grading plan area, disturbance of natural channels is avoided, slopes and crossings are stabilized, and increases in runoff velocity caused by the project are managed to avoid erosion to slopes and channels.*
- **Controlling the Site Perimeter.** *Upstream runoff is diverted around or safely conveyed through the project site and is kept free of excessive sediment and other constituents.*
- **Controlling Internal Erosion.** *Sediment-laden waters from disturbed, active areas within the project site are detained.*

Once construction is completed, no stockpiles would remain on the project site. The site would be fully paved, developed, or vegetated. Therefore, with implementation of construction BMPs, impacts associated with soil erosion and loss of topsoil would be ***less than significant with mitigation incorporated.***

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Preliminary Geotechnical Exploration and Design Parameters Report (IS/MND Appendix F))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

According to the Preliminary Geotechnical Exploration and Design Parameters Report (2012), the project site is underlain with native soils described as young Alluvial Fan Deposits (Qyf) and Wash Deposits (Qw) associated with the Santa Ana River. The near-surface soils are considered unsuitable for structural support in their current conditions. However, in accordance with the recommendations provided in the Preliminary Geotechnical Exploration and Design Parameters Report, these materials would have to be removed and recompacted to a depth of 5 feet to fully remove the soft and loose artificial fill and weathered alluvium. With implementation of mitigation measure MM Geo-1, the proposed project would be in compliance with all recommendations made in the Preliminary Geotechnical Exploration and Design Parameters Report, which would reduce impacts associated with unstable soils (IS/MND Appendix F). Thus, with implementation of the mitigation measure, impacts would be ***less than significant with mitigation incorporated.***

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Preliminary Geotechnical Exploration and Design Parameters Report (IS/MND Appendix F); Huntington Beach General Plan (2009))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

According to the Environmental Hazards Element of the General Plan, the project site is located in an area of the City that has a low potential, defined as 7 percent or less, for expansive soils (City of Huntington Beach 2009). In addition, based on the Preliminary Geotechnical Exploration and Design Parameters Report’s limited laboratory testing on the near surface soil sample taken from the project site, the expansion index ranged from 24 to 34, which corresponds to “Low” expansion potential in accordance with ASTM D4829 test method (IS/MND Appendix F). Therefore, the proposed project would not be located on expansive soil which could create substantial risks to life or property and, thus, would result in *less-than-significant* impacts.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Sources: LeBard Park and Residential Project Tentative Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The project site would connect with sanitary sewer service provided by the City of Huntington Beach. The proposed project would not include the use of septic tanks or alternative waste disposal systems. **No impact** would occur.

**VIII. GREENHOUSE GAS EMISSIONS**

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: Greenhouse Gas Model Outputs (IS/MND Appendix A))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

California Health and Safety Code Section 38505(g) defines GHGs to include the following compounds: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). As individual

GHGs have varying heat-trapping properties and atmospheric lifetimes, GHG emissions are converted to carbon dioxide equivalent (CO<sub>2</sub>e) units for comparison. Using CO<sub>2</sub>e units is a consistent methodology for comparing GHG emissions because it normalizes various GHG emissions to a directly comparable measure. For instance, CH<sub>4</sub> is a GHG that is 21 times more potent than CO<sub>2</sub>; therefore, one metric ton of CH<sub>4</sub> is equal to 21 metric tons (MT) CO<sub>2</sub>e. The most common GHGs related to human activity are CO<sub>2</sub> (CO<sub>2</sub>e = 1), CH<sub>4</sub> (CO<sub>2</sub>e = 21), and N<sub>2</sub>O (CO<sub>2</sub>e = 310).

In 2006, the Global Warming Solutions Act (AB 32) established statutory limits on GHG emissions in California. Under AB 32, CARB has the primary responsibility for reducing GHG emissions. CARB works with the California Climate Action Team (CCAT) to coordinate statewide efforts and promote strategies that can be undertaken by many other California agencies. In addition, AB 32 requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalents to statewide levels in 1990 by 2020.

Neither the City nor the SCAQMD have adopted quantitative thresholds for GHG emissions from development projects; however, the SCAQMD has proposed screening levels such that projects that fall below 3,000 MT CO<sub>2</sub>e annually are considered to comply with the GHG emission reduction strategy as mandated by AB 32 (SCAQMD 2003). The screening thresholds represent the level of GHG emissions under which a project would be considered to have a less-than-significant impact on the environment without the need for further mitigation.

## Construction

Construction of the proposed project would generate GHG emissions from construction equipment, earth disturbances, construction worker vehicle trips, and heavy duty truck trips. GHG emissions were estimated using the worst-case activity data and the emission factors included in the CalEEMod model (Version 2013.2.2), which takes into account the hours of operation, load factor, and the emission factor for each piece of equipment. Worst-case annual construction-related GHG emissions associated with the proposed project are summarized in Table 13 (Estimated Construction-Related GHG Emissions). Refer to Section 5.IV (Air Quality) for additional detail regarding construction modeling assumptions. Detailed model assumptions and outputs are provided in IS/MND Appendix A. As shown in Table 13, construction-related GHG emissions would result in total GHG emissions of 440 MT CO<sub>2</sub>e. Annual GHG emissions would not exceed the 3,000 MT CO<sub>2</sub>e threshold during construction. Thus, impacts due to construction-related GHG emissions would be *less than significant*.

<b>Construction Phase</b>	<b>CO<sub>2</sub>e (metric tons/year)</b>
Demolition	24
Site Preparation	2
Grading	83
Trenching	18
Paving	17
Building Construction	294
Architectural Coating	2
<b>Total GHG Emissions</b>	<b>440</b>
SCAQMD GHG Threshold	3,000
Impact?	No

SOURCE: CalEEMod Version 2013.2.2 (see IS/MND Appendix A for model output).  
 CalEEMod defaults were assumed for construction vehicle trips for material delivery, hours of operation for construction equipment, and construction equipment specifications.

**Operation**

As discussed in Section 5.IV, the proposed single-family residences would generate new vehicular trips. The traffic impact analysis prepared for the project by Stantec (IS/MND Appendix I) determined that the proposed project would generate 144 average daily trips (ADT). Additionally, the project would result in increases in solid waste generation and water and energy demand. The racquet club land use was selected to represent the new park structure because it would similarly include concessions, restroom facilities, and storage for recreational activities. Use of this assumption is conservative because a racquet club would experience a higher volume of guests. The analysis is also conservative because it does not take into account that the existing educational building currently generates GHG emissions from vehicle trips, energy and water use, and solid waste disposal, and these emissions would cease as a result of the proposed project. CalEEMod estimates that full build out of the proposed project would result in an annual demand for 465 million British thermal units (BTU) of natural gas, 120,205 kilowatt hours (kWh) of electricity, 1.7 million gallons of potable water, and 26 tons of solid waste. Table 14 (Estimated Operational GHG Emissions) summarizes annual GHG emissions from operation of the proposed project. As shown in Table 14, vehicle trips make up the largest percentage of total GHG emissions (70 percent), followed by electricity (13 percent), natural gas (4 percent each), solid waste (4 percent), water use (3 percent), and landscaping (1 percent). In total, annual GHG emissions would be 278 MT per year and would not exceed the 3,000 MT CO<sub>2</sub>e per year threshold during operation. Therefore, the proposed project’s GHG emissions impact would be *less than significant*.

Source of Emissions	CO <sub>2</sub> e (metric tons/year)	Percent of Total Emissions
Vehicle Trips	195	70
Electricity	35	13
Water Use	7	3
Natural Gas	25	9
Solid Waste	12	4
Landscaping	4	1
<b>Total GHG Emissions</b>	<b>278</b>	<b>100</b>
SCAQMD GHG Threshold	3,000	—
Impact?	No	—

SOURCE: CalEEMod Version 2013.2 (see IS/MND Appendix A for model output).  
The default CalEEMod trip length for single-family residences is assumed.  
CalEEMod default assumptions for energy and water demand and solid waste generation for single-family residences and a racquet club are assumed.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: Greenhouse Gas Model Outputs (IS/MND Appendix A))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Refer to discussion in Section 5.VIII(a).

**IX. HAZARDS/HAZARDOUS MATERIALS**

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: California Occupation Safety and Health Administration; Department of Toxic Substances Control)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Implementation of the proposed project would result in improvements to and expansion of LeBard Park as well as construction of a one-story concession and restroom building and 15 single-family residences to be developed. Construction of the proposed project would involve the use of common but potentially hazardous materials, including vehicle fuels, paints, cleaning materials, and caustic construction compounds. If incorrectly transported, handled or disposed of, these substances could pose a potential health risk to construction workers and to the general public. However, the transport and handling of

these common, potentially hazardous materials would occur in accordance with California Occupational Safety and Health Administration (Cal OSHA) guidelines and would be disposed of in accordance with California Department of Toxic Substances Control (DTSC) and local regulations. Adherence to federal, state, and local regulations regarding the use and disposal of hazardous materials and wastes would reduce potential impacts on human health and safety from the handling, disposal and transport of hazardous construction materials.

The long-term operation of the proposed project would result in the occupation of 15 single-family residences and use of park facilities. The residential units would involve the use or storage of common household hazardous materials, including cleaning solvents, pesticides and related chemicals associated with landscaping maintenance, and paints. Transport, use, and disposal of hazardous materials would include relatively minor amounts of materials, would be similar to existing surrounding residential development, and would be intermittent and not considered routine. Use and storage of typical landscaping and pesticides chemicals would continue at LeBard Park. Compliance with all applicable regulations would reduce impacts to a less-than-significant level. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: OSHA; DTSC; Phase I Environmental Site Assessment (IS/MND Appendix G))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Accidental leaks or spills of hazardous materials may occur during construction of the proposed project, which could potentially expose the public or the environment to hazardous materials. Compliance with applicable Cal OSHA and DTSC regulations for the handling of hazardous materials and spill cleanup procedures would prevent significant hazards to the public and the environment.

As detailed in the Phase I Environmental Site Assessment (ESA) prepared for the proposed project site by Black Rock Geosciences, the site consisted of agricultural fields between at least 1938 and 1953 (IS/MND Appendix G). As such, persistent pesticides may be present within the proposed project site’s surficial soils. However, due to the absence of orchards and row crops, which are relatively heavy users of pesticides, pesticide concentrations that exceed regulatory limits are not anticipated in the site’s surficial soils. To address the potential for agricultural chemicals in the soil, mitigation measure MM Haz-1 is recommended:

**MM Haz-1** *Prior to issuance of a grading permit, the project applicant shall have a soils survey conducted for the proposed project site to determine if any agricultural chemicals (herbicides, insecticides, pesticides, and metals) remain at the project site from past agricultural use. The applicant shall implement the mitigation recommendations in the soils report.*

The LeBard Elementary School building and existing concession stand were constructed in the 1960s. Asbestos-containing materials (ACM) and lead-based paint (LBP) were phased out in the mid to late 1970s, and therefore due to the age of the structures, ACM and LBP buildings could be present on the project site. According to the Phase I ESA, state records report that 37.91 tons of ACM have been removed from the site's address (IS/MND Appendix G). This suggests that asbestos containing building materials were removed from either the onsite building structure or from other school buildings within the school district. The Phase I ESA did not locate records that the material had been identified and removed from the project site, and therefore ACM and LBP could still be present in the on-site buildings (IS/MND Appendix G). Improper removal of ACM and LBP would have the potential to expose construction workers to a hazardous release of asbestos or lead. Implementation of mitigation measures MM Haz-2 and MM Haz-3 would reduce potential impacts related to ACM and LBP.

**MM Haz-2** *Prior to any site redevelopment, the project applicant shall have a Certified Lead Inspector/ Assessor, as defined in California Code of Regulations (CCR) Title 17, Section 35005, assess onsite buildings for the presence of lead-based paint. The applicant shall implement the mitigation recommended in the assessment.*

**MM Haz-3** *Prior to any site redevelopment, the project applicant shall have a California Certified Asbestos Consultant assess on-site buildings for the presence of asbestos-containing materials. The applicant shall implement the mitigation recommended in the assessment.*

The proposed project establishes the opportunity for 15 single-family residences to be constructed by a private home developer in the future. The long-term operation of the proposed project would involve the use of household hazardous products that may result in minor upsets or spills, but it is not reasonably foreseeable that typical use of these products would create a significant hazard. With implementation of mitigation measures MM Haz-1 and MM Haz-2, the proposed project would reduce potential impacts related to ACM and LBP. Therefore, impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be **less than significant with mitigation incorporated**.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (Sources: Google Earth; Phase I Environmental Site Assessment (IS/MND Appendix G))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The LeBard Elementary School building was developed as an elementary school for kindergarten through fifth grade in 1967. The school closed in June 1981, and opened as the District's administrative office in 1982. Currently, the closest school to the proposed project site is the Ralph E. Hawes Elementary School, located approximately 0.31 mile northwest of the project site. Further, the proposed project is not anticipated to generate hazardous emissions. Therefore, the proposed project would not emit hazardous emissions or handle hazardous materials within 0.25 mile of an existing or proposed school and the proposed project would have **no impact**.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Be located on a site that 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: Phase I Environmental Site Assessment (IS/MND Appendix G))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

As detailed in the Phase I ESA, the proposed project site is listed within the HAZNET database due to the offsite transportation of 37.91 tons of asbestos-containing waste (IS/MND Appendix G). This suggests that asbestos containing building materials were removed from either the onsite building structure or from other school buildings within the school district. Mitigation measure MM Haz-2 would reduce potential impacts related to asbestos. The proposed project site was not listed within any other databases searched by the Phase I ESA. Therefore, the proposed project would be *less than significant with mitigation incorporated*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area? (Sources: Google Earth; Airport Environs Land Use Plan for John Wayne (2008))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

There are no public airports within 2 miles of the project site. The closest public airport is the John Wayne Airport in Orange County, which is located approximately 4.1 miles away from the proposed project. The proposed project is not located within the John Wayne Airport Environs Land Use Plan Airport Planning Area or within the John Wayne Airport Influence Area (ALUC 2008). In addition, the proposed project includes a one-story concession and restroom building and two-story single-family residences, which would not impact air traffic patterns. Therefore, the proposed project would have *no impact*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(f) If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? (Sources: FAA Airport Information (2014))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

There are no private airstrips in the City of Huntington Beach (AirNav 2014). The nearest private airstrip is the Joint Forces Los Alamitos Army Airfield located approximately 10 miles from the project site. In

addition, the proposed project includes a one-story concession and restroom building and two-story single-family residences, which would not impact air traffic patterns. Therefore, the proposed project would have *no impact*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: Huntington Beach Fire Department Codes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The proposed project would include emergency vehicle access to LeBard Park from Craimer Lane, Warwick Drive, and Cynthia Drive. Access to the single-family residences would be provided by a new street to be created by the Tentative Tract Map, connecting with Craimer Lane, south of Crailet Drive. Compliance with the City of Huntington Beach Zoning and Subdivision Ordinance (HBZSO) and Huntington Beach Fire Department codes, regulations, and conditions would ensure that implementation of the proposed project will not interfere or impair an adopted emergency response plan or emergency evacuation plan. Therefore, the proposed project would have *no impact*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: California Department of Forestry and Fire Protection (2011)).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The proposed project is located in an urbanized area surrounded by residential development, and is adjacent to the Santa Ana River. In addition, according to the California Department of Forestry and Fire Protection, the proposed project site and surrounding area is not located within a fire hazard severity zone (CAL FIRE 2011). Therefore, the proposed project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires. Therefore, the proposed project would have *no impact* related to risk of loss, injury, or death involving wildland fires.

## X. HYDROLOGY/WATER QUALITY

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) Violate any water quality standards or waste discharge requirements? (Sources: Santa Ana Regional Water Control Board; Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The project site is located within the Santa Ana River Basin (SARB) and, as such, is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act. The general permit applicable to the proposed project is the “Statewide General Construction Stormwater Permit”, which addresses waste discharge requirements for discharges of stormwater runoff associated with construction activities. Consistent with municipal stormwater NPDES Permit No. CAS618030, issued by the SARWQCB, the City of Huntington Beach is required to implement a stormwater pollution prevention plan (SWPPP) to minimize the incidence of construction-related pollutants entering the stormwater system. Several items are required in the SWPPP per mitigation measure MM Geo-2, including the site maps showing drainage and discharge locations and the location of control measures, a description of the pollution prevention best management practices (BMPs) to be implemented on the site, BMPs inspection procedures, and requirements for stormwater monitoring. Compliance with the SWPPP would prevent violation of water quality standards and waste discharge requirements during the construction of the proposed project.

In addition to the future preparation of a SWPPP, two Water Quality Management Plans (WQMPs) have been prepared for the proposed project, which is required by the City of Huntington Beach prior to the project construction (IS/MND Appendix K). The WQMPs identify the Best Management Practices (BMPs) that would be utilized throughout the site to control predictable pollutant runoff, which consists of vegetated swales and a bioretention basin.

The project site was separated into two different WQMP areas, which consisted of the LeBard School Site WQMP and the LeBard Park Site WQMP. For purposes of the WQMP, the LeBard School site is comprised of the proposed residential subdivision and the existing baseball fields (excluding the most southern field) (refer to Figure 6), while the LeBard Park site is comprised of the existing park facility building, proposed park parking lot, and the southernmost baseball field (refer to Figure 7) (IS/MND Appendix K).

The LeBard School site WQMP consists of 10.2 acres on the northern portion of the project site and is divided into three drainage management areas (DMA), which includes DMA 1A, DMA 2A, and DMA 3A (as shown in Figure 6). The WQMP includes a detention basin to mitigate storm flows for the proposed residential subdivision, which outflows to a flow-based biotreatment vegetated swale, located

between DMA 2A and DMA 3A (IS/MND Appendix K). The flow-based vegetated swale is the only water quality treatment included for DMA 1A (the proposed subdivision) as the project site's poor soil quality would not allow for infiltration into the existing ground (IS/MND Appendix K). Due to the lack of existing underground storm drain facilities, filtration treatment facilities are not feasible and the site must surface drain to the surrounding streets (IS/MND Appendix K). However, the flow-based vegetated swale has been designed with low impact design (LID) parameters to provide water quality treatment as a BMP for the site (IS/MND Appendix K). DMAs 2A and 3A are existing sports fields and are not part of the disturbed area of project construction, where the existing grass cover would serve as a vegetated filter strip (IS/MND Appendix K). Therefore, the LeBard School Site would utilize a vegetated swale to ensure water quality is in compliance with all applicable permits, plans, and ordinances, as noted in mitigation measure MM Hydro-1.

***MM Hydro-1*** *In compliance with the WQMP for the LeBard Elementary School site, a detention basin and a flow-based vegetated swale shall be incorporated into the design of the proposed project and shown in the Final Tentative Tract Map. All design parameters outlined in the WQMP shall be implemented in the design and construction of the detention basin and flow-based vegetated swale.*

The LeBard Park site WQMP consists of 2 acres on the southern portion of the project site and is divided into three DMAs (DMA 1A, 2A, and 3A) (as shown in Figure 7). The WQMP for the LeBard Park site includes a flow-based vegetated swale, which serves as the water treatment BMP for DMA 1a, and a volume-based bioretention basin, which serves as the water treatment BMP for DMA 2A (IS/MND Appendix K). DMA 3A includes an existing sports field and parkland, which would not be disturbed by construction of the project, and, as such, does not require a BMP (IS/MND Appendix K). Due to the lack of underground storm drain facilities, filtration treatment facilities are not feasible and the site must surface drain to the surrounding streets (IS/MND Appendix K). Therefore, the LeBard School Site would utilize a vegetated swale and a bioretention basin to ensure water quality is in compliance with all applicable permits, plans, and ordinances as noted in mitigation measure MM Hydro-2.

***MM Hydro-2*** *In compliance with the WQMP for the LeBard Park site, a flow-based vegetated swale and a volume-based bioretention basin shall be incorporated into the design of the proposed project and shown in the Final Tentative Tract Map. All design parameters outlined in the WQMP shall be implemented in the design and construction of the flow-based vegetated swale and volume-based bioretention basin.*

Implementation of the vegetated swales and the bioretention basin for both the LeBard School and Park sites would ensure that stormwater from the project site during project construction and project operation would not detrimentally impact the receiving waters. As a result, impacts associated with this impact would be ***less than significant with mitigation incorporated***.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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 that would not support existing land uses or planned uses for which permits have been granted)? (Sources: Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The project site currently receives its potable water from the City of Huntington Beach and would continue to receive its potable water from the City of Huntington Beach with implementation of the proposed project. The proposed project does not propose any groundwater-extracting wells and is not a site currently used for groundwater-extracting activities. Additionally, the project site is currently partially developed with a school/administrative building, parking lots, and other impervious hardscape areas and, as such, does not function as a substantial source of groundwater recharge.

For the hydrological analysis of the drainage basins on the project site, the acreages for the WQMPs do not necessarily equal the total project site acreage as the WQMPs take into account the full drainage basin, which extend past the project site boundary, including the width of half the public street. According to the WQMP prepared for the LeBard Elementary School site, the pre-project site conditions consist of 6.3 acres, or 63 percent, of pervious surfaces and 3.9 acres, or 38 percent, of impervious surfaces (IS/MND Appendix K). The post-project site conditions consist of 7.3 acres, or 72 percent, of pervious surfaces and 2.9 acres, or 28 percent, of impervious surfaces. Implementation of the proposed project would decrease the amount of impervious surface by 1.0 acre, or 16 percent, on the LeBard Elementary School site due to the addition of open space throughout the residential subdivision. According to the WQMP prepared for the LeBard Park site, the pre-project site conditions consist of 1.4 acres, or 70 percent, of pervious surfaces and 0.6 acre, or 30 percent, of impervious surfaces (IS/MND Appendix K). The post-project site conditions consist of 1.1 acres, or 55 percent, of pervious surfaces and 0.9 acre, or 45 percent, of impervious surfaces. Implementation of the proposed project would increase the amount of impervious surface by 0.3 acre, or 50 percent, on the LeBard Park site. Thus, the proposed project would not substantially increase the impervious area or interfere with groundwater percolation and recharge and, as such, would not substantially deplete groundwater supplies, or substantially interfere with groundwater recharge. Therefore, impacts associated with groundwater supplies would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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 that would result in substantial erosion or siltation on or off site? (Sources: Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The proposed project would result in the construction of 15 single-family residences on the portion of the project site that is currently developed with the LeBard Elementary school building as well as improvements within and expansion of LeBard Park to construct a parking lot expansion and new restroom/concession building. There are no watercourses that currently cross the site. The nearest watercourse is the channeled Santa Ana River, located to the east of LeBard Park. Thus, implementation of the proposed project would not alter the course of a stream or river in a manner which would result in substantial erosion or siltation onsite or offsite. In addition implementation of a SWPPP per mitigation measure MM Geo-1 during construction activities and the WQMPs for post-construction activities would reduce erosion and siltation on or off site by utilizing BMPs. The vegetated swales and bioretention basin would detain and filter runoff before discharging into the existing drainage system off-site and would assure that stormwater from the project site during project construction and project operation would not detrimentally impact the receiving waters. Therefore, impacts associated with erosion and siltation on and off site would be ***less than significant with mitigation incorporated***.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site? (Sources: Preliminary Hydrology Study (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The proposed project would result in the construction of 15 single-family residences on the portion of the project site that is currently developed with the LeBard Elementary school building as well as improvements within and expansion of LeBard Park to construct a parking lot expansion and new restroom/concession building. Thus, no rivers or streams occur on the project site and, therefore, implementation of the proposed project would not alter the course of a river or stream.

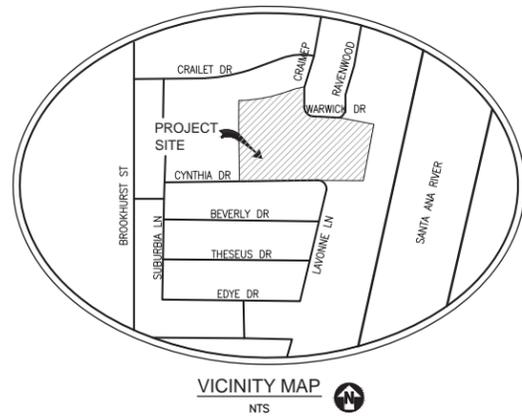
As described in the Preliminary Hydrology Study (TMAD Taylor & Gaines 2015a) prepared for the proposed project, existing drainage conditions consist of two drainage areas: Drainage A (south) and Drainage B (north) (as shown in Figure 8 [Hydrology Drainage Areas for Project Site]). Drainage A is the larger of the two drainage areas consisting of approximately 8.9 acres, 2.1 acres of which includes the LeBard Elementary School building and surrounding paved drive isles and parking areas and the remaining 6.8 acres includes baseball fields and a small portion of the park area (IS/MND Appendix K). Drainage A sheet flows south to Cynthia Drive where flows are conveyed west and south and collected by existing drainage facilities at the northeast corner of Beverly Drive and Suburbia Lane (IS/MND Appendix K). Drainage B is approximately 2.9 acres and includes the remaining school facilities and parking lot (IS/MND Appendix K). Drainage B sheet flows to both Warwick Drive and Craimer Lane where flows are conveyed north to local drainage facilities at Craimer Lane and Jon Day Drive (IS/MND Appendix K). Both drainages ultimately discharge to the Santa Ana River, which is approximately 1,500 feet east of the project site (IS/MND Appendix K).

As required by the City of Huntington Beach, the project is required to detain the difference in runoff between the existing 25-year and 100-year flows such that runoff leaving the site is not increased from existing conditions and, therefore, impacts regarding flooding on or off-site would be less than significant. With implementation of the proposed project, Drainage A would increase from 8.9 acres to 10.9 acres and Drainage B would decrease from 2.9 acres to 0.9 acre. The additional acreage incorporated into Drainage A is a result of the additional area from the proposed subdivision and a portion of the parking lot area being added to the drainage area. To determine the existing and proposed conditions for the project site, the rational method analysis was utilized for Drainages A and B. Table 15 (Existing and Proposed Hydrology Results for Drainages A and B) compares the existing and proposed hydrological results for Drainages A and B.

<b>Table 15 Existing and Proposed Hydrology Results for Drainages A and B</b>					
<i>Condition</i>	<i>Area (ac)</i>	<i>100-Year</i>	<i>25-Year</i>	<i>10-Year</i>	<i>2-Year</i>
<b>Hydrology Results—Drainage A</b>					
Existing	8.9	31.1	24.0	19.8	10.3
Proposed without Mitigation	10.8	27.6	20.9	16.9	8.3
Proposed Mitigated	24.0	18.4	14.9	7.2	
<b>Hydrology Results—Drainage B</b>					
Existing	2.9	7.9	6.1	5.0	2.6
Proposed	0.9	2.9	2.3	1.9	1.0

SOURCE: TMAD Taylor & Gaines, *Preliminary Hydrology Study for Le Bard School Site, City of Huntington Beach* (January 7, 2015).  
 No mitigation needed for Drainage B.

As shown in Table 15, the proposed 100-year storm event would not exceed the existing 25-year storm event for either drainage area. Drainage A would include a detention basin and outlet facility located near the cul-de-sac of the proposed subdivision to detain and mitigate flows so the 100-year storm flows would not exceed existing 25-year storm flows as these flows would filter out of the vegetated swale at the southwest corner of the project site (IS/MND Appendix K). The proposed 100-year storm flows with the detention basin for Drainage A is 24.0 cubic feet per second (cfs), which is equivalent to the existing 25-year storm flows, 24.0 cfs respectively. Thus, the proposed detention basin and outlet facility is adequately sized to detain the 100-year storm flows for Drainage A. The proposed 100-year storm flows with the detention basin for Drainage B is 2.9 cfs which is substantially lower than the existing 25-year storm flows, at 6.1 cfs respectively. Additionally, implementation of mitigation measures MM Hydro-1 and MM Hydro-2 would ensure that impacts were further reduced. Therefore, impacts associated with flooding on and off-site would be ***less than significant with mitigation incorporated***.



- LEGEND**
- SITE LIMITS
  - - - RIGHT OF WAY
  - PROPERTY LINE
  - - - CENTERLINE
  - - - FLOW LINE
  - FLOW DIRECTION
  - SUB-DRAINAGE AREA BOUNDARY
  - PROJECT STUDY AREA BOUNDARY
  - ③ DRAINAGE AREA REACH NUMBER
  - ②A  
X.XX SUB-DRAINAGE AREA NUMBER  
AREA ACREAGE (AC)
  - Ⓐ DRAINAGE AREA

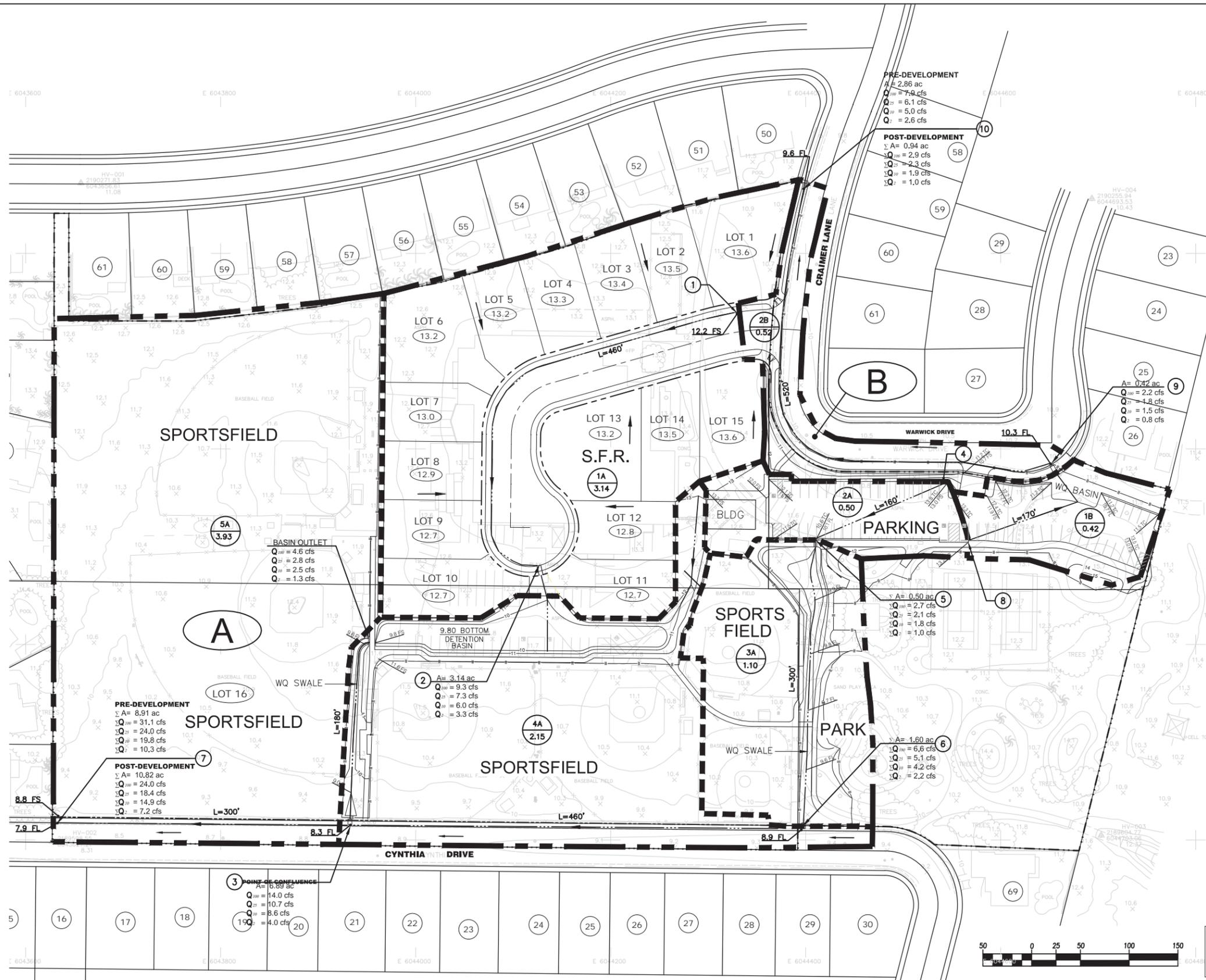
**HYDROLOGY INFORMATION**

SITE AREA: 11.7 ACRE  
 SOIL GROUP: D  
 IMPERVIOUS: PER CALCULATIONS  
 ISOHYETALS: PER ORANGE COUNTY HYDROLOGY MANUAL  
 Tc: PER CALCULATIONS  
 FREQUENCY: 100-YR, 25-YR, 10-YR & 2-YR  
 METHOD: ORANGE COUNTY HYDROLOGY MANUAL  
 1. MODIFIED RATIONAL METHOD (PRE-DEV. CONDITION) AND PROP. CONDITION Tc CALCULATIONS  
 2. UNIT HYDROGRAPH METHOD WITH BASIN ROUTING (PROPOSED CONDITION)

A=4.2 ac TOTAL DRAINAGE AREA  
 Q<sub>100</sub> = 6.5 cfs 100-YEAR STORM PEAK FLOW RATE  
 Q<sub>25</sub> = 5.6 cfs 25-YEAR STORM PEAK FLOW RATE  
 Q<sub>10</sub> = 3.4 cfs 10-YEAR STORM PEAK FLOW RATE  
 Q<sub>2</sub> = 1.4 cfs 2-YEAR STORM PEAK FLOW RATE

**POST-DEVELOPMENT HYDROLOGY TABLE:**

DRAINAGE AREA NO.	SUB-DRAINAGE AREA NO.	AREA (acre)	PEAK FLOW RATE Q100 (cfs)	PEAK FLOW RATE Q25 (cfs)	PEAK FLOW RATE Q10 (cfs)	PEAK FLOW RATE Q2 (cfs)
A	1A	3.14	9.28	7.25	6.02	3.27
	2A	0.50	2.73	2.12	1.79	0.99
	3A	1.10	3.92	2.96	2.40	1.17
	4A	2.15	4.68	3.46	2.72	1.23
	5A	3.93	7.92	5.74	4.42	1.84
B	1B	0.42	2.24	1.75	1.47	0.82
	2B	0.52	0.70	0.51	0.38	0.16



**PRE-DEVELOPMENT**  
 A = 2.86 ac  
 Q<sub>100</sub> = 7.4 cfs  
 Q<sub>25</sub> = 6.1 cfs  
 Q<sub>10</sub> = 5.0 cfs  
 Q<sub>2</sub> = 2.6 cfs

**POST-DEVELOPMENT**  
 A = 0.94 ac  
 Q<sub>100</sub> = 2.9 cfs  
 Q<sub>25</sub> = 2.3 cfs  
 Q<sub>10</sub> = 1.9 cfs  
 Q<sub>2</sub> = 1.0 cfs

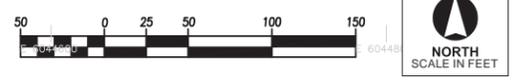
A = 0.50 ac  
 Q<sub>100</sub> = 2.7 cfs  
 Q<sub>25</sub> = 2.1 cfs  
 Q<sub>10</sub> = 1.8 cfs  
 Q<sub>2</sub> = 1.0 cfs

A = 1.60 ac  
 Q<sub>100</sub> = 6.6 cfs  
 Q<sub>25</sub> = 5.1 cfs  
 Q<sub>10</sub> = 4.2 cfs  
 Q<sub>2</sub> = 2.2 cfs

**PRE-DEVELOPMENT**  
 A = 8.91 ac  
 Q<sub>100</sub> = 31.1 cfs  
 Q<sub>25</sub> = 24.0 cfs  
 Q<sub>10</sub> = 19.8 cfs  
 Q<sub>2</sub> = 10.3 cfs

**POST-DEVELOPMENT**  
 A = 10.82 ac  
 Q<sub>100</sub> = 24.0 cfs  
 Q<sub>25</sub> = 18.4 cfs  
 Q<sub>10</sub> = 14.9 cfs  
 Q<sub>2</sub> = 7.2 cfs

③ POINT OF CONFLUENCE  
 A = 6.89 ac  
 Q<sub>100</sub> = 14.0 cfs  
 Q<sub>25</sub> = 10.7 cfs  
 Q<sub>10</sub> = 8.6 cfs  
 Q<sub>2</sub> = 4.0 cfs



Source: Huntington Beach City School District 2015

Figure 8  
Hydrology Drainage Areas for Project Site



	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K)); Preliminary Hydrology Study (Appendix K))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Refer to discussion Section 5.X(a) and Section 5.X(b).

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(f) Otherwise substantially degrade water quality? (Sources: Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K)); National Pollutant Discharge Elimination System; Storm Water Pollution Prevention Plan; City of Huntington Beach Standard Building Requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Implementation of the proposed project would result in short-term water quality impacts during construction activities, and these activities could contribute to significant cumulative impacts on the water quality of the receiving waters. However, project compliance with mandatory NPDES, SWPPP, and City of Huntington Beach building standard requirements as well as the implementation of the required project-specific WQMPs would ensure that all impacts regarding water quality would be less than significant. The WQMPs prepared for the proposed project identified BMPs designed to reduce impacts to water quality, such as the vegetated swales and the bioretention basin which would be implemented through mitigation measures MM Hydro-1 and MM Hydro-2. Therefore, the proposed project would comply with all water quality plans and requirements and would not otherwise substantially degrade water quality. Impacts associated with degrading water quality would be ***less than significant with mitigation incorporated.***

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Federal Emergency Management Agency Flood Insurance Rate Map (2009))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

According to Federal Emergency Management Agency’s (FEMA) flood insurance rate map (FIRM) (Map Number 06059C0262J), the project site is not located within a Special Flood Hazard Area (SFHA) subject to inundation by the 1 percent annual chance of flood (100-year flood) (FEMA 2009). The

project site is located within Zone “X”, which is defined as “other flood areas” and is described as: areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; or areas protected by levees from 1 percent annual chance flood (FEMA 2009). Therefore, the proposed project would not construct housing within a 100-year flood hazard area and impacts would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? (Sources: Federal Emergency Management Agency Flood Insurance Rate Map (2009))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

According to Federal Emergency Management Agency’s (FEMA) flood insurance rate map (FIRM) (Map Number 06059C0262)), the project site is not mapped within a Special Flood Hazard Area (SFHA) subject to inundation by the 1 percent annual chance of flood (100-year flood) (FEMA 2009). The project site is located within Zone “X”, which is defined as “other flood areas” and is described as: areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; or areas protected by levees from 1 percent annual chance flood (FEMA 2009). Therefore, the proposed project would not place structures within a 100-year flood hazard area and impacts would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Huntington Beach General Plan (2009))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The project site is not located within an area that is anticipated to experience flooding as a result of a levee or dam failure. Although the failure of the Prado Dam, which is approximately 30 miles to the north of the project site, is identified as a flooding threat to the City of Huntington Beach in the General Plan’s Environmental Hazards Element, a flooding threat would potentially occur if the flood control basin was nearly full during an earthquake; therefore, the chance of flooding at the project site due to failure of the Prado Dam is low. Therefore, implementation of the proposed project would not expose people or structures to significant risk as a result of the failure of a levee or dam. Thus, impacts would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(j) Inundation by seiche, tsunami, or mudflow? (Sources: Huntington Beach General Plan (2009); Preliminary Geotechnical Exploration and Design Parameters (IS/MND Appendix F))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

A seiche is a wave on the surface of a lake or landlocked bay that is caused by atmospheric or seismic disturbances. The closest lake to the project site is Lake Ranch, which is located approximately 5 miles north of the project site. In addition, the Preliminary Geotechnical Exploration and Design Parameters Report determined that the potential for seiche at the project site to be low (IS/MND Appendix F). Therefore, due to the distance of a lake from the project site, the proposed project would not expose people or structures to inundation by seiche and impacts associated with seiche would be *less than significant*.

A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. According to the Preliminary Geotechnical Exploration and Design Parameters Report, the project site is located more than 2 miles away from the ocean and is not located within a mapped Tsunami Inundation Zone (IS/MND Appendix F), making the potential for inundation by tsunami to be low. Therefore, due to the distance of the ocean from the project site, the proposed project would not expose people or structures to inundation by tsunami and impacts associated with tsunamis would be *less than significant*.

Mudflows are shallow water-saturated landslides that travel rapidly down slopes carrying rocks, brush, and other debris. Typically, mudflows occur during or soon after periods of heavy rainfall on slopes that contain loose soil or debris. The proposed project is located in a relatively flat area and no significant slopes are proposed as part of the project. Additionally, according to the Environmental Hazards Element of the General Plan, the project site is located in an area of the City that has no potential for potentially unstable slope areas (City of Huntington Beach 2009). Therefore, it is unlikely that the project site would be subject to inundation by a mudflow and impacts associated with mudflows would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(k) Potentially impact stormwater runoff from construction activities? (Sources: Santa Ana Regional Water Control Board; Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Refer to discussion in Section 5.X(a).

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(l) Potentially impact stormwater runoff from post-construction activities? (Sources: Santa Ana Regional Water Control Board; Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Refer to discussion in Section 5.X(a).

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: OSHA; DTSC; Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

As discussed in Section 5.IV(a), the long-term operation of the proposed project would result in the occupation of 15 single-family residences and use of park facilities. The residential units would involve the use or storage of common household hazardous materials, including cleaning solvents, pesticides and related chemicals associated with landscaping maintenance, and paints. Use and disposal of hazardous materials would include relatively minor amounts of materials, would be similar to existing surrounding residential development, and would be intermittent and not considered routine. Use and storage of typical landscaping and pesticides chemicals would continue at LeBard Park. All handling and storage of hazardous materials and chemicals would be compliant with Cal OSHA and DTSC standards and requirements to ensure safe handling and storage procedures. In addition, in the rare event that hazardous chemicals did get discharged into stormwater runoff, the WQMPs prepared for the proposed project include vegetated bioswales and bioretention basin that would treat stormwater runoff for pollutants. Implementation of the vegetated swales and the bioretention basin for both the LeBard School and Park sites would ensure that stormwater from the project site during project construction and project operation would not detrimentally impact the receiving waters as outlined in mitigation measures MM Hydro-1 and MM Hydro-2. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials would be *less than significant with mitigation incorporated*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: Santa Ana Regional Water Control Board; Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Refer to discussion in Section 5.X(a).

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: Preliminary Hydrology Study (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Refer to discussion in Section 5.X(d).

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: Water Quality Management Plans for LeBard Park and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Refer to discussion in Section 5.X(c).

**XI. LAND USE/PLANNING**

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Huntington Beach General Plan (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The current General Plan land use designation for LeBard School is Public (P) with an underlying Residential Low Density (RL) designation and the current zoning designation is Public/Semipublic (PS). The current General Plan and zoning land use designations for LeBard Park are Open Space – Park

(OS-P) and Open Space – Park and Recreation (OS-PR), respectively. The current PS zoning designation does not allow for residential development, except for General Residential Care. As a result, in addition to the proposed request for a Tentative Tract Map, the proposed project includes the following:

- General Plan Amendment to amend the existing land use designation for the LeBard Elementary School portion of the project site from Public (Residential Low Density) (P(RL)) to Residential Low Density – 7 units per acre (RL-7) on 3.2 acres and Open Space – Park (OS-P) on 6.5 acres where the sports fields are currently developed. This will result in a reconfiguration of the area designated as OS-P across the entirety of the project site.
- Zoning Map Amendment to amend the existing zoning designation for the LeBard Elementary School portion of the project site from Public-Semipublic (PS) to Residential Low Density (RL) on 3.2 acres and Open Space – Parks and Recreation (OS-PR) on 6.5 acres. This will result in a reconfiguration of the area zoned as Open space – Parks and Recreation (OS-PR) across the entirety of the project site.
- Tentative Tract Map to subdivide the LeBard school site into an approximately 6.5-acre parcel, which would be acquired by the City, and 3.2 acres would be subdivided for development of a 15-unit single-family planned unit development (PUD). Lot sizes would average approximately 7,216 sf in total area. Associated infrastructure would also be constructed, to include a private street with access from Cramer Lane. The residential lots would be sold to a private home builder for construction of the homes in the future. Because approximately half of the proposed residential lots would not meet the minimum 60-foot lot width required in the RL zoning district, the applicant is proposing a PUD subdivision, which requires provision of a public benefit. The applicant proposes to provide a new restroom/concession/storage building for the expanded park as well as upgraded passive park amenities.
- Conditional Use Permit (CUP) to expand the surface parking lot at LeBard Park and to provide water quality upgrades and other improvements within the expanded park area. A CUP is also required to allow the development of the proposed 15-lot subdivision on a site with a grade differential greater than 3 feet.
- Variance to provide a 4-foot-wide landscape planter along a portion of the parking lot adjacent to Warwick Drive in lieu of the required 10 feet.
- Demolition permits for the existing LeBard Elementary School building and asphalt/blacktop area (on the LeBard Elementary School site).
- Grading permit.

### **General Plan Amendment**

As described above, the proposed project will require a General Plan Amendment. The underlying RL designation indicates that if the public school use were to be discontinued that the future land use of RL was contemplated in a broad sense in the City's General Plan. The proposed General Plan Amendment would facilitate the development of a residential project that would blend into the existing low density, single-family residential development in the project vicinity and would not conflict with the General Plan. Further, in accordance with Huntington Beach Zoning and Subdivision Ordinance Chapter 230, the proposed project is required to allot a minimum of 10 percent of the units to be affordable. The future subdivision developer would be required to process an Affordable Housing Agreement with the City prior to the issuance of a grading permit. The portion of the LeBard School site that currently includes the sports fields is proposed to be designated Open Space – Park consistent with the designation on

LeBard Park. The LeBard Park site would remain designated as Open Space - Park under the General Plan.

### Zoning Map Amendment

The Zoning Map designates the LeBard Elementary School portion of the project site as Public/Semipublic (PS). This designation provides areas for large public or semipublic uses. However, a Zoning Map Amendment is requested to allow for the development of 15 single-family residential units on a portion of the project site. The proposed Zoning designation would be consistent with the requested General Plan land use designation for this portion of the project site and with the zoning designation of the adjacent residential development. The portion of the LeBard School site that currently includes the sports fields is proposed to be designated Open Space – Park and Recreation consistent with the designation on LeBard Park. The LeBard Park site would remain zoned as Open Space - Park and Recreation.

### Huntington Beach Local Coastal Program

According to the General Plan, the proposed project is not located within the coastal zone and, therefore, would not have an impact on the Local Coastal Program for the City.

Therefore, the proposed project would not conflict with the General Plan, the Zoning Map and Ordinance, or the Huntington Beach Local Coastal Program. Implementation of the proposed project would have a *less-than-significant* impact on applicable land use plans, policies, or regulations.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Huntington Beach General Plan (2009))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

The proposed project is located in a fully developed area within the City where no habitat conservation plans (HCPs) or natural community conversation plans (NCCPs) are identified in the General Plan (Huntington Beach 2009). Therefore, no HCPs or NCCPs are applicable to the project site or the project vicinity, and *no impact* would occur.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Physically divide an established community? (Sources: Huntington Beach General Plan; LeBard Park and Residential Project Tentative Tract Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The proposed project would result in the construction of 15 single-family residential units and an associated new street and infrastructure as well as the reconfiguration of the existing sports fields into LeBard Park and improvements within the Park including a new restroom/concession building and expansion of the parking lot area. Implementation of the proposed project includes a General Plan Amendment to amend the existing land use designation for the LeBard Elementary School portion of the project site from Public (Residential Low Density) (P(RL)) to Residential Low Density – 7 units per acre (RL-7) on 3.2 acres and Open Space – Park (OS-P) on 6.5 acres where the sports fields are currently developed. This will result in a reconfiguration of the area designated as OS-P across the entirety of the project site. In addition, the proposed project also includes a Zoning Map Amendment to amend the existing zoning designation for the LeBard Elementary School portion of the project site from Public-Semipublic (PS) to Residential Low Density (RL) on 3.2 acres and Open Space – Parks and Recreation (OS-PR) on 6.5 acres. Residential Low Density (RL) is consistent with the zoning of the surrounding single-family residential neighborhood. LeBard Park would remain zoned as Open Space- Parks and Recreation.

The proposed project would not disrupt or divide the physical arrangement of an established community since the project site is currently developed with office/administrative uses and adjacent to similar residential development. Given surrounding land uses, the proposed 15 single-family residential units and associated new street would be characterized as “infill” development and is located within a fully developed area of the City. Vehicular access to the single-family homes would be provided by a new street to be created by the Tentative Tract Map and will connect with Craimer Lane, south of Crailet Drive. Vehicular access to LeBard Park would continue to be provided from Craimer Lane, Warwick Drive and Cynthia Drive. Construction of the project would not create any new land use barriers, preclude the development of surrounding parcels or otherwise divide or disrupt the physical arrangement of the surrounding community since the project is considered infill development. Adequate public facilities are available and water and sewer service would be extended to the project site from existing infrastructure. Therefore, the proposed project would result in a *less-than-significant* impact on physically dividing an established community.

## XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: Huntington Beach General Plan (1996))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

As detailed in the General Plan, the City has been the site of extraction of oil and gas, sand and gravel, and peat products over many years. Large-scale oil and gas production has occurred since the 1920s and continues to this day. However, as shown on the General Plan Zoning Map, the project site is currently zoned as Public/Semipublic and Open Space - Parks and Recreation and the site is currently used as an administrative building for the School District and park facilities at LeBard Park. Mineral extraction activities are not present onsite. Both the project site and surrounding areas are not designated as sources of important mineral resources in the General Plan. Therefore, the proposed project would have *no impact* on mineral resources.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Huntington Beach General Plan Zoning Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

As shown on the General Plan Zoning Map, the project site is currently zoned as Public/Semipublic and Open Space - Parks and Recreation and the site is currently used as an administrative building for the School District and park facilities at LeBard Park. Additionally, the project site is not identified on the General Plan Zoning Map to be located within an Oil Production Overlay District, which relates to areas which accommodate oil operations. Therefore, the proposed project would have *no impact* on mineral resources.

### XIII. NOISE

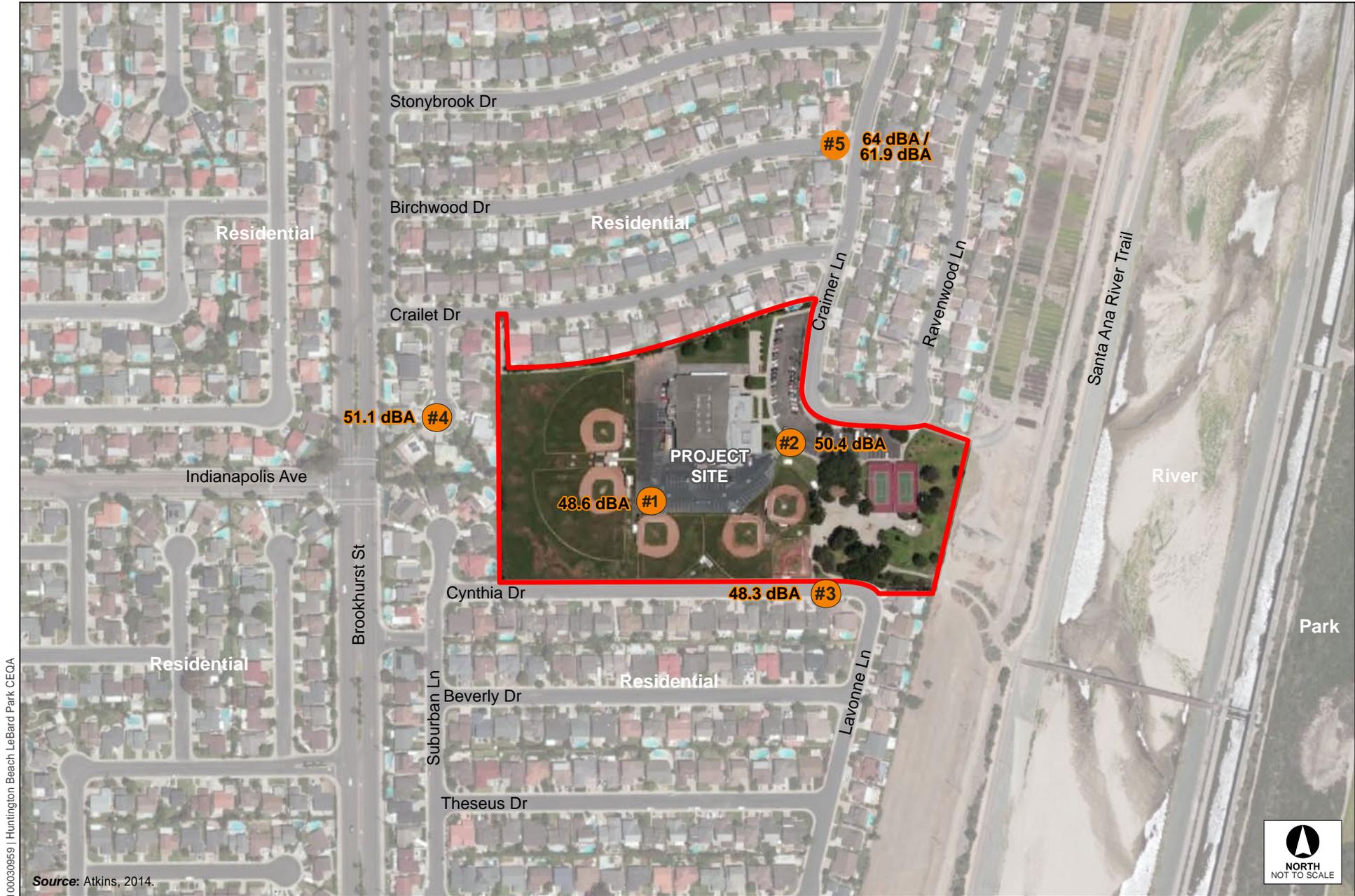
	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: Huntington Beach General Plan (1996); Noise Model Outputs (IS/MND Appendix H))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion

The following discussion addresses the potential for the project to expose existing and proposed sensitive receptors to excessive noise levels. The project’s potential to result in excessive noise levels as a result of increased traffic noise is addressed in Section 5.XIII(c).

An ambient sound level survey was conducted on November 13, 2014, to quantify the noise environment on the project site and in the surrounding area. A Larson Davis 820 ANSI (American National Standards Institute) Type I Integrating Sound Level Meter calibrated with a Larson Davis CAL200 calibrator was used to record ambient sound levels. Daytime weather conditions during the measurements were calm with a mild temperature and partly cloudy to cloudy skies. A total of six short-term measurements were taken. The monitoring locations are shown on Figure 9 (Noise Measurement Locations). The short-term measurements were taken during the daytime (1:00 PM to 4:00 PM) and were 20 minutes in duration. Table 16 (Ambient Sound Level Measurements, dBA) summarizes the measured short-term  $L_{eq}$  and noise sources for the monitoring locations. The meter output is provided in IS/MND Appendix H.

Location 5 was excluded from the noise analysis for the proposed project due to the close proximity of the landscaping equipment during the ambient noise survey, which skewed the noise measurement data higher than a normal ambient measurement. This did not adversely affect the monitoring however as four locations are sufficient and quality baseline readings were collected. The results of the ambient noise survey reflect that daytime noise levels are generally 51 dBA or below on the project site and in the immediately surrounding area. The day-night average noise level ( $L_{dn}$ ) is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during nighttime hours to compensate for the increased disturbance response of people at those times.  $L_{dn}$  is the equivalent sound level for a 24-hour period with a +10 dBA weighting applied to all sound occurring between 10:00 PM and 7:00 AM. Conservatively assuming that nighttime noise levels are the same as daytime noise levels, a noise level of 51 dBA would result in a 24-hour average noise level of 58 dBA CNEL.



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Figure 9  
Noise Measurement Locations



**Table 16 Ambient Sound Level Measurements, dBA**

Site	Location	Daytime Noise Sources	Date/Time	Leq	L50	Lmax	Lmin
1	Southwest corner of existing LeBard Park parking lot (approximate middle of site)	Airplane overflights, skateboard use, parking lot noise	11/13/2014 1:12 PM–1:32 PM	48.6	46.3	64	42.1
2	Western edge of existing LeBard School site	Airplane overflights, cars on Brookhurst Street, distant landscaping equipment	11/13/2014 1:40 PM–2:00 PM	50.4	50	58.7	43.6
3	Southeast corner of project site on Cynthia Dr	Children on playground, conversations in neighborhood	11/13/2014 2:12 PM–2:32 PM	48.3	46.4	67.2	42.3
4	Southern terminus of Kenworth Cir	Cars on Brookhurst St	11/13/2014 2:45 PM–3:05 PM	51.1	50.4	58.9	43.8
5	Birchwood Dr near intersection with Cramer Ln	Traffic noise, nearby landscaping equipment <sup>a</sup>	11/13/2014 3:15 PM–3:35 PM	64	55.1	77.1	41.4
			11/13/2014 3:37 PM–3:57 PM	61.9	52.9	77.3	40.3

SOURCE: Atkins, Ambient measurements were 20 minutes in duration (November 13, 2014).

a. Landscaping team arrived at property close to measurement location a few minutes into first measurement. A second measurement was taken for the purposes of obtaining a measurement without landscaping equipment; however, landscaping operation stopped and started at another property. Landscaping equipment was operating for approximately five minutes of second measurement. Due to time constraints, it was not feasible to wait until all landscaping was complete to obtain a third measurement. Operation of landscaping equipment resulted in a maximum noise level of 77 dBA. Noise levels typically ranged from 44 to 46 dBA when landscaping equipment was not in operation.

The City of Huntington Beach General Plan Noise Element establishes noise levels of 60 dBA  $L_{dn}$  or below to be compatible with noise sensitive land uses in General Plan Policies N 1.2.1 and N 1.2.3. These policies require noise attenuation measures for new construction that would expose sensitive land uses to exterior noise levels in excess of 60 dBA  $L_{dn}$ . As such, daytime noise levels on the project site are compatible with residential land use. Operation of the proposed project would not expose on-site residents to excessive noise levels.

Single-family residences are not a source of substantial operational noise. Noise generated by residences is generally limited to occasional nuisance noise, such as loud music or operation of landscaping equipment. Nuisance noises are prohibited in City Noise Ordinance Section 8.40.112, City Municipal Code Chapter 8.40. Additionally, Noise Ordinance Section 8.40.095 establishes regulations for the operation of leaf blowers, including time, distance, and duration restrictions. Enforcement of existing City regulations would ensure that the proposed residences would not result in excessive noise levels.

The proposed project does not include any new active uses at the public park or reconfigure park uses such that additional residences would be located adjacent to active uses, such as the ball fields. The new concession, storage, and restroom facilities and parking lot expansion would serve existing activities in the park and would not result in substantial additional noise. While the on-site parking lot would be expanded to the east, and would be located closer to some homes (Warwick Drive/Ravenwood Lane) than under existing conditions, parking lot activity and noise would be similar to existing conditions, which consists of intermittent daytime nuisance noise such as car alarms and slamming doors. Additionally, lawfully conducted activities in public parks are exempt from the City’s noise level limits in

City Municipal Code Section 8.40.090. Therefore, operation of the proposed project would not result in the exposure of persons to excessive noise levels. This impact would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: Caltrans (2002))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Construction of the proposed project would generate temporary groundborne vibration and groundborne noise caused by construction activities and equipment. Vibration-sensitive instruments and operations may require special consideration during construction. Since the criteria for vibration-sensitive instruments and operations are generally not defined and are often case specific, the criteria must be determined based on manufacturer specifications and recommendations by the equipment user. As a guide, major construction activities within 200 feet would be potentially disruptive to vibration-sensitive instruments and operations (Caltrans 2002). The proposed project may result in groundborne vibration generated by heavy earthmoving equipment associated with construction activities such as grading, building foundations and construction. The project site is surrounded by residential and recreational land uses, which are not considered vibration sensitive uses. There are no vibration sensitive land uses located within 200 feet of the project site. Therefore, vibration from construction would not result in a significant impact to any vibration-sensitive receptors. Operation of the proposed project would not involve any activities that generate substantial groundborne vibration or groundborne noise. This impact would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: LeBard Park and Residential Project Traffic Study (Appendix I))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Due to the addition of single-family residences, the project would have the potential to increase traffic noise on surrounding roadways. As discussed in greater detail in Section 5.XVII (Transportation/Traffic), the proposed project would generate 144 additional ADT. Existing traffic noise levels were modeled using standard noise modeling equations adapted from the Federal Highway Administration (FHWA) noise prediction model. This model takes into account traffic volumes, vehicle mix, vehicle speed, and roadway configuration. Table 17 (Existing and Future Traffic Noise Levels, dBA CNEL) compares existing and future noise levels with and without the project on the primary roadways that would serve the project. Traffic volumes are provided in the traffic analysis prepared for the project (IS/MND Appendix I). As shown in Table 17, the proposed project would not result in an increase in the traffic noise level on any of the identified roadway segments as compared to existing or future

conditions without the project. Therefore, impacts associated with a permanent increase in ambient noise levels would be *less than significant*.

Roadway Segment	Existing Scenario		Long-Term Scenario (2030)	
	Existing	Existing + Project	No Project	With Project
Adams Ave – East of Bushard St	73	73	74	74
Adams Ave – Bushard St to Brookhurst St	73	73	75	75
Indianapolis St – East of Bushard St	63	63	67	67
Brookhurst St – Yorktown Ave to Adams Ave	73	73	74	74
Brookhurst St – Adams Ave to Indianapolis St	72	72	73	73
Brookhurst St – South of Indianapolis St	72	72	73	73

SOURCE: Stantec (2015) (traffic data) (see IS/MND Appendix H for model inputs).  
All noise levels at 50 feet from the roadway centerline.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: Federal Highway Administration (2006); City of Huntington Beach Noise Ordinance; Noise Model Outputs (IS/MND Appendix H))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

Construction of the proposed project would generate temporary increases in ambient noise levels caused by construction activities and equipment. Construction-related noise levels would vary depending on the distance between the source and receptors, as well as the type of equipment used, how it is operated, and how well the equipment is maintained. The proposed project would implement conventional construction techniques and standard equipment, such as scrapers, graders, loaders, and miscellaneous trucks. Noise levels of typical construction equipment range from 60 to 90 dBA  $L_{eq}$  at 50 feet from the source (FHWA 2006). Noise from construction equipment, which has point source acoustical characteristics, typically attenuates at a rate of 6 dBA per doubling of distance from the source (assuming propagation of sound waves via direct line-of-sight and with no ground interaction).

The project site is bounded by residences on Crailet Drive to the North and Kenworth Circle and Suburbia Lane to the west, where noise-sensitive receptors include the residences in the neighborhood to the north, south, west, and northeast of the project site. The construction equipment required for grading (loader, dozer, four scrapers, loader, and water truck), which is the most equipment intensive

phase, were assumed to operate simultaneously in the same location.<sup>4</sup> Based on this worst-case assumption, construction of the project would have the potential to generate hourly average noise levels up to 88 dBA at 50 feet from the construction site. This estimate is conservative because construction equipment would be spread out over several acres and would not be operating all at once. Due to the proximity of the surrounding residences to the project site, residents would be exposed to elevated noise levels during construction that may be a nuisance.

City Noise Ordinance Section 8.40.090 exempts construction noise from the Noise Ordinance noise level limits provided that City permits have been obtained and the construction activities do not take place between the hours of 8:00 PM and 7:00 AM on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Construction permits would be required in order for the project to proceed, and no nighttime construction or construction on a Sunday or holiday would be required. Therefore, although construction of the proposed project would temporarily increase ambient noise levels in the neighborhood surrounding the project, construction would comply with the applicable requirements of the City noise ordinance to prevent excessive noise levels. This impact would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels? (Sources: Airport Environs Land Use Plan for John Wayne (2008); John Wayne Airport 2012 Annual 60, 65, 70, and 75 CNEL Noise Contours (2012))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

There are no public airports within 2 miles of the proposed project site. The closest public airport is the John Wayne Airport, which is located approximately 4.1 miles away from the proposed project. The proposed project is not located within the John Wayne Airport Environs Land Use Plan Airport Planning Area or within the John Wayne Airport Influence Area (ALUC 2008) and lies outside of the 60-dB CNEL airport noise contour (Mestre Greve Associates 2012). Therefore, the proposed project would not expose people to excessive noise levels associated with a public airport or public use airport. *No impact* would occur.

<sup>4</sup> Noise levels from construction activities on the project site were determined based on the construction equipment list provided by the City and typical equipment noise levels determined by the Roadway Construction Noise Model (RCNM) (FHWA 2008).

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(f) If within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels? (Sources: FAA Airport Information (2014))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

There are no private airstrips in the City of Huntington Beach (AirNav 2014). The nearest private airstrip is the Joint Forces Los Alamitos Army Airfield located approximately 10 miles from the project site. Therefore, the proposed project would not expose people to excessive noise levels associated with a private airstrip. **No impact** would occur.

**XIV. POPULATION/HOUSING**

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 extension of roads or other infrastructure)? (Sources: U.S. Census Bureau for Huntington Beach 2013 population estimate; Huntington Beach General Plan (2013))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The proposed project would result in the construction of 15 single-family residential homes and accommodate an estimated population of approximately 39 residents.<sup>5</sup> Based on the U.S. Census Bureau 2013 population estimate, the City has a population of 197,575 persons. If the estimated 39 residents were assumed to be new residents to the City, this would represent an addition of 0.0002 percent of the City’s total population. Per the Housing Element of the General Plan, the City’s population is anticipated to grow to 217,822 by 2015 (City of Huntington Beach 2013). Thus, the population of the proposed project would fall within the future estimates of the City’s population. Therefore, the proposed project would not induce substantial population growth in the area and impacts would be **less than significant**.

<sup>5</sup> 2.57 persons per household, per 2010 Census Huntington Beach QuickFacts and 2.56 persons per household per Table II-4 of the City of Huntington Beach Housing Element.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: LeBard Park and Residential Project Tentative Tract Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The project site is currently developed with a closed school functioning as an administration building for the School District and LeBard Park and no housing currently exists on site. The existing LeBard Elementary School building will be demolished and implementation of the proposed project would allow for the construction of 15 single-family residential units on that portion of the project site. Therefore, the proposed project would not displace a substantial number of existing housing units, which would require the construction of replacement housing elsewhere and no impact associated with displacing existing housing would occur.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: LeBard Park and Residential Project Tentative Tract Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

The project site is currently developed with a closed school functioning as an administration building for the School District and LeBard Park and there are no permanent residents on the project site. As such, no people would be displaced by implementation of the proposed project. Therefore, the proposed project would not displace a substantial number of people and no impact would occur.

**XV. PUBLIC SERVICES**

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for 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:				
(i) Fire protection? (Sources: Huntington Beach Fire Department)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The City of Huntington Beach Fire Department (HBFD) provides fire protection, rescue, emergency medical, hazardous materials control, and response services throughout the City. The HBFD maintains eight fire stations throughout the City. The closest station to the proposed project is Fire Station No. 3 (Bushard), located approximately 1.5 miles northeast of the project site and serves the residential areas bordering Fountain Valley. Fire Station No. 3 (Bushard) opened in 1964 and was remodeled in 2002 and

apparatus at this station includes a paramedic engine company (Fire Department 2014). An increase in residential development from the construction of 15 single-family residential units may require a proportionate increase in the amount of public safety staff, fire station facilities, and fire apparatus, training, and equipment.<sup>6</sup>

In addition, the proposed project is not anticipated to substantially increase the population of the City. Based on the U.S. Census Bureau 2013 population estimate, the City has a population of 197,575 persons, with 2.56 persons per household.<sup>7</sup> The proposed project would result in the construction of 15 single-family residential units which could increase the population by approximately 39 residents. If the estimated 39 residents were assumed to be new residents to the City, this would represent an increase of 0.0002 percent of the City’s total population. Thus, the proposed project would not result in a large increase in population that would need to be served by the Huntington Beach Fire Department. Besides the small increase in population, project construction would comply with all relevant fire codes and would be subject to review and approval by the Huntington Beach Fire Department to ensure adequate fire safety.

Even though the proposed project would not result in a significant increase in population, the future subdivision developer would be required to contribute to the Huntington Beach Fire Department through the payment of development impact fees (DIF) for fire suppression services as outlined in the Huntington Beach DIF Schedule before the issuance of a building permit. For example, the 2014 DIF for fire suppression services is \$830 per detached dwelling unit; since the proposed project would construct 15 single-family dwelling units through a future developer, the total DIF for fire suppression would be \$12,450. The payment of the DIF for fire suppression services would be determined by the DIF rate at the time of permit application.

Payment of the DIF for fire suppression services would ensure that the Huntington Beach Fire Department has enough financial support to ensure the adequacy of its facilities and staff. Therefore, the proposed project impacts associated with fire protection would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(ii) Police protection? (Sources: Huntington Beach Police Department)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Per information provided by the Huntington Beach Police Department website, the project would be served by the Huntington Beach Police Station located at 2000 Main Street in the City of Huntington Beach (Police Department 2014). One to two officers are assigned to the beat area for the proposed project, 24 hours a day depending on the time of day. The entire jurisdiction ranges from 8 to 25 officers, depending on the time of day. The Police Department has a helicopter, K-9, gang and narcotics officers,

<sup>6</sup> However, the HBFD did indicate that while the proposed project would have an impact on the fire protection services, this impact would be less than significant.

<sup>7</sup> 2.56 per Table II-4 of the City of Huntington Beach Housing Element.

SWAT, School Resource Officer, traffic enforcement and detectives, which are available for the entire jurisdiction (Police Department 2014). The City’s Police Department has a county wide mutual aid agreement and communication capabilities with all Orange County cities and County agencies.

Based on the U.S. Census Bureau 2013 population estimate, the City has a population of 197,575 persons, with 2.56 persons per household.<sup>8</sup> The proposed project would result in the construction of 15 single-family residential units which could increase the population by approximately 39 residents. If the estimated 39 residents were assumed to be new residents to the City, this would represent an increase of 0.0002 percent of the City’s total population. Thus, the proposed project would not result in a large increase in population, which would need to be served by the Huntington Beach Police Department.

Additionally, the proposed project would demolish the existing School District building, 15 single-family residential units and reconfiguration of the existing LeBard Park. Given that the project would maintain the existing open space land use for LeBard Park and expand the single-family residential land uses that surround the project site it is not anticipated that the proposed project would result in a substantial increase in crime in the project area. Thus, no adverse impacts are anticipated as a result of the proposed project on existing facilities, manpower, or equipment as the Huntington Beach Police Department has adequate facilities, manpower and equipment to serve the project site.

Even though the proposed project would not result in a significant increase in population, the future subdivision developer would be required to contribute to the Huntington Beach Police Department through the payment of development impact fees (DIF) for law enforcement services as outlined in the Huntington Beach DIF Schedule before the issuance of a building permit. For example, the 2014 DIF for law enforcement services is \$356 per detached dwelling unit; since the proposed project would construct 15 single-family dwelling units through a future developer, the total DIF for law enforcement would be \$5,340. The payment of the DIF for law enforcement services shall be determined by the DIF rate at the time of permit application.

Payment of the DIF for law enforcement services would ensure that the Huntington Beach Police Department has enough financial support to ensure the adequacy of its facilities and staff. Therefore, the proposed project impacts associated with law enforcement services would have a *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(iii) Schools? (Sources: City of Huntington Beach Schools and Districts Map; Huntington Beach City School District; Huntington Beach Union High School District)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

According to the City of Huntington Beach Schools and Districts map, the project site is located within the Huntington Beach City School District (HBCSD) and the Huntington Beach Union High School District (HBUHSD). The HBCSD would accommodate students from the proposed project attending

<sup>8</sup> 2.56 per Table II-4 of the City of Huntington Beach Housing Element.

elementary and middle schools while the HBUHSD would accommodate students from the proposed project attending grades 9–12 (high school) only.

### **Huntington Beach City School District**

According to the HBCSD’s website, the school that would accommodate students from the project site from Pre-Kindergarten through fifth grade is Dr. Ralph E. Hawes Elementary School, located at 9682 Yellowstone Drive. Dr. Ralph E. Hawes Elementary School has a current enrollment of 665 students, which has decreased by 58 students over the previous school year.<sup>9</sup> The maximum enrollment capacity for Dr. Ralph E. Hawes Elementary School is 725 students. HBCSD is currently experiencing declining enrollment by approximately 100 students per year and it is anticipated that this trend will continue for the next four to five years. At Dr. Ralph E. Hawes Elementary School this would equate to a small loss of approximately 10 to 15 students per year. In current conditions, Dr. Ralph E. Hawes Elementary School is not operating at full enrollment capacity and could currently accommodate 63 additional students.

Using the District’s quantitative student generation factor of 0.5 students per household for K–8 for residential development, the proposed project would generate an estimated eight new students who would attend Dr. Ralph E. Hawes Elementary School.<sup>10</sup> Since Dr. Ralph E. Hawes Elementary School is not currently at maximum enrollment capacity and can accommodate an additional 63 students, the additional eight students generated by the proposed project could be accommodated and would have a less-than-significant impact on HBCSD schools serving the project site.

In addition, the proposed project would comply with the City code requirements for the payment of development impact fees for schools within the City. According to the City’s development impact fees table, impact fees charged are \$3.20 per square foot for residential development. Given that the proposed project would generate an estimated eight new students and the developer would pay the required school impact fees, the proposed project would have a less-than-significant impact on the HBCSD.

### **Huntington Beach Union High School District**

According to the HBUHSD’s website, the high school that would accommodate students from the proposed project is Edison High School, located at 21400 Magnolia Street. The design capacity of the school is 2,760 students and current enrollment is 2,664 students. There is no planned expansion to increase enrollment capacity at this school. Therefore, Edison High School could currently accommodate an additional 96 students. Based on a student generation factor of 0.2, the proposed project would generate an estimated three new students who would attend Edison High School.<sup>11</sup> As this school can accommodate an additional 96 students, the addition of three new students from the proposed project would result in less-than-significant impacts.

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<sup>9</sup> According to information from Jon Archibald, Assistant Superintendent for HBCSD.

<sup>10</sup> 15 single-family residential units x 0.5 student generation factor.

<sup>11</sup> The District’s quantitative student generation factor used to estimate the number of students from single-family residential development projects with respect to high school students is 0.2.

In addition, the proposed project would be required to contribute payment to development impacts fees for the City’s schools per City code requirements. According to the City’s development impact fees table, impact fees charged are \$3.20 per square foot for residential development. Given that the proposed project would generate an estimated three new students and would pay the required school impact fees, the proposed project would have a less-than-significant impact on the HBUHSD.

Compliance with City’s code requirements to pay development impact fees for schools would ensure that the proposed project would result in *less-than-significant* impacts associated with schools, specifically HBCSD and HBUHSD.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(iv) Parks? (Sources: Huntington Beach General Plan (2012); Huntington Beach Zoning Code)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The City of Huntington Beach has 71 parks and public facilities, totaling 1067.11 acres of parkland, with 169 playgrounds as well as 150 acres of public beach. The project site is located at the existing LeBard Park and the adjacent LeBard Elementary closed school site. Amenities at LeBard Park include tennis courts, playground equipment with sand, park benches, picnic tables, shaded areas, an existing meeting/storage building primarily used by the Little League and the surrounding neighborhood association, and a parking lot. The existing closed school site has six nonlighted sports fields, which would be acquired by the City and incorporated into LeBard Park as part of the proposed project. Other parks near the project site include: Burke Park, located approximately 1 mile north of the project site; Gisler Park, located approximately 1.3 mile northwest of the project site; and Bushard Park, located approximately 2 miles northeast of the project site.

According to the General Plan’s Recreation and Community Services Element, the City has established a park standard at 5 acres per 1,000 people (Huntington Beach 1996, Recreation and Community Services Element [amended 2012]). Based on the U.S. Census Bureau 2013 population estimate, the City has a population of 197,575 persons, which equates to approximately 987.88 acres of parkland that the City needs to provide. According to the General Plan’s Recreation and Community Services Element, the City currently contains 1067.11 acres of parkland, which surpasses the park standard by 79.23 acres.

The proposed project would result in the re-zoning of an approximately 6.5-acre portion of the LeBard Elementary School site to Open Space - Park and Recreation. This area would be incorporated into the total acreage of LeBard Park, increasing the size from approximately 5 acres to approximately 11.5 acres. This would result in an increase in parkland, albeit small, citywide.

Furthermore, the project would be required to comply with City of Huntington Beach Zoning Code Chapter 254, Section 254.08 (Parkland Dedication), which implements the Quimby Act that authorizes the City to require the dedication of land for park and recreational facilities or payment of in-lieu fees incident to and as a condition of the approval of Tentative Tract Map or Tentative Parcel Map for a residential subdivision. The proposed project involves the construction of a new building for

concessions, restrooms and storage at LeBard Park, relocation of the bleachers and bullpens for the baseball fields as well as an expanded surface parking lot within LeBard Park. The storage and meeting building within the existing park area will remain and will likely be used in the same capacity. With the improvements made to LeBard Park and the City having an adequate amount of parkland, impacts associated with parks would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(v) Other public facilities or governmental services? (Sources: Huntington Beach General Plan (1996); Huntington Beach Municipal Code; California Library Statistics)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The closest library to the project site is the Banning Branch Library, located at 9281 Banning Avenue, approximately 2.5 miles west of the project site. Additionally, the project site, like all areas of the City, is served by all five branches of the Huntington Beach Public Library system. Combined, these libraries have a collection of 431,304 items. According to California Library Statistics, there should be an average service ratio of about 0.36 full-time employees per 1,000 residents. The Huntington Beach Public Library currently has a staff of 37, which does not meet this ratio. Based on the City’s current population of 197,575 residents, an additional 34 full-time staff members would need to be hired in order to meet to this standard. The proposed project would increase the population of Huntington Beach by an estimated 39 residents. This increase in population would result in the need for less than one additional staff member, and therefore, would not be substantial. In addition, the proposed project would be required to pay a development impact fee for library facilities in compliance with City of Huntington Beach Municipal Code Chapter 17.6 (Library Development Fees). The proposed project would also be subject to fees per City of Huntington Beach Municipal Code Chapter 3.4 (Community Enrichment Library Fee), which is due and payable at the time of issuance of the building permit for the construction of residential, commercial, or industrial units or buildings, or for the construction or reconstruction of any mobile home parks. Therefore, with payment of applicable fees, implementation of the proposed project would result in *less-than-significant* impacts associated with other public facilities, libraries.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) 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: Huntington Beach Zoning Code; LeBard Park and Residential Project Tentative Tract Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The proposed project would result in the construction of 15 single-family residences on the portion of the project site that is currently developed with the LeBard Elementary school building as well as expansion of LeBard Park to incorporate the existing sports fields and other improvements including a parking lot expansion and new restroom/concession building. The proposed project would result in an increase of approximately 39 residents.<sup>12</sup> It is anticipated that these new residents would use local and regional parks as well as other recreational facilities, especially LeBard Park, which would be adjacent to the new residential units. However, due to the limited increase in population from the proposed project, the increase in park use within the City is not anticipated to result in substantial deterioration of recreational facilities within the City.

The project would be required to comply with City of Huntington Beach Zoning Code Chapter 254, Section 254.08 (Parkland Dedication), which implement the Quimby Act authorizing the City to require the dedication of land for park and recreational facilities or payment of in-lieu fees incident to and as a condition of the approval of a Tentative Tract Map or Tentative Parcel Map for a residential subdivision.

The proposed incorporation of the sports fields and improvements to the park facilities are anticipated to increase park use due to more readily available facilities to the players and spectators associated with the Sea View Little League, as well as the surrounding residential areas. However, while these improvements would increase park use, the construction of new facilities would have a beneficial effect to the park and would not cause existing facilities to further deteriorate.

Construction for the proposed improvements for LeBard Park and the existing sports fields would be scheduled during the little league “off” season to minimize disruption. Although it is not anticipated, during construction of the park improvements there may be a temporary displacement of the Sea View Little League baseball practices and games if the schedule changes during construction. However, this displacement would be temporary during the construction period and the park improvements would provide enhanced facilities for the Sea View Little League baseball practices and games upon completion. Therefore, the proposed project’s improvements to LeBard Park would result in beneficial effects to park facilities and amenities due to the nature of the improvements. Thus, the proposed project would result

<sup>12</sup> 2.57 persons per household, per 2010 Census Huntington Beach QuickFacts and 2.56 persons per household per Table II-4 of the City of Huntington Beach Housing Element.

in *less-than-significant* impacts regarding existing neighborhood and regional parks or other recreational facilities.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? (Sources: LeBard Park and Residential Project Tentative Tract Map)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

As discussed in Section 5.XVI(a), the proposed project would result in the construction of new park facilities as well as improvements to the LeBard Park portion of the project site. In addition, the project would increase the size of LeBard Park by 6.5 acres since the City would acquire the area of the six existing sports fields. Since construction of the new park facilities and improvements are part of the proposed project, the proposed construction impacts have been considered throughout the discussion of environmental impacts in this document. As discussed in Section 5.II through Section 5.XVIII, all potential impacts would either be less than significant or reduced to a less-than-significant level with implementation of mitigation measures MM Aes-1 and MM Aes-2, MM Air-1, MM Bio-1 and MM Bio-2, MM Cul-1 through MM Cul-3, MM Geo-1 and MM Geo-2, MM Haz-1 and MM Haz-2, and MM Hydro-1 and MM Hydro-2, as described in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. Therefore, the proposed project would be *less than significant with mitigation incorporated*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Affect existing recreational opportunities? (Sources: Huntington Beach Parks and Recreation Department website (2015))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The proposed project would result in the construction of new park facilities as well as park improvements to the LeBard Park portion of the project site, including expansion of the current LeBard Park parking lot and construction of a bioretention basin, which would decrease the current amount of passive area by approximately 10,133 sf within LeBard Park. However, the proposed project includes installation of a detention basin located between the southern edge of the proposed residential subdivision and the baseball fields, which would be planted and function as a passive park area. In addition, the area proposed for the new concession/restroom building would also provide an increase in passive area. This area would provide a net increase of approximately 21,796 sf in usable, passive area within LeBard Park to offset the loss of passive area where the expanded parking lot is proposed. Therefore, the amount of passive area in LeBard Park would remain largely unchanged with implementation of the proposed project.

Furthermore, implementation of the proposed project would upgrade an existing neighborhood park for continued usage by Huntington Beach residents. According to the City of Huntington Beach Parks and Recreation Department, there are 71 parks and recreational facilities throughout the City (City of Huntington Beach 2015). Implementation of the proposed project would not replace an existing park with residential or other non-recreational land uses, would not displace LeBard Park users to another park within the City, and would not hinder other recreational opportunities from being developed. Construction for the proposed improvements for LeBard Park and the existing sports fields would be scheduled during the little league “off” season to minimize disruption. Although it is not anticipated, during construction of the park improvements there may be a temporary displacement of the Sea View Little League baseball practices and games if the schedule changes during construction. Users of LeBard Park may also have limited access to areas of the park during construction, which would be a temporary condition. However, this displacement would be temporary during the construction period and the park improvements would provide enhanced facilities for park users and the Sea View Little League baseball practices and games upon completion. Thus, the project would not affect existing recreational opportunities within the City and would result in a beneficial effect to LeBard Park. Impacts to other existing recreational opportunities would be *less than significant*.

## XVII. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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: LeBard Park and Residential Project Traffic Study (IS/MND Appendix I))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

A traffic impact study was prepared by Stantec (IS/MND Appendix I) for the proposed project, which established the existing traffic conditions, developed the projected future baseline conditions without the project, estimated the levels of traffic that would be generated by the proposed project, conducted a comparative analysis of traffic conditions with and without the proposed project, and identified potential mitigation measures/roadway improvements. The performance criteria used for evaluating traffic volumes and capacities of the local street system are based on peak hour intersection volumes. Using peak hour intersection turning movement volumes and intersection lane geometry, intersection capacity utilization (ICU) values are calculated for AM and PM peak hours, which correlated to a level of service (LOS) designation. LOS are designated from A through F, where LOS A represents free flow conditions and LOS F represents severe traffic congestion. The City has adopted a tiered LOS standard: (1) performance criterion of LOS D for principal intersections and (2) performance criterion of LOS C

for secondary intersections. The three intersections in the study area are all signalized principal intersections. The LOS at the following three intersections were analyzed:

1. Brookhurst Street & Adams Avenue (signalized)
2. Brookhurst Street & Indianapolis Avenue (signalized)
3. Brookhurst Street & Atlanta Avenue (signalized)

Existing AM and PM peak hour intersection volumes at the study intersections were collected in October 2014 by Transportation Studies, Inc. (Stantec 2015) and were collected while local schools were in session (IS/MND Appendix I).

### Existing Traffic Volumes and Levels of Service

LOS is a qualitative indicator of an intersection’s operating conditions that are used to represent various degrees of congestion and delay. ICU values were calculated using the existing turning movement volumes and existing lane configurations and the corresponding LOS was determined for each study intersection. Figure 10 (Existing Peak Hour Intersection Volumes) illustrates the existing peak hour intersection volumes. Table 18 (Existing Intersection Conditions) summarizes the results of the ICU and LOS analysis under existing conditions. In existing conditions, all three of the study area intersections are operating at an acceptable LOS (LOS D or better) during both the AM and PM peak hours.

<b>Table 18 Existing Intersection Conditions</b>					
<i>Intersection</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>		<i>Count Date</i>
	<i>ICU</i>	<i>LOS</i>	<i>ICU</i>	<i>LOS</i>	
1. Brookhurst St & Adams Ave	0.82	D	0.78	C	10/8/2014
2. Brookhurst St & Indianapolis Ave	0.33	A	0.37	A	10/8/2014
3. Brookhurst St & Atlanta Ave	0.43	A	0.45	A	10/8/2014

SOURCE: Stantec (2015) [IS/MND IS/MND Appendix I].

### Opening Year Traffic Conditions

The proposed project would be developed within approximately 2 years, which is considered to be the future baseline. No significant cumulative projects are anticipated within the two-year time frame within the vicinity of the project site and the surrounding areas are built-out; therefore, existing conditions were used to represent the opening year traffic conditions. In existing conditions, all three study intersections operate at an acceptable LOS (LOS D or better) during both the AM and PM peak hours.



Source: Stantec Consulting Services, Inc. 2014

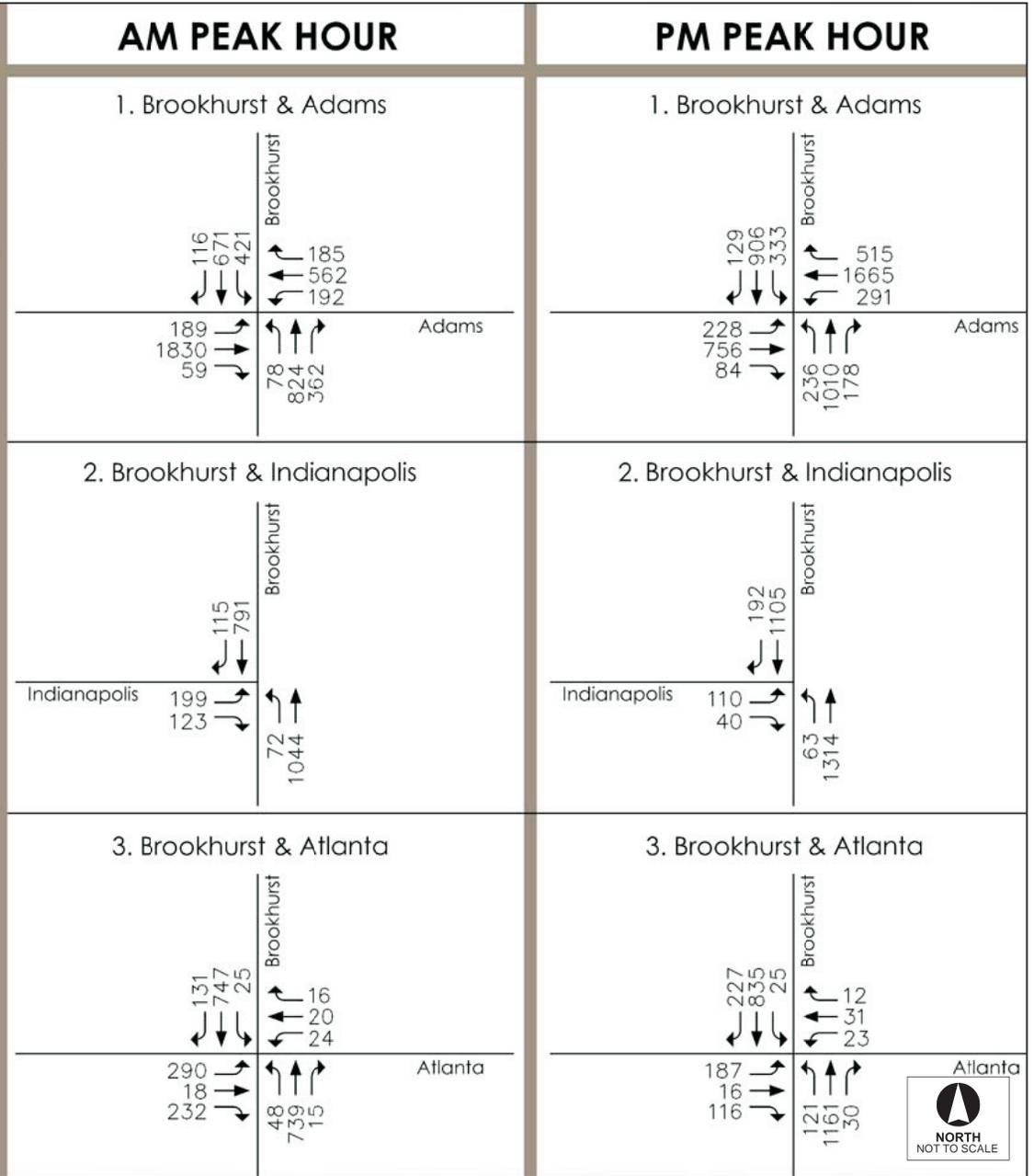


Figure 10  
Existing Peak Hour Intersection Volumes

## Project Generated Traffic

### Trip Generation

The proposed project consists of the construction of 15 single-family residences and the expansion of LeBard Park as well as upgrades including expansion of the parking lot and a new restroom and concession building. LeBard Park is currently developed with two tennis courts, a tot lot, passive recreational open space, and a storage/meeting building. Trip generation rates for the residential portion of the proposed project were obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition. Table 19 (Proposed Project Trip Generation Summary) summarizes the calculated trip generation estimates, showing that the project would generate approximately 144 average daily trips, with approximately 11 trips generated during the AM peak hour and 16 trips generated during the PM peak hour. The expansion of LeBard Park to incorporate the existing sports fields and the proposed park improvements are not anticipated to significantly increase the amount of traffic generated by the park uses.

Land Use	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
			In	Out	Total	In	Out	Total	
<b>Trip Generation</b> Single-Family Detached	15	du	3	8	11	10	6	16	144
<b>Trip Rates</b> Single-Family Detached (ITE 210)		du	0.19	0.56	0.75	0.64	0.37	1.01	10.08

SOURCE: Institute of Transportation Engineers, *Trip Generation Manual, 9<sup>th</sup> Edition* (2012).

du = dwelling unit

Credit for trip generation by the existing HBCSD use of the site was not applied to the proposed trip generation in order to analyze the worst-case scenario.

### Trip Distribution

The distribution and assignment of project trips on the surrounding circulation system was based on levels and locations of development in relation to the location of the project site. Figure 11 (Anticipated Trip Generation for the Proposed Project) illustrates the proposed project's anticipated trip generation rates. As shown in Figure 11, approximately 50 percent of project traffic is estimated on Brookhurst Street north of Adams Avenue; approximately 15 percent of project traffic is estimated on Adams Avenue and Indianapolis Avenue west of the project site; approximately 20 percent of project traffic is estimated on Adams Avenue east of the project site; and approximately 15 percent is estimated on Brookhurst south of Atlanta Avenue. Figure 12 (Peak Hour Project-Generated Intersection Volumes) illustrates the peak hour project-generated intersection volumes.

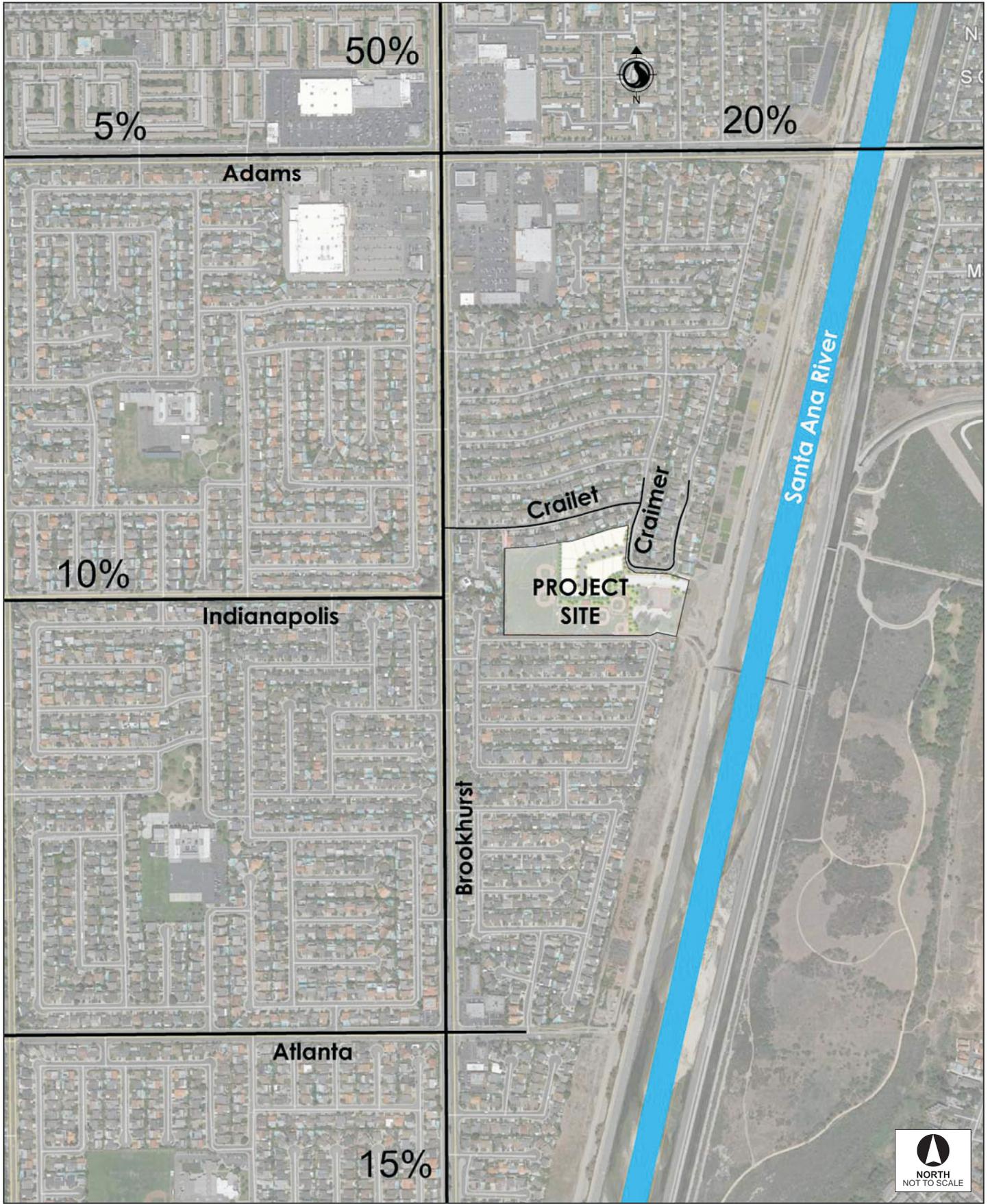
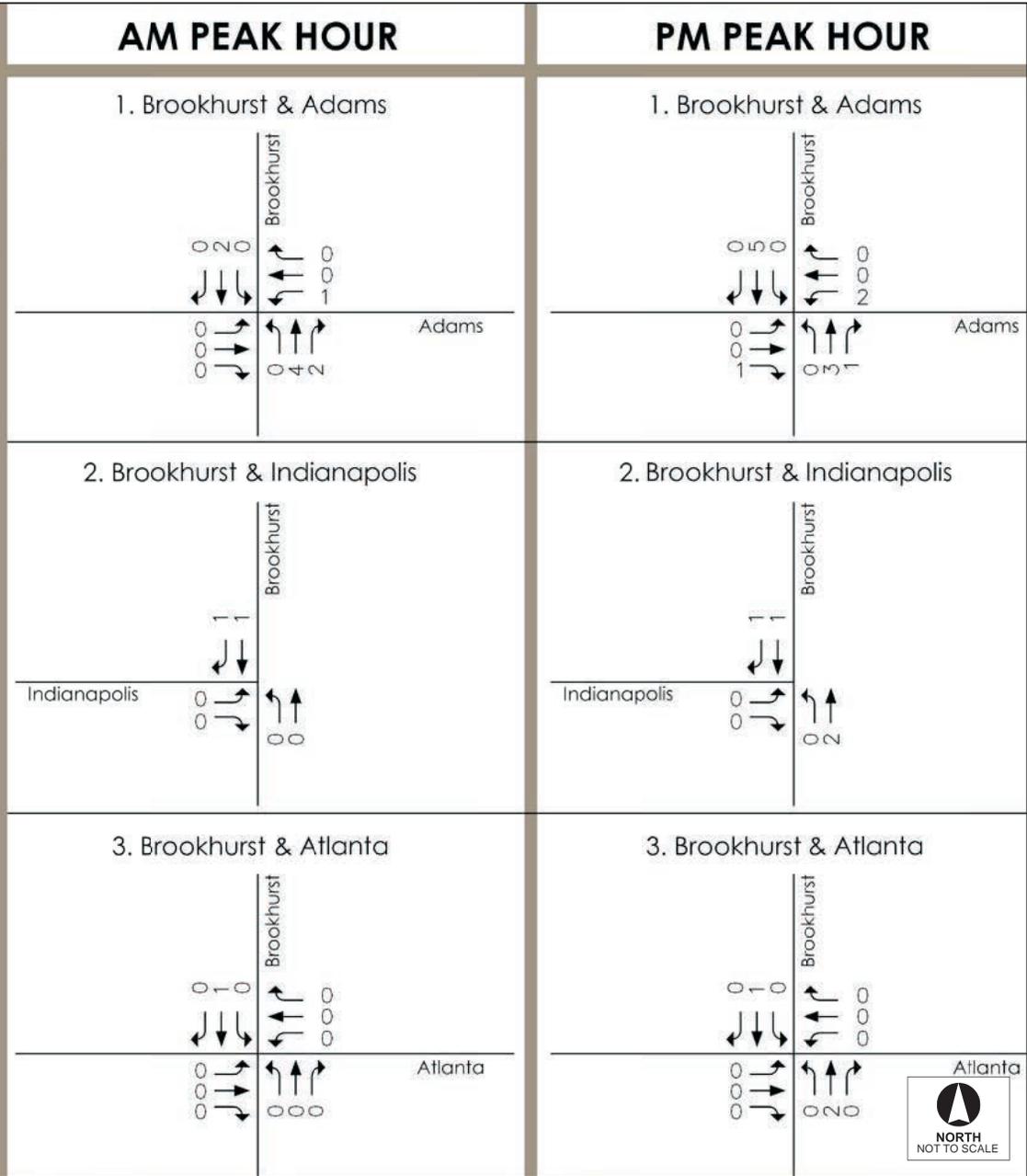


Figure 11  
 Anticipated Trip Generation for the Proposed Project



Source : Stantec Consulting Services Inc. 2014



Figure 12  
Peak Hour Project-Generated Intersection Volumes

### Opening Year Plus Project Scenario

The Opening Year Plus Project Scenario combines the opening year traffic volumes, which for the proposed project is the same as traffic volumes in existing conditions, with the estimated traffic generated by the proposed project. Table 20 (Opening Year Plus Project Intersection Conditions) summarizes the ICU and LOS analysis for the Opening Year Plus Project Scenario and provides a comparison between the existing and with-project conditions. The study intersections are anticipated to continue to operate at LOS D or better under the Opening Year Plus Project Scenario. In addition, the proposed project has no measurable impact on the ICU values at all three of the study intersections. Therefore, the proposed project’s traffic impacts would be *less than significant*.

Intersection	Existing				Existing + Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Brookhurst St & Adams Ave	0.82	D	0.78	C	0.82	D	0.78	C
2. Brookhurst St & Indianapolis Ave	0.33	A	0.37	A	0.33	A	0.37	A
3. Brookhurst St & Atlanta Ave	0.43	A	0.45	A	0.43	A	0.45	A

### General Plan Year 2030 Scenario

The proposed project would require a Zone Change and a General Plan Amendment to allow the site to be developed with single-family residences. Project impacts under the General Plan Year 2030 conditions were analyzed with future volume forecasts obtained from the General Plan buildout versions of the Huntington Beach Traffic Model. Figure 13 (Year 2030 No-Project Scenario Peak Hour Volumes) illustrates the peak hour volumes corresponding to the Year 2030 no-project scenario. Figure 14 (Year 2030 With-Project Scenario Peak Hour Volumes) illustrates peak hour volumes corresponding to the Year 2030 with-project scenario.

Table 21 (General Plan 2030 With-Project Intersection Conditions) summarizes the ICU and LOS analysis for the Year 2030 with-Project Scenario and provides a comparison between the Year 2030 no-project and with-project conditions. The intersection of Brookhurst Street and Adams Avenue would operate at LOS F during the AM and PM peak hours under the General Plan Year 2030 no-project scenario; however, the proposed project would have no measurable impact at this intersection under the General Plan Year 2030 with-project scenario. Under the General Plan Year 2030 no-project scenario the other two intersections would continue to operate at LOS A during the AM and PM peak hours; the proposed project would have no significant impact on these intersections, which would continue to operate at LOS A under the General Plan Year 2030 with-project scenario.

The proposed project would not have a significant impact on any of the three study intersections during the peak hours under the General Plan with-project scenario. Therefore, the proposed project’s traffic impacts would be *less than significant*.

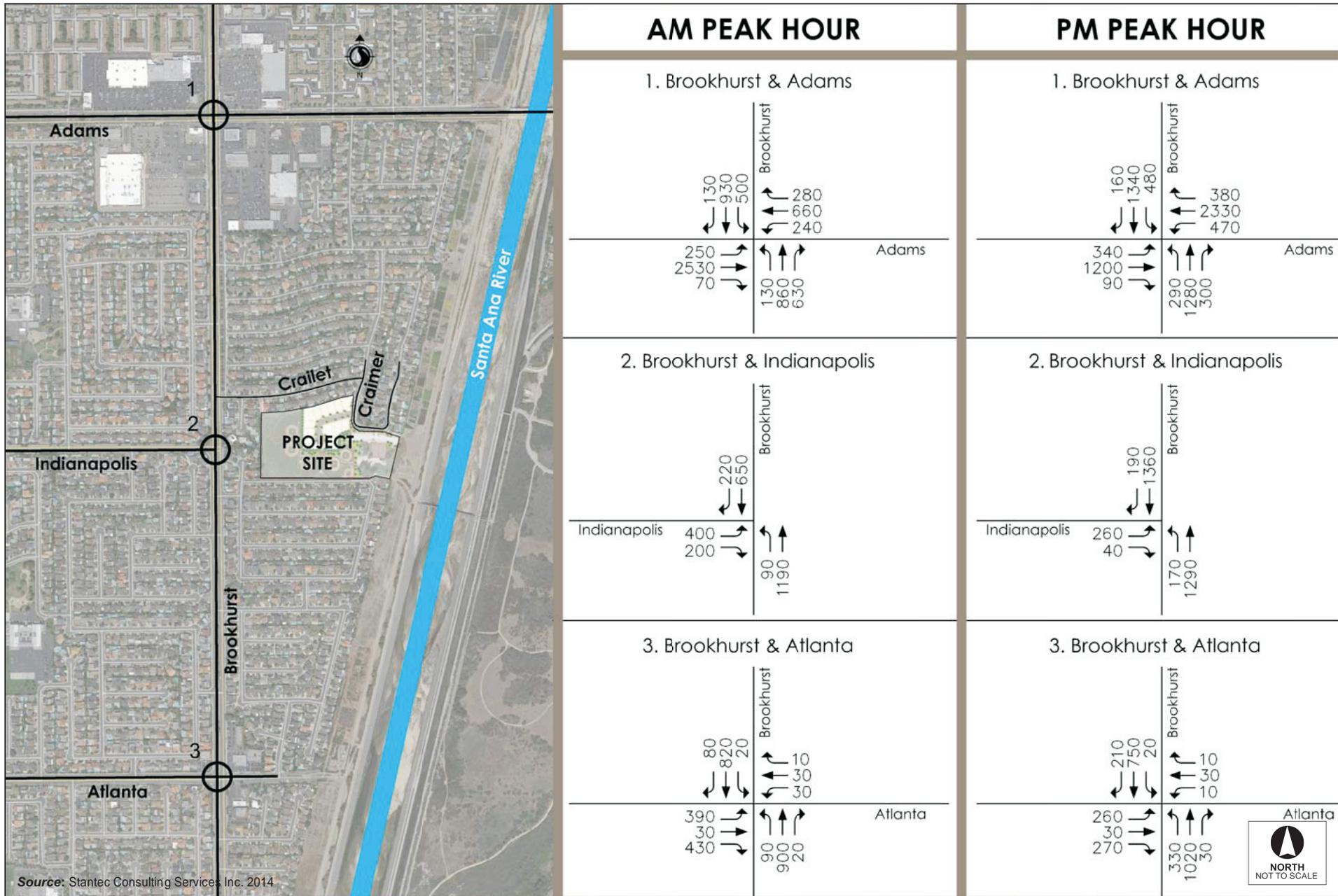


Figure 13  
Year 2030 No-Project Scenario Peak Hour Volumes



Source: Stantec Consulting Services Inc. 2014

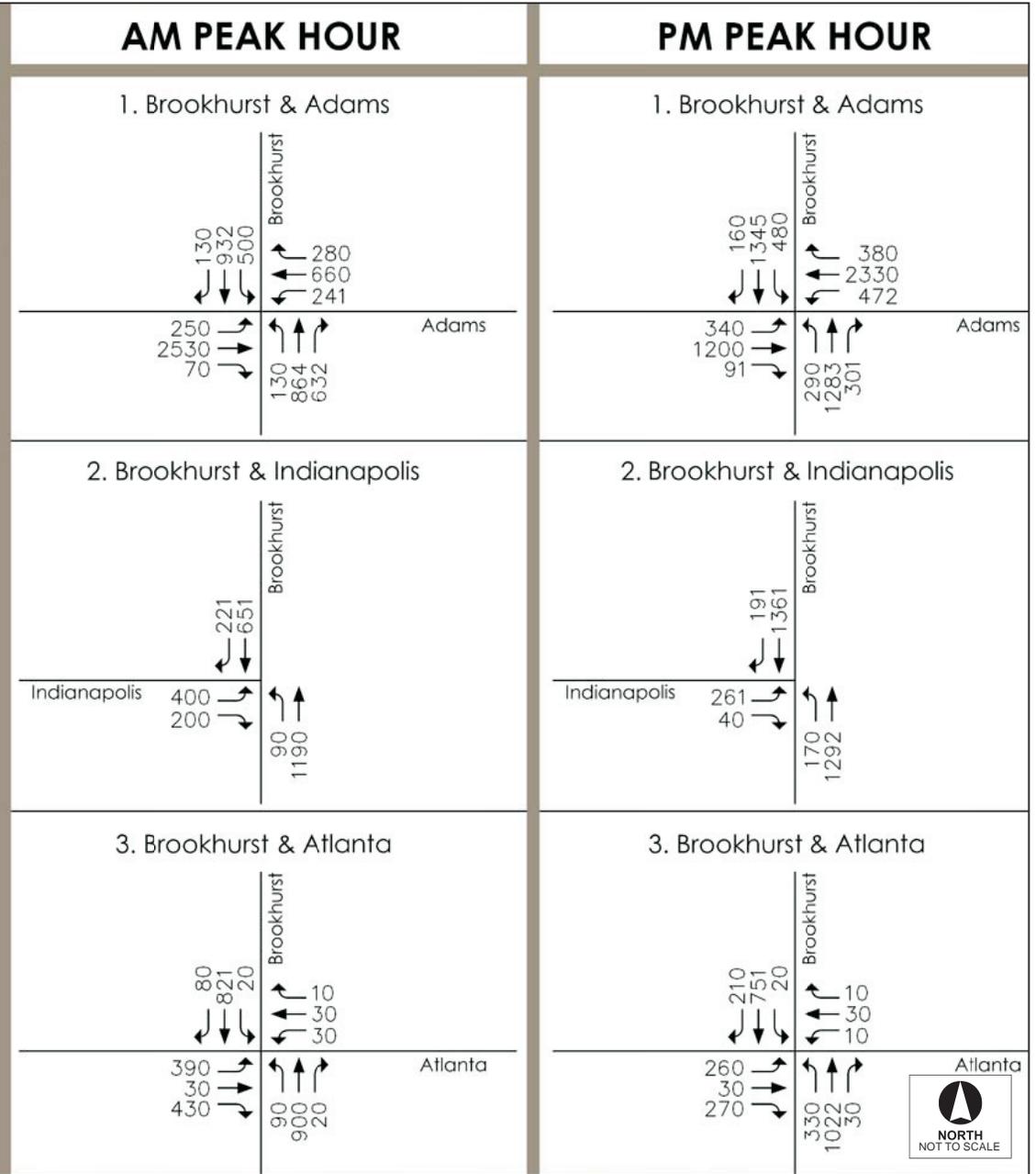


Figure 14  
Year 2030 With-Project Scenario Peak Hour Volumes

Intersection	2030 No-Project				2030 With-Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Brookhurst St & Adams Ave	1.10	F	1.06	F	1.10	F	1.06	F
2. Brookhurst St & Indianapolis Ave	0.40	A	0.53	A	0.40	A	0.53	A
3. Brookhurst St & Atlanta Ave	0.52	A	0.59	A	0.52	A	0.59	A

Since the proposed project would not result in significant impacts to traffic volumes for the Opening Year and General Plan Year 2030 scenarios, the proposed project’s impacts to the circulation system would be *less than significant*.

**Alternative Transportation**

The proposed project would not result in changes to the existing pedestrian circulation system, bus routes, or other modes of alternative transportation. The improvements proposed for LeBard Park would include the installation of walkways and paths that would connect the proposed parking lot with all main park facilities. The walkways would be ADA compliant and provide access to all areas of the park and the baseball fields for pedestrians. Therefore, the proposed project’s impacts to alternative modes of transportation would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Orange County Congestion Management Program; Memorandum of Understanding (2006))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The Orange County Transportation Authority (OCTA) is the County’s designated Congestion Management Agency. The OCTA is responsible for developing the Orange County Congestion Management Program (CMP). The goals of Orange County’s CMP are to support regional mobility and air quality objectives by reducing traffic congestion; to provide a mechanism for coordinating land use and development decisions that support the regional economy; and to determine the gas tax fund eligibility. The Orange County CMP states that since 1994, the selected traffic impact analysis process has been consistently applied to all development projects meeting the adopted trip generation thresholds of 2,400 or more daily trips for projects adjacent to the Congestion Management Program Highway System (CMPHS) and 1,600 or more daily trips for projects that directly access the CMPHS. The closest CMP analysis intersections to the project site are located at Beach Boulevard and Adams Avenue west of the project site and at Harbor Boulevard and Adams Avenue east of the project site. The proposed project would generate 144 daily trips; the Orange County CMP states that projects generating less than 2,400

daily trips are not required to prepare a CMP analysis. As the project would generate fewer daily trips than the CMP threshold, the proposed project is not required to prepare a CMP analysis.

The City has a Memorandum of Understanding (MOU), signed in 2006, between the Cities of Costa Mesa, Fountain Valley, Huntington Beach and the OCTA. The MOU includes the widening of Brookhurst Street and Adams Avenue intersection as one of the improvements. Improvements to the Brookhurst Street and Adams Avenue intersection include separating the eastbound right-turn lane; adding a fourth westbound through lane; adding double northbound right-turn lanes; and adding a fourth eastbound through lane. Table 22 (Planned MOU Intersection Improvement Conditions) summarizes the ICU and LOS values for Brookhurst Street and Adams Avenue intersection with the MOU improvements for the General Plan Year 2030. With the improvements to the Brookhurst Street and Adams Avenue intersection implemented by the MOU, the LOS of the intersection would be improved from LOS F (refer to Table 21 above) to LOS D. This intersection would then operate at an acceptable LOS with the planned improvements.

Intersection	2030 with Improvements			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
1. Brookhurst St & Adams Ave	0.81	D	0.88	D

Planned Improvements:

- Separate eastbound right turn lane
- Add 4th westbound through lane
- Add double northbound right turn lanes
- Add 4th eastbound through lane

Therefore, the proposed project would not conflict with an applicable congestion management program and project impacts would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: FAA Airport Information (2014))	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

As detailed on AirNav.com, there are no airports or airstrips in the City of Huntington Beach. The nearest public airport is John Wayne Airport, located approximately 4 miles southeast of the project site. Thus, the project site is not within 2 miles of a public or private use airport and the project site is not located within an airport land use plan or flight path. Additionally, the proposed project residences would result in structures that are a maximum of two-stories or 35 feet tall and, as such, would not impact air traffic patterns. Therefore, the proposed project would have *no impact* on air traffic.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: Huntington Beach Fire Department Codes; City of Huntington Beach street standards; LeBard Park and Residential Project Tentative Tract Map)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

For the purposes of this analysis, hazards are defined as changes to circulation patterns that could result in unsafe driving or pedestrian conditions. Examples include inadequate vision or stopping distance, sharp roadway curves where there is an inability to see oncoming traffic, or vehicular/pedestrian traffic conflicts. The proposed project would construct a new street connecting to Craimer Lane to serve the 15 single-family residences and an extension of the existing parking lot within LeBard Park (Figure 3). The proposed project would be designed to conform to the City’s street standards and comply with all public safety requirements for emergency access, including police, fire, and emergency medical services. The proposed project would comply with existing City code requirements, which would ensure that the project complies with site visibility standards at driveways and intersections. The proposed project would be reviewed by the City of Huntington Beach Fire Department related to emergency vehicle access as well as fire suppression and emergency notification systems. In addition, the single-family residences would be designed to comply with all building codes related to fire safety. In addition, the proposed park and single-family residential uses would be consistent with the existing and surrounding uses and would not create hazards due to incompatible uses. Therefore, impacts related to a substantial increase in hazards due to a design feature would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) Result in inadequate emergency access? (Sources: Huntington Beach Fire Department (2015); LeBard Park and Residential Project Tentative Tract Map (2015))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Existing vehicular access to LeBard Park is provided via the parking lot on Warwick Street. Existing pedestrian access to LeBard Park is provided from Warwick Street, Cynthia Drive and Crailet Drive. With implementation of the proposed project, vehicular access to the LeBard Park would continue to be provided via the expanded parking lot on Warwick Drive; pedestrian access to LeBard Park would continue to be provided from Warwick Drive, Cynthia Drive, and Crailet Drive. Access to the LeBard Elementary School site would be provided from Craimer Lane to the proposed new street that would serve the 15 single-family residences. Project construction and internal circulation would comply with all relevant fire codes and is subject to site plan review and approval from the Huntington Beach Fire Department to ensure adequate emergency access, including turning radius, and compliance with all applicable regulations. Therefore, traffic generated under the proposed project would not impede

emergency access to and from adjacent and surrounding roadways. Thus, impacts related to emergency access for the proposed project would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(f) Result in inadequate parking capacity? (Sources: LeBard Park and Residential Project Traffic Study (IS/MND Appendix I); LeBard Park and Residential Project Traffic Study (IS/MND Appendix J))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

**Existing Parking Conditions**

The proposed project is located at the LeBard Elementary School site and LeBard Park. Under existing conditions, 109 parking spaces are provided in the LeBard Elementary School parking lot; 38 parking spaces are provided in the LeBard Park parking lot; and an additional 53 on-street parking spaces are located along Craimer Lane, Warwick Drive, and Cynthia Drive. The existing parking inventory shows 147 on-site parking spaces and 53 on-street parking spaces, resulting in a total of 200 parking spaces (IS/MND Appendix J).

While LeBard Park is used year-round by residents, the Seaview Little League games are held on the baseball fields during baseball season, with the three peak months occurring generally from March through May. The parking study prepared for the proposed project collected data to evaluate the existing parking conditions with and without Little League activities as well as on Sundays when there are no events being held as Little League vehicles have the option of parking in the LeBard Elementary School parking lot, the LeBard Park parking lot, or in on-street parking spaces along Craimer Lane, Warwick Drive and Cynthia Drive (IS/MND Appendix J). Counts of the existing on-site and off-site parking were performed in April and May 2014, where data was collected hourly for a typical weekday between 4:30 PM and 8:30 PM and a typical weekend between 7:30 AM and 7:30 PM, with and without Little League activities (IS/MND Appendix I). It should be noted that Little League vehicles may also park on other surrounding public streets, but for purposes of this analysis, only the streets with direct access to the project site were counted.

*Existing Weekday Parking Analysis*

Table 23 (Existing Weekday Parking Analysis) shows the weekday parking analysis for the on-site and on-street parking demand under existing conditions. The results for a typical weekday with Little League events showed the overall peak parking demand for the weekday was between 5:30 PM through 6:30 PM, with a total of 141 out of 147 on-site parking spaces occupied and a total of 46 out of 53 off-site street parking spaces occupied. Without Little League events, the overall peak parking demand for the weekday was between 5:30 PM and 6:30 PM, with a total of 75 out of 147 on-site parking spaces occupied and a total of 10 out of 53 off-site parking spaces occupied.

**Table 23 Existing Weekday Parking Analysis**

Parking Zone	Parking Supply	Hourly Data Collection				
		4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM
<b>ON-SITE PARKING</b>						
<b>Weekday with Little League Events</b>						
1. HB School District Parking Demand	109	69	91	105	50	41
Parking Utilization		63%	83%	96%	46%	38%
2. City Parking Lot Demand	38	5	32	36	30	28
Parking Utilization		13%	84%	95%	79%	74%
3. <i>Subtotal On-Site Demand</i>	147	74	123	141	80	69
<i>Subtotal Parking Utilization</i>		50%	84%	96%	54%	47%
<b>Weekday without Little League Events</b>						
1. HB School District Parking Demand	109	50	75	66	19	16
Parking Utilization		46%	69%	61%	17%	15%
2. City Parking Lot Demand	38	0	0	1	1	0
Parking Utilization		0%	0%	3%	3%	0%
3. <i>Subtotal On-Site Demand</i>	147	50	75	67	20	16
<i>Subtotal Parking Utilization</i>		34%	51%	46%	14%	11%
<b>4. Total Little League Demand</b>		<b>24</b>	<b>48</b>	<b>74</b>	<b>60</b>	<b>53</b>
<b>ON-STREET PARKING</b>						
<b>Weekday with Little League Events</b>						
1. Cramer Lane On-street Demand	14	0	11	12	2	2
Parking Utilization		0%	46%	50%	8%	8%
2. Cynthia Drive On-Street Demand	39	30	32	34	23	15
Parking Utilization		77%	82%	87%	59%	39%
3. <i>Subtotal On-Street Demand</i>	53	30	43	46	25	17
<i>Subtotal Parking Utilization</i>		57%	81%	87%	47%	32%
<b>Weekday without Little League Events</b>						
1. Cramer Lane On-street Demand	14	0	2	3	6	4
Parking Utilization		0%	14%	21%	43%	29%
2. Cynthia Drive On-Street Demand	39	6	8	9	8	8
Parking Utilization		15%	21%	23%	21%	21%
3. <i>Subtotal On-Street Demand</i>	53	6	10	12	14	12
<i>Subtotal Parking Utilization</i>		11%	19%	23%	26%	23%
<b>4. Total Little League Demand</b>		<b>24</b>	<b>33</b>	<b>34</b>	<b>11</b>	<b>5</b>

### *Existing Weekend Parking Analysis*

Table 24 (Existing Weekend Parking Analysis) shows the weekend parking analysis for the on-site and on-street parking demand under existing conditions. The results for a typical weekend day with Little League events showed the overall parking demand for the weekend was between 9:30 AM and 10:30 AM and between 12:30 PM and 1:30 PM, with a morning peak demand of 133 on-site spaces occupied and an afternoon peak demand of 137 on-site spaces occupied. During both weekend peak demands, the on-street parking demand was at capacity or slightly over-capacity, meaning cars were parked closer together than the City standard or a great number of smaller cars were parked. Without Little League events, the overall parking demand for a weekend day was between 1:30 PM and 2:30 PM, with a total of 24 on-site parking spaces occupied. Peak demand for on-street parking was between 5:30 PM and 6:30 PM, with a total of 14 on-street parking spaces occupied.

### **Proposed Parking Conditions**

Under the proposed project, existing Little League baseball fields would continue to be used and would be incorporated into LeBard Park. The proposed project includes an expansion of the existing on-site LeBard Park parking lot, which would provide a total of 68 on-site parking spaces at the northeastern corner of LeBard Park. In addition to the expanded LeBard parking lot, 50 on-street parking spaces would be available along Craimer Lane, Warwick Drive, and Cynthia Drive (IS/MND Appendix J), which would result in a reduction of 3 on-street spaces due to the new residential street and driveway approaches for the reconfigured/expanded parking lot in LeBard Park.<sup>13</sup> The proposed project would create 24 parking spaces along the new residential subdivision street (A' Street), which would serve the single-family residences as well as the public. In total, the amount of available parking for the proposed project would be reduced from 200 spaces to 142 spaces. As such, the proposed project would reduce the amount of parking spaces provided for park visitors and Little League activities.

Under existing conditions, the LeBard Elementary School site parking lot is being used by District's employees; however, under proposed conditions, this parking lot would be removed in order to construct the future residential homes. In order to establish a parking demand baseline, data was collected for a typical weekday and weekend with and without Little League activities. Since the District's employee vehicles would not be utilizing the LeBard Elementary School site parking lot with implementation of the proposed project, the District's vehicles were subtracted from the total parking counts during Little League activities for both the weekday and weekend analyses. The remaining vehicles are the vehicles accounted for Little League activities, which would still utilize the proposed project's parking lot and adjacent on-street parking with development of the project (IS/MND Appendix J).

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<sup>13</sup> Available on-street parking counts include parking on the park side of the street only along Craimer Lane/Warwick Drive and Cynthia Drive. Additional off-site parking is located on the south side of Cynthia Drive and other local residential streets; however, these spaces were not included in the inventory of off-site spaces to provide a worst-case analysis.

**Table 24 Existing Weekend Parking Analysis**

Parking Zone	Parking Inventory	Hourly Data Collection												
		7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM
<b>ON-SITE PARKING</b>														
<b>Weekend with Little League Events</b>														
1. HB School District Parking Demand	109	5	53	72	104	58	86	105	75	77	88	49	2	0
Parking Utilization		5%	49%	66%	95%	53%	79%	96%	69%	71%	81%	45%	2%	0%
2. City Parking Lot Demand	38	3	28	37	29	28	32	32	24	28	17	5	2	2
Parking Utilization		8%	74%	97%	76%	74%	84%	84%	63%	74%	45%	13%	5%	5%
3. Subtotal On-Site Demand	147	8	81	109	133	86	118	137	99	105	105	54	4	2
Subtotal Parking Utilization		5%	55%	74%	90%	59%	80%	93%	67%	71%	71%	37%	3%	1%
<b>Weekend without Little League Events</b>														
1. HB School District Parking Demand	109	2	4	11	5	3	2	15	18	0	1	1	4	4
Parking Utilization		2%	4%	10%	4%	3%	2%	14%	16%	0%	<1%	<1%	4%	4%
2. City Parking Lot Demand	38	1	2	6	1	1	1	4	6	0	0	0	2	2
Parking Utilization		3%	5%	16%	3%	3%	3%	11%	16%	0%	0%	0%	0%	0%
3. Subtotal On-Site Demand	147	3	6	17	6	4	3	19	24	0	1	1	6	6
Subtotal Parking Utilization		2%	4%	12%	4%	3%	2%	13%	16%	0%	<1%	<1%	4%	4%
4. Total Little League Demand		5	75	92	127	82	115	118	75	105	104	53	N/A	N/A
<b>ON-STREET PARKING</b>														
<b>Weekend with Little League Events</b>														
1. Cramer Lane On-street Demand	14	1	1	2	3	3	3	4	5	4	4	4	1	1
Parking Utilization		7%	7%	14%	21%	21%	21%	29%	36%	29%	29%	29%	7%	7%
2. Cynthia Drive On-Street Demand	39	16	30	40	35	31	36	37	30	29	27	13	10	9
Parking Utilization		41%	77%	103%	90%	80%	92%	95%	77%	74%	69%	33%	26%	23%
3. Subtotal On-Street Demand	53	17	31	42	38	34	39	41	35	33	31	17	11	10
Subtotal Parking Utilization		32%	59%	79%	72%	87%	74%	77%	66%	62%	59%	32%	21%	19%

<b>Table 24 Existing Weekend Parking Analysis</b>														
<i>Parking Zone</i>	<i>Parking Inventory</i>	<i>Hourly Data Collection</i>												
		<i>7:30 AM</i>	<i>8:30 AM</i>	<i>9:30 AM</i>	<i>10:30 AM</i>	<i>11:30 AM</i>	<i>12:30 PM</i>	<i>1:30 PM</i>	<i>2:30 PM</i>	<i>3:30 PM</i>	<i>4:30 PM</i>	<i>5:30 PM</i>	<i>6:30 PM</i>	<i>7:30 PM</i>
<b>Weekend without Little League Events</b>														
1. Cramer Lane On-street Demand	14	1	1	2	1	1	2	1	2	2	2	1	1	1
Parking Utilization		7%	7%	14%	7%	7%	14%	7%	14%	14%	14%	7%	7%	7%
2. Cynthia Drive On-Street Demand	39	11	11	10	11	13	12	11	11	9	13	17	21	21
Parking Utilization		28%	28%	26%	28%	33%	31%	28%	28%	23%	33%	44%	54%	54%
3. Subtotal On-Street Demand	53	12	12	12	12	14	14	12	13	11	15	18	22	22
Subtotal Parking Utilization		23%	23%	23%	23%	26%	26%	23%	25%	21%	28%	34	42%	42%
<b>4. Total Little League Demand</b>		<b>5</b>	<b>19</b>	<b>30</b>	<b>26</b>	<b>20</b>	<b>25</b>	<b>29</b>	<b>22</b>	<b>22</b>	<b>16</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

*Proposed Weekday Parking Analysis*

Table 25 (Projected Little League Weekday Parking Demand) shows the projected Little League parking demand during a weekday with implementation of the proposed project. The proposed project would provide a parking supply of 68 on-site spaces as well as provide 50 on-street spaces along Craimer Lane, Warwick Drive, and Cynthia Drive. As discussed above, the parking demand baseline for Little League activities was derived from subtracting the no-event parking demand from the parking demand with Little League activities, which represents the parking demand due to Little League only and eliminates the parking demand from the District and park users. For the weekday analysis, the District vehicles (67 vehicles) were subtracted from the total weekday parking demand (141 vehicles) in order to calculate the number of Little League vehicles (74 vehicles) that utilize parking spaces at or adjacent to the project site on a weekday. For on-street parking demand during a weekday, District vehicles (12 vehicles) were subtracted from the total on-street parking spaces (46 parking spaces) to calculate the number of Little League vehicles (34 vehicles) (IS/MND Appendix J).

<b>Table 25 Projected Little League Weekday Parking Demand</b>						
Parking Zone	Parking Inventory	Hourly Data Collection				
		4:30 pm	5:30 pm	6:30 pm	7:30 pm	8:30 pm
<b>ON-SITE PARKING</b>						
<b>Weekday with Little League Events</b>						
1. Proposed Project Parking Lot Demand	68	24	48	74	60	53
Parking Utilization		35%	71%	109%	88%	78%
Overflow Demand		—	—	6	—	—
<b>ON-STREET PARKING</b>						
<b>Weekday with Little League Events</b>						
2. On-Street Parking with Proposed Project	50	24*	33*	40*	11*	5*
Parking Utilization		48%	66%	80%	22%	10%

\* Parking Demand = Baseline Demand + Overflow Demand

Based on the parking demand baseline, the expanded LeBard Park parking lot capacity would be exceeded between 5:30 PM and 6:30 PM on weekdays during Little League events by 6 vehicles (74 Little League vehicles – 68 LeBard Park parking spaces = 6 overflow vehicles). The 6 overflow vehicles were added to the 34 on-street Little League vehicles for a total of 40 on-street Little League vehicles during a weekday. The 50 parking spaces available along Craimer Lane, Warwick Drive, and Cynthia Drive would be sufficient to accommodate the 40 Little League vehicles between 5:30 PM and 6:30 PM (IS/MND Appendix J).

### Proposed Weekend Parking Analysis

Table 26 (Projected Little League Weekend Parking Demand) shows the projected Little League parking demand during a weekend with implementation of the proposed project. On weekends during Little League events, based on the current parking demand, the proposed project parking lot capacity may be exceeded from 8:30 AM to 4:30 PM. The overflow demand would utilize on-street parking on Craimer Lane, Cynthia Drive, and Warwick Drive during this time period. However, the on-street parking may be over-capacity from 9:30 AM to 10:30 AM and from 12:30 PM to 1:30 PM with up to 34 additional vehicles exceeding the available on-street parking spaces (IS/MND Appendix J). This results in a slightly larger area of on-street parking utilized by Little League vehicles during this timeframe or could result in over-parked conditions (i.e., cars are parked closer together than City standard of 23 feet per parking space or smaller cars are parked) (IS/MND Appendix J).

However, in existing conditions, the on-street parking is over-capacity during Little League games and would remain over-capacity with or without implementation of the proposed project. Additionally, the 34 over-flow vehicles as a result of the proposed project represents the most conservative estimate (worst case scenario) and additional on-street parking would be available on the south side of Cynthia Drive, and on other local streets, which were not accounted for in the parking inventory. Further, Little League users tend to park along Crailet Drive and use the existing (and proposed) pedestrian access to the baseball fields; on-street parking along Crailet Drive was not included in the parking counts and would provide additional stock for use by visitors and Little League users. Therefore, by expanding to a larger area of on-street parking, the additional vehicles would be accommodated on other residential streets in the neighborhood. While this can be viewed as an inconvenience to some Little League users as well as neighborhood residents, it is a temporary condition occurring on weekday evenings and weekends during the 3-month peak Little League season. During the little league off-season, the expanded parking lot and adjacent on-street parking spaces would be able to accommodate park users. Therefore, implementation of the proposed project would not significantly change the ability to park for LeBard Park visitors or Little League users.

As discussed above, the peak of the Little League season occurs over a 3-month period, generally from March to May on weekdays in the early evening and weekends. During the remainder of the year and during regular use of the park facilities, the proposed expansion of the on-site parking lot at LeBard Park would meet, and exceed, the daily demand for park users. The potential for exceedance of parking capacity (considered as on-site parking spaces and on-street spaces *adjacent* to the park) during the peak of Little League activities would not constitute a parking impact, and thus a significant environmental effect, when considered in the context of typical park uses and the amount of time both daily and annually when parking demand is met. As such, impacts associated with parking capacity would be ***less than significant***.

**Table 26 Projected Little League Weekend Parking Demand**

Parking Zone	Parking Inventory	Hourly Data Collection												
		7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM
<b>ON-SITE PARKING</b>														
<b>Weekend with Little League Events</b>														
1. Proposed Project Parking Lot Demand	68	5	75	92	127	82	115	118	75	105	104	53	N/A	N/A
Parking Utilization		7%	110%	135%	187%	121%	169%	174%	110%	154%	153%	78%	—	—
Overflow Demand		—	7	24	59	14	47	50	7	37	36	—	—	—
<b>ON-STREET PARKING</b>														
<b>Weekend with Little League Events</b>														
1. On-Street Parking Demand with Overflow	50	5	26*	54*	85*	34*	72*	79*	29*	59*	52*	N/A	N/A	N/A
<b>Total Parking Utilization</b>		<b>10%</b>	<b>52%</b>	<b>108%</b>	<b>170%</b>	<b>68%</b>	<b>144%</b>	<b>158%</b>	<b>58%</b>	<b>118%</b>	<b>104%</b>	—	—	—

\* Parking Demand = Baseline Demand + Overflow Demand

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: Huntington Beach General Plan (2013); LeBard Park and Residential Project Tentative Tract Map (2015))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

According to the Huntington Beach General Plan’s Circulation Element, the Santa Ana River Trail is located immediately east of LeBard Park and is designated as an off-road trail (City of Huntington Beach 2013). Additionally, bus Route 35 runs along Brookhurst Street and bus Route 178 runs along Adams Avenue. Surrounding land uses are developed with residential uses which include sidewalk systems for pedestrians. The proposed project would be developed with sidewalks in accordance with City standards and would not eliminate access to existing pedestrian, bicycle, or bus facilities. Further, the improvements to LeBard Park would include enhanced ADA compliant pathways as well as clear path of travel to each of the baseball fields. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and impacts would be *less than significant*.

**XVIII. UTILITIES/SERVICE SYSTEMS**

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: City of Huntington Beach 2010 Urban Water Management Plan (2010))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Implementation of the proposed project would result in the generation of wastewater due to the construction of the concession and restroom building, and through the 15 single-family lots (to be developed at a future time). When considered together for generation purposes, the potential additional wastewater generation would be very low. On-site sewer mains would be constructed underground in the new single-family residential street and would connect to the existing public sewer mains in Cramer Lane. Wastewater from the City’s service area, including the project site, is collected through regional trunk sewer lines that ultimately flow to reclamation plants operated and treated by the Orange County Sanitation District (OCSD) (Psomas 2011). OCSD utilizes Reclamation Plant No. 1 in Fountain Valley and Treatment Plant No. 2 in Huntington Beach. All connections to existing wastewater infrastructure would be designed and constructed in accordance with the requirements and standards of the City and the OCSD. Compliance with the applicable Waste Water Discharge Requirements, as monitored and enforced by the OCSD, would ensure that the proposed project would not exceed applicable wastewater

treatment requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB) with respect to discharge to the sewer system. *Less-than-significant* impacts would occur with regard to wastewater treatment requirements.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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: City of Huntington Beach 2010 Urban Water Management Plan (2010); Huntington Beach General Plan (1996); LeBard Park and Residential Project Tentative Tract Map (2015))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Implementation of the proposed project would include the connection of on-site water and sewer lines to the existing water distribution and sanitary sewer systems. A sewer study is required to be submitted to the Public Works Department for review and approval. The sanitary sewer system shall be designed and constructed to serve the development, including any off-site improvements necessary to accommodate any increased flow associated with the project. Public water and sewer mains would be constructed underground in the new street and would connect the single-family residential uses to the existing public mains in Craimer Lane. The extension of the water lines and sewer lines would be constructed on an area currently developed with the existing school building and parking lot, and therefore not cause significant environmental effects due to the developed nature of the site. In addition, as discussed below in Section 5.XVIII(d) and Section 5.XVIII(e), the proposed project would have adequate water supply and would not exceed the capacity of wastewater treatment facilities, and therefore would not require new water or wastewater treatment facilities. The proposed connection to existing water and sewer lines would result in *less-than-significant* impacts.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: Water Quality Management Plan (IS/MND Appendix K))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

According to the Water Quality Management Plan prepared for the proposed project, storm water currently flows on the surface of the site to the adjacent Craimer Lane and Cynthia Drive, which then sheet flows along the streets to the City’s existing storm drain system (MSA 2014). Under the proposed project, storm flows would continue to be conveyed via surface flow and directed to the adjacent streets, similar to existing conditions. The LeBard Elementary School site consist of constructing a detention basin designed to mitigate storm water flows from the residential subdivision, which would outflow to a flow-based biotreatment vegetated swale. The detention basin would be located between the southern edge of the proposed residential subdivision and the baseball fields. In addition, the proposed project

would incorporate two vegetated bio-swale water detention systems that would ultimately outlet from the site through parkway culverts and gutters along the adjacent Cramer Lane and Cynthia Drive. One vegetated bio-swale would begin in the southwest corner of the proposed residential lots and extend south between two baseball fields, terminating at Cynthia Drive. The second bio-swale would begin in the southwestern portion of the proposed parking lot at LeBard Park, and continue south between the eastern most baseball fields and the existing play area, terminating at Cynthia Drive. Due to the vegetated bio-swales and the existing storm drain system in Cramer Lane and Cynthia Drive, the proposed project would not require the construction or expansion of storm drain facilities to accommodate project flows. Therefore, impacts associated with stormwater drainage would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: City of Huntington Beach 2010 Urban Water Management Plan (2010))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

Implementation of the proposed project would result in an increase in demand on the existing water supplies due to the future construction of 15 single-family residential units. According to the City’s 2010 Urban Water Management Plan (UWMP), the City’s population was 204,831 in 2010 and single-family residential land uses were noted to have used 13,754 acre-feet of water in 2010, which equals 12,278,796 gallons per day (Psomas 2011). With a population of 204,831, this results in an average water use per capita of approximately 60 gallons per day. According to the City’s General Plan Housing Element, the average household size in the City is approximately 2.55 persons, and therefore the proposed project’s estimated population is approximately 39 residents (Huntington Beach 2013). This equates to an additional demand of approximately 2,340 gallons per day for the proposed project, on top of the existing water demand for the athletic fields and park. The water demand resulting from LeBard Park (including the baseball fields) is assumed to remain consistent with existing water demand as uses will not be substantially altered under the proposed project.

According to the UWMP Table 4.2-1 and Table 4.2-2, the Metropolitan Water District projects a water surplus in the future during an average year, a single dry year, and multiple dry years. In addition, the Metropolitan Water District has made large investments in water storage capacity over the last 20 years. Therefore, the City would not be impacted as a result of providing water service to the proposed project. The proposed project would not require increased facilities, manpower, and equipment to provide sufficient levels of service throughout the City. Therefore, the proposed project would result in a *less-than-significant* impact to water supplies.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(e) Result in a determination by the wastewater treatment provider that 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: City of Huntington Beach 2010 Urban Water Management Plan (2010))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

Implementation of the proposed project would result in the generation of wastewater due to the construction of the concession and restroom building, and the future construction of 15 single-family residences. On-site sewer mains would be constructed underground in the new street that will serve the residences and would connect to the existing public sewer mains in Cramer Lane. Wastewater from the City's service area, including the project site, is collected through regional trunk sewer lines that ultimately flow to reclamation plants operated and treated by the OCSD (Psomas 2011). OCSD utilizes Reclamation Plant No. 1 in Fountain Valley and Treatment Plant No. 2 in Huntington Beach. The current capacity for Plant No. 1 is 218 million gallons per day (mgd) of wastewater, with an average daily flow of 120 mgd. The current capacity for Plant No. 2 is 168 mgd of wastewater, with an average daily flow of 144 mgd. According to the City's General Plan EIR, residential uses generate approximately 260 gallons of wastewater per day (gpd) per dwelling unit. Therefore, the proposed 15 single-family residences would produce approximately 3,900 gpd, accounting for 0.003% of Plant No. 1's daily flow, and 0.002% of Plant No. 2's daily flow. The minor increase in wastewater flow from the proposed project would not exceed the treatment capacity of Plant No. 1 or 2. The treatment facilities have adequate capacity to serve the demand of the proposed project in addition to its existing commitments. Therefore, impacts to wastewater treatment capacity would be *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: Rainbow Environmental Services (2012); CalRecycle (2013; 2014))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The proposed project would generate solid waste from construction and demolition debris (LeBard Elementary School building), along with solid waste from the long-term operation of the proposed concession and restroom building, park uses and 15 single-family residences. The City provides weekly residential trash collection services through Rainbow Environmental Services (RES). RES operates a transfer station, located at 17121 Nichols Street in the City of Huntington Beach, and two Materials Recovery Facilities through which all solid waste is processed (RES 2012). The RES transfer station is permitted to process 4,000 tons of materials per day, and, as of 2011, utilizes between 53 and 71 percent of this capacity. Remaining solid waste is then transported to the Frank R. Bowerman Landfill located at 11002 Bee Canyon Access Road in the City of Irvine (CalRecycle 2014). The Frank R Bowerman Landfill

is located on 725 acres of land with 534 acres permitted for refuse disposal. The landfill is permitted to receive a daily maximum of 11,500 tons per day, and is scheduled to close in approximately 2053.

According to CalRecycle, residential uses generate approximately 12.23 pounds per household per day (CalRecycle 2013). Thus, the proposed project, with 15 potential single-family residences, is estimated to generate approximately 183.45 pounds of additional solid waste per day, which equates to 0.09 ton of solid waste per day. The proposed project would constitute an increase of approximately 0.002 percent of the RES transfer station’s maximum of 4,000 tons per day, and approximately 0.0008 percent of the landfill’s daily maximum of 11,500 tons per day. The solid waste resulting from LeBard Park (including the baseball fields) is assumed to remain consistent with existing waste production as uses will not be substantially altered under the proposed project. The minor increase in solid waste from the proposed project would not exceed either facility’s capacity. Both the RES transfer station and the Frank R. Bowerman Landfill would have capacity to accept the waste generated by the project, and therefore, impacts are considered *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: CalRecycle (1997); AB 939 Semi-Annual Report (2011))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), requires each City or County plan to include an implementation schedule which shows diversion of 50 percent of all solid waste from landfill or transformation facilities by January 1, 2000, through source reduction, recycling, and composting activities (CalRecycle 1997). The City surpassed the mandated benchmarks set by the state and in 2006 had a diversion rate of 71 percent, which was the highest rate in Orange County (Orange County 2011). In 2008, California enacted Senate Bill (SB) 1016, which modified the system of measuring a jurisdiction’s compliance with solid waste disposal requirements previously under AB 939. AB 1016 established a per-capita disposal rate as the instrument of measurement. The City is subject to a per resident disposal rate target of 10.4 pounds per day. The City’s pounds per day rate dropped from 5.5 in 2007 to 4.6 in 2009, demonstrating compliance with SB 1016.

The proposed project is not anticipated to conflict with any of the City’s policies as it will comply with City requirements regarding solid waste disposal and the proposed project site will be served by a solid waste franchise hauler. Therefore, impacts due to solid waste generation are considered *less than significant*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(h) Include a new or retrofitted stormwater treatment control Best Management Practice (BMP) (e.g., water quality treatment basin; constructed treatment wetlands)? (Sources: Water Quality Management Plans for LeBard Park Site and LeBard School Site (IS/MND Appendix K))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

As discussed in Section 5.X(a), two WQMPs have been prepared for the proposed project, which is required by the City of Huntington Beach prior to the project construction (IS/MND Appendix K). The WQMPs identify the Best Management Practices (BMPs) that would be utilized throughout the site to control predictable pollutant runoff, which consists of vegetated swales and a bioretention basin. Figure 6 and Figure 7 show the locations of the proposed vegetated swales and bioretention basin on the project site.

The LeBard School site WQMP consists of 10.2 acres on the northern portion of the project site and is divided into three drainage management areas (DMA), which includes DMA 1A, DMA 2A, and DMA 3A (as shown in Figure 6). The WQMP includes a detention basin to mitigate storm flows for the proposed residential subdivision, which outflows to a flow-based biotreatment vegetated swale, located between DMA 2A and DMA 3A (IS/MND Appendix K). The flow-based vegetated swale is the only water quality treatment included for DMA 1A (the proposed subdivision) as the project site’s poor soil quality would not allow for infiltration into the existing ground (IS/MND Appendix K). Due to the lack of existing underground storm drain facilities, filtration treatment facilities are not feasible and the site must surface drain to the surrounding streets (IS/MND Appendix K). However, the flow-based vegetated swale has been designed with low impact design (LID) parameters to provide water quality treatment as a BMP for the site (IS/MND Appendix K).

The LeBard Park site WQMP consists of 2 acres on the southern portion of the project site and is divided into three DMAs (DMA 1A, 2A, and 3A) (as shown in Figure 7). The WQMP for the LeBard Park site includes a flow-based vegetated swale, which serves as the water treatment BMP for DMA 1a, and a volume-based bioretention basin, which serves as the water treatment BMP for DMA 2A (IS/MND Appendix K). Therefore, the LeBard School Site would utilize a vegetated swale and a bioretention basin to ensure water quality is in compliance with all applicable permits, plans, and ordinances.

Implementation of the vegetated swales and the bioretention basin for both the LeBard School and Park sites would ensure that stormwater from the project site during project construction and project operation would not detrimentally impact the receiving waters. Additionally, mitigation measures MM Hydro-1 and MM Hydro-2 would ensure that the water quality of runoff from the project site complies with all applicable permits, plans, and ordinances. As a result, impacts associated with this impact would be ***less than significant with mitigation incorporated***.

## XIX. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

As discussed in Section 5.V (Biological Resources), the proposed project would result in less-than-significant impacts to biological resources, including candidate, sensitive, or special status species with implementation of mitigation measure MM Bio-1. Implementation of the project would have no impact on riparian habitat or other sensitive natural communities; federally protected wetlands; and wildlife corridors or nursery sites. Therefore the proposed project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 5.VI (Cultural Resources), the proposed project would not impact a historical resource and would result in less than significant impacts to archaeological resources, paleontological resources, and human remains with the incorporation of mitigation measures MM Cul-1 through MM Cul-6. Therefore, the proposed project would not eliminate important examples of the major periods of California history or prehistory. Impacts would be *less than significant with mitigation incorporated*.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The cumulative impacts analysis determines whether the incremental effects of the proposed project would be cumulatively considerable when viewed in connection with the effects of past, present, or probable future projects. A cumulative impact is not considered significant if the effect would be essentially the same whether or not the proposed project is implemented. In discussing the cumulative impacts, the following questions will be answered for each environmental topic:

- Overall, will there be a significant cumulative impact?

- If it is determined that a significant cumulative impact exists, would the proposed project's contribution to this significant impact be cumulatively considerable?

The following cumulative impacts analysis is organized by each environmental topic. A description of the area of influence for cumulative impacts with respect to each environmental topic is provided at the beginning of each topical discussion, followed by an analysis of the proposed project's potential cumulative effects. Cumulative impacts to resources for which the proposed project was determined to have "No Impact" are not included in the cumulative analysis because no incremental effect would occur as a result of the proposed project. Therefore, Agricultural Resources and Mineral Resources are not discussed further in this section.

### **Aesthetics**

The aesthetics discussion includes scenic views and resources, degradation of visual character or quality, and light and glare. The entire project area is considered for the aesthetics cumulative effects analysis. The area surrounding the project site is an urban landscape which is fully built-out with residential development. Although the development proposed by the project is consistent with existing land uses, cumulative development would have the potential to alter the visual character of the area and/or create a new source of substantial light and glare. Thus, there would be a potentially significant cumulative impact to aesthetics. However, the proposed project would allow for the construction of 15 single-family residences that would be designed and constructed in accordance with the Huntington Beach Urban Design Guidelines and the Huntington Beach Zoning and Subdivision Ordinance Chapter 210, which establishes maximum building height. The proposed project would be developed with similar architectural style and building heights as the surrounding residential uses and LeBard Park would be upgraded in a similar aesthetic character to pre-project conditions. In addition, the proposed project would not include any large expanses of glass or reflective material and all lighting installed with implementation of the project would comply with City standards to ensure that no adverse effect to nighttime views in the area would occur. Therefore, the proposed project would not result in a cumulatively considerable contribution to a potentially significant cumulative impact to aesthetics.

### **Air Quality**

Refer to discussion in Section 5.IV for an analysis of cumulative air quality impacts. As discussed in this section, construction and operational emissions from the proposed project would not exceed the SCAQMD significance thresholds and would not result in a cumulatively considerable contribution to the significant cumulative impact to air quality.

### **Biological Resources**

Cumulative growth in the City of Huntington Beach would result in the incremental loss of biological resources and a potentially significant cumulative impact would occur. However, implementation of the proposed project would not result in any direct impact to riparian habitat or other sensitive natural community; federally protected wetlands; and wildlife corridors or nursery sites. Existing large mature trees have potential to provide roosting and nesting sites for raptors and migratory birds, and therefore would potentially result in an impact to candidate, sensitive, or special status species. However, impacts would be reduced to a less-than-significant level with implementation of mitigation measures MM Bio-1

and MM Aes-3. Therefore, the proposed project would not result in a long-term impact that would contribute to a loss of biological resources in the region. The proposed project would not result in cumulatively considerable contribution to a potentially significant cumulative impact to biological resources.

### **Cultural Resources**

The cultural resources cumulative impact discussion includes archaeological, paleontological, and human remains. The proposed project would not result in any impact to historical resources; therefore, it would not contribute to any cumulative impact related to historical resources. The geographic context for the cumulative analysis of cultural resources is the City of Huntington Beach. Future development would be subject to the General Plan policies, legal protocols, and procedures pertaining to cultural resources and human remains. However, cumulative projects would have the potential to require ground-disturbing activities, which has the potential to uncover unknown archaeological resources. A potentially significant cumulative impact associated with archaeological resources would occur.

As discussed in Section 5.VI, the proposed project would have the potential to impact unknown archaeological resources during earth disturbing activities. With implementation of mitigation measure MM Cul-1, the proposed project's impact would be reduced to a less than significant level. Therefore, the proposed project's contribution would not be cumulatively considerable.

### **Geology/Soils**

The geographic context for the cumulative analysis of geology and soils is generally site-specific, rather than cumulative, in nature because each site has unique geologic considerations that would be subject to uniform site development and construction standards. In this way, potential cumulative impacts resulting from seismic and geologic hazards would be minimized on a site-by-site basis to the extent that modern construction methods and code requirements provide. The structural design for all cumulative projects would be required to comply with all applicable public health, safety, and building design codes and regulations to reduce seismic and geologic hazards to an acceptable level. In addition, individual projects would be required to mitigate potentially significant impacts to geology and soils to the extent feasible, similar to the proposed project. Thus, because compliance with all applicable codes and regulations would be required for all cumulative projects, a significant cumulative impact associated with geology and soils would not occur. Therefore, an analysis of the proposed project's incremental contribution to a significant cumulative impact is not required.

### **Greenhouse Gases**

Individual projects of any size are generally of insufficient magnitude by themselves to influence climate change or result in a substantial contribution to the global GHG inventory. Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective (CAPCOA 2008). Accordingly, the discussion of the proposed project's GHG emissions in Section 5.VIII(a) under construction and operation addresses the project's cumulative impacts related to GHG emissions. The proposed project would not result in a cumulatively considerable contribution to a potentially significant cumulative impact associated with GHG emissions.

## Hazards/Hazardous Materials

The area that would be considered for the cumulative analysis of hazards and hazardous materials is defined as the immediate vicinity of the project site. For the most part, hazardous and hazardous materials impacts, such as those associated with the handling of hazardous materials, are site-specific and would not combine with impacts from other projects to result in cumulative impacts, with the exception of emergency access and wildland fire risk. However, the proposed project design would include considerations for emergency vehicle access, and compliance with the City of Huntington Beach Fire Department codes and regulations would ensure that implementation of the proposed project would not interfere or impair an emergency response plan. In addition, the proposed project is located in an urbanized, fully-developed area, and is not located within a fire hazard severity zone. Therefore, the proposed project would not result in a cumulatively considerable contribution to a potentially significant cumulative impact associated with hazards and hazardous materials.

## Hydrology/Water Quality

The geographic context for the cumulative analysis of hydrology and water quality encompasses the Santa Ana River Basin, within which the proposed project is located.

**Water Quality.** Pollutants generated by urban land uses have the potential to degrade the surface water quality of receiving waters. Similar to the proposed project, the cumulative projects listed in Table 4 would be subject to the standards of the City of Huntington Beach's NPDES permit and the City's requirement to prepare project-specific SWPPPs. The City's regulations and NPDES permit requirements mandate that source control and nonpoint source BMPs be employed to control potential effects on water quality and that stormwater quality control devices be incorporated into project design to collect sediment and other pollutants. In order to obtain project approval, all projects under the jurisdiction of the City of Huntington Beach would be required to comply with the applicable mandated measures to control pollution. Therefore, cumulative project compliance with applicable mandated regulations would maintain water quality in accordance with Regional Water Quality Control Board (RWQCB) standards, and a significant cumulative impact to water quality would not occur. Therefore, an analysis of the proposed project's incremental contribution to a significant cumulative impact is not required.

**Hydrology.** The cumulative projects listed in Table 4 would have the potential to develop existing undeveloped land and could result in an increase in impervious surfaces in the City. Similar to the proposed project, all projects within the City would be required to comply with the City's required SWPPP and all other applicable regulations and requirements, as appropriate. These regulations require that projects detain the difference in runoff between the existing 25-year and 100-year flows such that runoff is not increased from existing conditions. Therefore, with proposed mitigation, surface water hydrology would not be altered from its existing conditions, and a cumulatively significant impact to surface water hydrology would not occur. Therefore, an analysis of the proposed project's incremental contribution to a significant cumulative impact is not required.

## Land Use/Planning

A cumulative impact related to land use would occur if cumulative development would not be consistent with the land uses included in the Huntington Beach General Plan. The proposed project would result in a General Plan and Zoning Map Amendment to allow for the construction of 15 single-family residences and the reconfiguration and expansion of LeBard Park. The existing underlying zoning of the LeBard Elementary School site is RL, suggesting that if the District administration building were not in use at the site, the use should trend toward single-family residential; similar to what exists adjacent to the project site currently. As such, the land uses proposed under the project would not conflict with land uses identified in the General Plan, both on-site and off-site, and the request for a General Plan and Zoning Map Amendment in and of itself would not result in a significant, or cumulative, impact. Therefore, a cumulatively considerable impact would not occur.

## Noise

Noise, by definition, is a localized phenomenon and is progressively reduced as the distance from the source increases. Generally, noise levels decrease by approximately 6 dB for every doubling of distance from the source. Therefore, the area that would be considered for the cumulative analysis of noise is defined as the immediate vicinity of the proposed project. There are two cumulative projects located within 1 mile of the project site: (1) 81 single-family residences proposed at 10251 Yorktown Avenue (0.37 mile from the project site) and (2) 49 single-family residences proposed at 9191 Pioneer Drive (0.78 mile from the project site). Entitlements have been approved for both sites, and construction is underway. Construction of the proposed project and these cumulative projects may overlap. Similar to the proposed project, these projects also propose construction of single-family residences and would require similar construction equipment and operations. Due to the distance between the project site and the identified related projects, as well as multiple rows of intervening structures, construction noise from these projects would not be expected to combine with that of the related projects. Additionally, construction of the related projects would also be subject to the City's limits on construction hours in the Noise Ordinance. Following construction, operation of the proposed residences and continued use of LeBard Park would not be a source of substantial operational noise. Therefore, a cumulative impact would not occur.

As shown in Table 17, implementation of cumulative projects would result in a 1 to 4 dBA CNEL increase in noise levels on area roadways by Year 2030. However, the proposed project would not result in an increase in noise levels on any study area roadway segment. Therefore, the proposed project would not result in a cumulatively considerable contribution to a future increase in traffic noise.

## Population/Housing

The population/housing cumulative impact discussion includes the potential for displacement of both housing and people. The area of projects that are considered for the population/housing cumulative effects analysis is defined as the City of Huntington Beach. Cumulative projects would have the potential to result in a cumulative impact if they would, in combination, displace a substantial amount of housing or people that would necessitate replacement housing elsewhere. The proposed project would demolish the LeBard Elementary School building and would allow for the construction of 15 single-family residences. The identified cumulative projects would potentially add approximately 10,297 dwelling units

to the area. In the context of this anticipated development, the proposed 15 single-family residences would not result in a cumulatively considerable addition. Therefore, a significant cumulative impact associated with population/housing would not occur.

### **Public Services**

The public services cumulative impact discussion includes fire and police protection services, schools, parks, and other public services, such as libraries. The area of the projects that are considered for the public services cumulative effects analysis is defined as the City of Huntington Beach. The cumulative projects would increase the number of buildings that would require service by the fire and police departments. In addition, identified cumulative projects would increase the population of the City of Huntington Beach and increase the demand for schools and other public services, such as parks and libraries. However, the General Plan policies identify the need for new and expanded public services facilities to serve the land use types and densities allowed under the General Plan. The proposed project includes a General Plan and Zoning Map Amendment to change the LeBard Elementary School portion of the project site to residential, which will occur concurrently with the adoption of the project. Further, the existing underlying zoning of the LeBard Elementary School site is RL, suggesting that if the District administration building were not in use at the site, the use should trend toward single-family residential; similar to what exists adjacent to the project site currently. As such, the land uses proposed under the project would not conflict with land uses identified in the General Plan, both on-site and off-site, and the request for a General Plan and Zoning Map Amendment in and of itself would not result in a significant, or cumulative, impact. Thus, the proposed project would be consistent with the General Plan land use designations for the project site and, therefore, would not contribute to a significant cumulative impact to public services.

### **Recreation**

The recreation cumulative impact discussion includes parks within the City of Huntington Beach. The identified cumulative projects would result in an increase in the deterioration of local recreational facilities due to increased use because additional dwelling units would be added. However, the General Plan policies identify the need for new and expanded recreational facilities to serve the land use types and densities allowed under the General Plan. The proposed project is consistent with the General Plan land use designations for the project site and includes a park facility, which facilities are being upgraded and/or reconfigured as part of the project. Additionally, the acreage of LeBard Park, and associated recreational uses, will be increased under the proposed project. Therefore, the proposed project would not contribute to a significant cumulative impact to recreational resources.

### **Traffic/Transportation**

The geographic context for the analysis of cumulative traffic impacts is the City of Huntington Beach. A short-term construction traffic impact would occur if cumulative construction projects would occur concurrently and near to each other. If these projects are constructed concurrently, they would have the potential to result in a temporary cumulative traffic circulation impact during construction. However, the proposed project has a limited number of truck and vehicle trips associated with construction. Due to the distance between the proposed project and the cumulative projects, it is unlikely that construction traffic from simultaneous construction would combine to result in a significant traffic impact. Therefore,

a significant cumulative impact associated with construction traffic would not occur. An analysis of the proposed project’s incremental contribution to a significant cumulative construction impact is not required.

Cumulative projects would generate new vehicular trips that would have the potential to exceed the current capacity of the City’s circulation system. Table 21 summarizes the intersection and roadway segment operations with the addition of project traffic and cumulative projects. As shown in Table 21, in the Year 2030 scenario the Brookhurst Street and Adams Avenue intersection would operate at a LOS F, which is a significant cumulative impact. However, the Year 2030 scenario would operate at an LOS F with or without the proposed project; thus, the proposed project would not result in a cumulatively considerable contribution to a potentially significant cumulative impact associated with generation of new vehicular trips. Therefore, the operation of the proposed project would not result in a cumulatively considerable contribution to the significant cumulative impact related to transportation/traffic.

**Utilities/Service Systems**

The geographic context for the cumulative analysis of utilities and service systems is the service area of each specific utility district. The increased use of public utilities associated with cumulative projects would add to the incremental demand for these utilities. If the cumulative projects exceed the growth projections that were utilized by the public utility districts to plan for the capacity of their system, the public utilities providers may not have adequate infrastructure or funding in place to serve the cumulative projects. Thus, there would be a potentially significant impact to public utilities and service systems. However, the proposed project site would accommodate an estimated population increase of 39 residents, representing 0.0002 percent of the City’s total population. Per the Housing Element of the General Plan, the population of the proposed project would fall within the future estimates of the City’s population. In addition, the Metropolitan Water District, OCSD, SCE, and RES have sufficient capacity to serve the proposed project site. Thus, the proposed project would not exceed the capacity of the public utility districts that serve the project site and surrounding area. Therefore, the proposed project would not result in a cumulatively considerable contribution to a potentially significant cumulative impact to public utilities and service systems.

	Potentially Significant Impact	Less Than Significant w/Mitigation Incorporated	Less-Than-Significant Impact	No Impact
(c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, because all potential impacts would either be less than significant or reduced to a less than significant level with implementation of mitigation measures, as discussed in Sections II thru XVIII.

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