

**CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
MITIGATED NEGATIVE DECLARATION NO. 14-007**

- 1. PROJECT TITLE:** **AMCAL Delaware Street Apartments**
- Concurrent Entitlements:** **General Plan Amendment No. 14-003
Zoning Map Amendment No. 14-003
Conditional Use Permit No. 15-027**
- 2. LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Tess Nguyen
Phone: (714) 374-1744
- 3. PROJECT LOCATION:** APN 159-121-22
18922 Delaware Street
Huntington Beach, CA 92648
(Refer to Figures 1 and 2)
- 4. PROJECT PROPONENT:** AMCAL Multi-Housing, Inc.
2082 Michelson Drive, Suite 306
Irvine, CA 92612
- Contact Person:** Mario Turner
Phone: (949) 863-9408
- 5. GENERAL PLAN DESIGNATION:** Residential Medium – Max. 15 dwelling units per acre (RM-15)
- 6. ZONING:** RM (Residential Medium)
- 7. PROJECT DESCRIPTION** (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The project is the new construction of a 37-unit apartment building that is 100 percent affordable (except for one manager's unit). The site is a 1.033 gross-acre undeveloped parcel, and the size decreases to 0.99 acre after a 10-foot dedication of right-of-way.

Entitlements include approval of a General Plan Amendment (GPA), Zoning Map Amendment (ZMA), and Conditional Use Permit (CUP). The GPA is required to amend the land use designation from RM-15 (Residential Medium Density–15 dwelling units per acre [du/ac]) to RH-35 (Residential High Density-35 du/ac). The RH-35 designation would allow a maximum of 34 units on the site. The ZMA is required to amend the zoning designation from RM to RH. The CUP is required, pursuant to the City of Huntington Beach Zoning and Subdivision Ordinance (HBSZO) for development of a

3-story apartment building consisting of 36 affordable dwelling units and 1 unrestricted income unit and 68 parking spaces (plus 1 moving van space); to develop on a site with a grade differential of 3 feet or greater; to request a density bonus for 3 units; and to request affordable housing incentives for increased building height, decreased unit sizes that do not meet the minimum unit sizes required by the HBSZO, and deviation from of upper story setback requirements.

A density bonus is requested, pursuant to HBZSO and the State of California Density Bonus Law (Section 69515), to allow for 3 additional units (i.e., to allow for a total of 37 units). Pursuant to the density bonus requirements, three incentives/concessions are requested:

- 1) Increase in height of 1 story (from 3 stories to 4 stories).
- 2) Decrease in minimum unit sizes (from 650 square feet to 540 square feet for one-bedroom units, from 900 square feet to 750 square feet for two-bedroom units, from 1,100 square feet to 1,006 square feet for three-bedroom units).
- 3) Deviation from required upper story setbacks on the third and fourth floors (10-foot average setback to be combined on both the third and fourth levels, in lieu of 10-foot setbacks on each floor).

A reduction in parking is requested, pursuant to the State of California Density Bonus Law, for 1.0 space for 1-bedroom units, and 2.0 spaces for 2 and 3-bedroom units.

The following table compares the HBZSO RH Zoning requirements and the proposed density bonus and requested incentives/ concessions.

**TABLE 1
HBZSO RH ZONING AND DENSITY BONUS**

	HBSZO RH Standard	Proposed Density Bonus and Incentives
Density	34 max	37 max
Height	3 stories	4 stories
Unit size:		
One-bedroom	650 square feet minimum	540 square feet
Two-bedroom	900 square feet minimum	750 square feet
Three-bedroom	1,100 square feet minimum	1,006 square feet
Upper story setbacks	10 feet averaged on third and fourth levels	10 feet averaged on third and fourth levels combined

The development includes 3 stories of protected Type V wood frame flats over a fire-resistive, non-combustive Type I concrete podium garage at grade (one story). The development unit mix includes 10 one-bedroom units, 15 two-bedroom units and 12 three-bedroom units. The development includes 68 parking spaces—64 dedicated for units and 4 spaces for the office and guests (plus one moving van space)—in addition to one on-site moving van space at surface level. The development includes bicycle storage, an office, and community room at street level.

The total net rentable area of the proposed development is 28,722 square feet. The total buildable area is 59,292 square feet, which includes residential space, corridors, laundry, private open space (balconies and patios), common space, and parking garage (19,482 square feet). The plan calls for three levels of residential units to be constructed above a podium parking garage for a total of 4 stories. The development will feature a community room located on the ground floor facing Delaware Street.

The development will provide 7,191 square feet of common open space, which includes 6,184 square feet of podium-level courtyards with landscaping and a 1,007-square-foot community room at ground level facing Delaware Street. The common open space includes a 4,034-square-foot interior podium courtyard, 992 square feet on the perimeter of the podium, and a 158-square-foot terrace on the third level. A total of 3,840 square feet of private open space patios and balconies are provided.

Emergency access (fire lane) will be provided at the northwest corner of the site along Delaware Street with an onsite hammerhead/turnaround. An elevator and staircases will provide access to the upper levels.

The purpose of the development is to:

- Provide affordable housing that complies with the land use designation and development regulations of the Zoning Code.
- Provide infill residential development in accordance with the policies of the General Plan.
- Provide a high-quality design that reflects the positive qualities of the existing residential neighborhood.

As show in Table 2, construction is proposed to start in March 2017 and be completed in July 2018 (17 months). Refer to Table 2 for additional details.

**TABLE 2
CONSTRUCTION SCHEDULE**

<u>Month</u>	<u>Activity</u>
Month 1 March 2017	Site work and grading Utility
Months 2-3 April-May 2017	Foundatio n Paving
Months 4-6 June-August 2017	Framing Utility
Months 7-9 September-November 2017	Siding Roofin g
Months 10-13 December-March 2018	Interior work - wiring, piping, drywall Painting
Months 14-15 April-May 2018	Interior carpentry and installation of appliances,
Months 16-17 June-July 2018	Landscaping and grounds, fencing

8. SURROUNDING LAND USES AND SETTING:

As shown in Figure 2, the project would occupy a vacant parcel on the east side of Delaware Street just north of the intersection with Garfield Avenue. Land uses surrounding the project site are multi-family housing to the north, east, west, and south. A nursing center is adjacent to the southeast portion of the project site. The site is generally flat, sloping slightly from east to west, and is partially covered by nonnative vegetation such as Russian thistle (*Salsola tragus*) and Bermuda grass (*Cynodon dactylon*). Site elevation is approximately 56 feet above mean seal level.

North:

General Plan: mixed use
Zoning: Specific Plan 14
Uses: multi-family residential

South:

General Plan: RM-15
Zoning: RM
Uses: multi-family residential, nursing facility

West:

General Plan: RM-15
Zoning: RM
Uses: multi-family residential

East:

General Plan: RM-15
Zoning: RM, RMH
Uses: multi-family residential

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

No other previous related environmental documents were used

10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED)

(i.e. permits, financing approval, or participating agreement):

Department of Housing and Urban Development financing

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature

Date

Printed Name

Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach’s requirements.

(Note: Standard Conditions of Approval - The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures. For the readers’ information, a list of applicable standard conditions identified in the discussions has been provided as Attachment No. 3.

SAMPLE QUESTION:

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

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

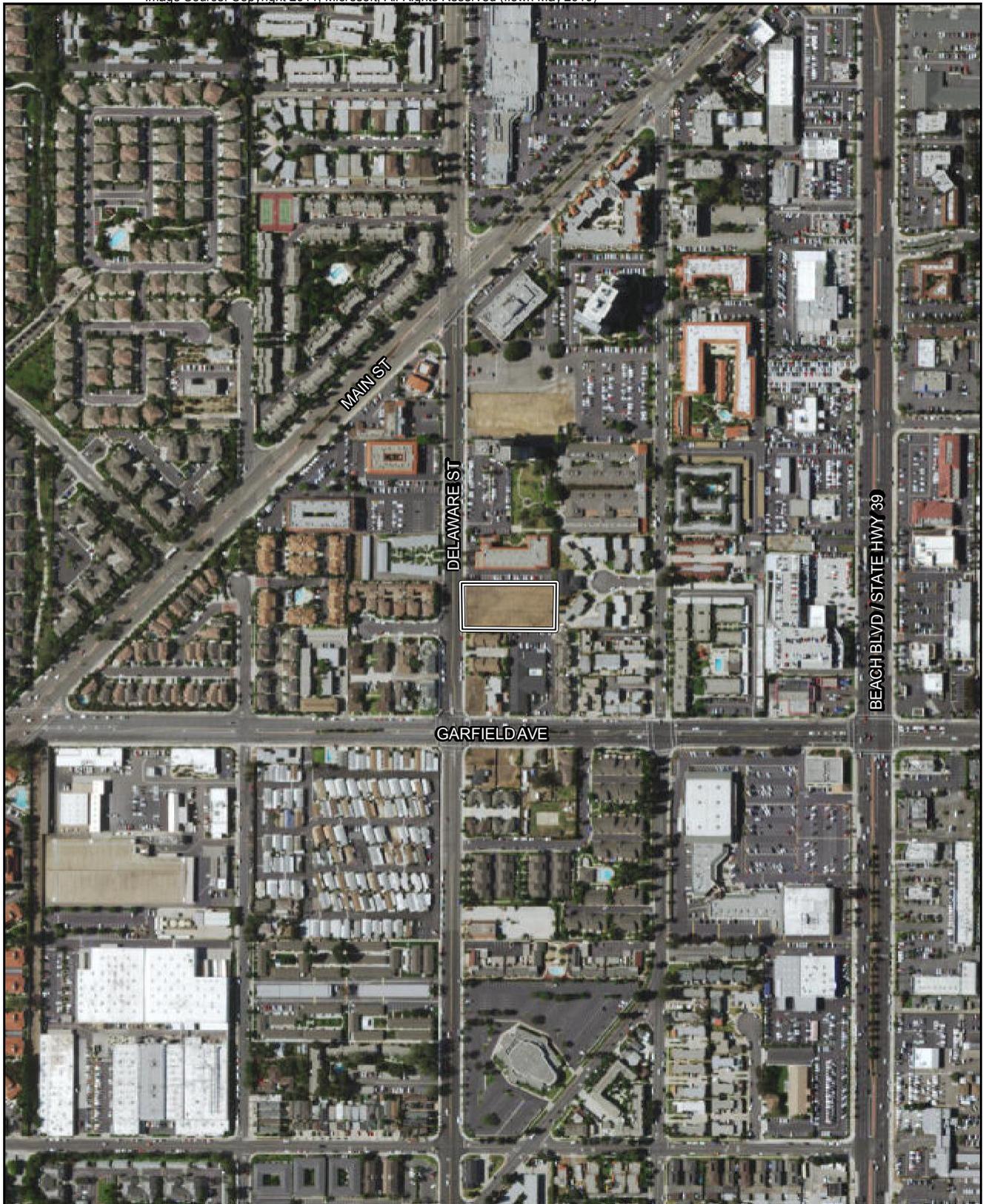


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 Project Location

FIGURE 1
Regional Location



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 Project Boundary

FIGURE 2
Project Location on Aerial Photograph

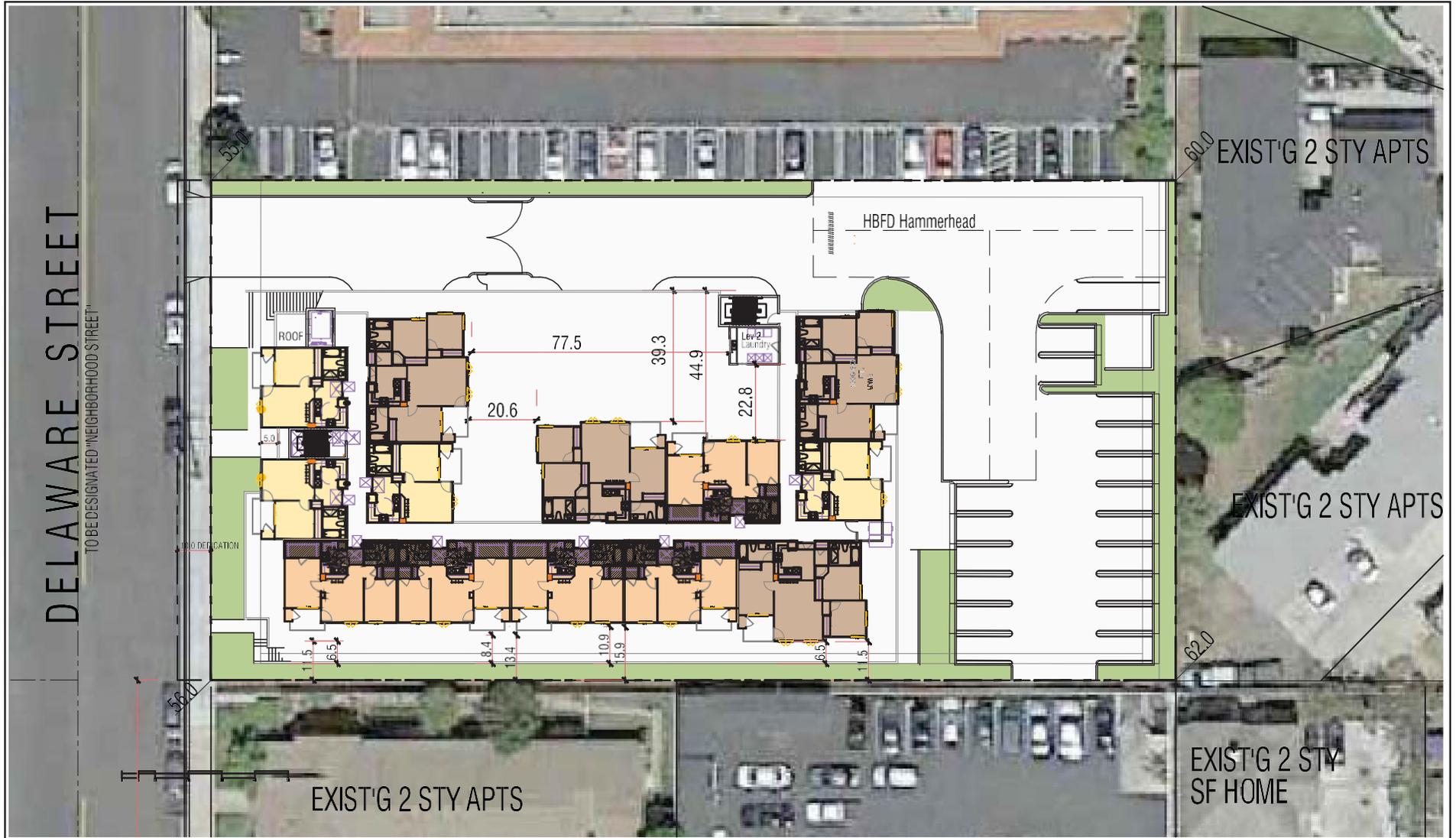


FIGURE 3
Project Site Plan

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the project:

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 1, 2, 6, 21)

Discussion: The General Plan (adopted in 1996) is the fundamental policy document of the City of Huntington Beach. It provides the framework for management and utilization of the City’s physical, economic and human resources. By providing a basis for rational decision-making, this document guides civic decisions regarding land use, the design, and/or character of buildings and open spaces, and the conservation of existing housing and the provision of new dwelling units. In addition to the written goals, objectives and policies, the General Plan contains a Land Use Plan that is the prevailing determinate of land use in the City. The Zoning Maps and development standards are secondary to the General Plan. The project would not conflict with the overarching goals of the General Plan.

The General Plan designates the project site as Residential Medium Density–Max. 15 dwelling units per acre (Figures 4 and 5), which permits single-family residential units, duplexes, townhomes, and garden apartments. As the project site is zoned RM, the maximum allowable development is 15 dwelling units per acre. However, the project proposes 37 units, all of which would be affordable housing except for one market rate manager’s unit. Therefore, the project is seeking a General Plan Amendment (GPA) to change the land use designation from Residential Medium Density-15 to Residential High Density-35 dwelling units per acre maximum and a Zoning Map Amendment (ZMA) to change the zoning from Residential Medium Density to Residential High Density. Although the project is proposing 3 more units above what the proposed RH designation would allow, the applicant has requested a density bonus consistent with the State of California Density Bonus Law and the HBSZO. The project’s 37 proposed units would be consistent with the proposed RH zoning and is within the number of units allowed per the density bonus regulation for a project that proposes 100 percent affordability (except for the manager’s unit). Table 3 provides a summary of the existing and proposed General Plan and Zoning land use designations.

**TABLE 3
EXISTING AND PROPOSED GENERAL PLAN AND ZONING DESIGNATIONS**

General Plan Land Use Designation		Zoning Land Use Designation	
Existing	Proposed	Existing	Proposed
RM-15	RH-35	RM	RH

The proposed change in the General Plan and Zoning land use designations would be consistent with the following General Plan Land Use and Housing Element goals and policies:

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

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant	Less Than Significant	No Impact
			Unless	Impact	
<i>Goal LU 9:</i> Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.					

Objective LU 9.1: Provide for the development of single- and multi-family residential neighborhoods.

Goal HE 1: Maintain and enhance the quality and affordability of existing housing in Huntington Beach.

Goal HE 2: Provide adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate Huntington Beach’s share of regional housing needs.

Policy HE 2.3: Encourage and facilitate the provision of housing affordable to lower income households.

Goal HE 3: Enhance housing affordability so that modest income households can remain an integral part of the Huntington Beach community.

The project proposes a density bonus for an additional three units and three incentives—increase in height of one level, a decrease in minimum unit sizes (540 square feet for one-bedroom units, 750 square feet for two-bedroom units, 1,006 square feet for three-bedroom units), and a reduction in parking (one space for one-bedroom units, two spaces for two- and three-bedroom units) that complies with the State of California Density Bonus Ordinance.

The density bonus and incentives are requested in order to allow for the development of a financially feasible project that is 100 percent affordable (except for the manager’s unit). This will allow the development of more affordable housing than otherwise would be required for a traditional multi-family apartment. The increased number of affordable units will help the City fulfill its 2014-2021 Regional Housing Needs Allocation (RHNA), which call for an additional 533 very low-income and low-income units.

As shown in Figure 3, multi-level apartment buildings surround the site, and taller commercial buildings are nearby. A 3-story apartment building is adjacent to the north, and an 11-story office building (the Pacifica Center) is 700 feet to the north. Two-story apartment buildings are adjacent to the south and east (rear of the site), and a two-story apartment is to the west across the street. Many of these buildings have plain architecture. The apartment to the north is mostly a cube with some articulation in the front and a mansard tile roof with a typical design from the 1990s. Only stucco exterior is used, and there is no variation in materials. The other apartments have pitched roofs to provide articulation and have older design, the rear buildings are older 1980s design, and none have varied materials on the exterior. The tall office building to the north is a tall cube with dark windows and plain plaster/stucco with little or no variation in colors, materials, and articulation.

The proposed Delaware Street Apartments project has many design elements to mesh with the design of existing buildings and augment the overall design of the neighborhood. Existing buildings on the block have some varied rooflines and articulated facades that front on Delaware Street. Although the project is proposing to deviate for upper story setbacks as required by Code, the project includes upper story setbacks on the fourth floor in addition to balconies and vertical variation to break up the massing. The exterior façade includes stone on the first level with steel windows, and stucco of different colors with tile roof sections on the upper levels. In terms of siting, large setbacks are on the north (34 feet) and east sides (83 feet), and provide buffers to adjacent residences. The lot coverage is 48.4 percent, which is similar to other buildings on the block. The north adjacent apartment has a lot coverage of approximately 50 percent; the south adjacent apartments have a lot coverage of approximately 50 percent, and the apartment building across the street to the west has a lot coverage of approximately 60 percent.

The front of the building connects with Delaware Street with the separate, distinct lobby entrance and community room lining the front, which will create pedestrian activity. Ample landscaping (five trees, numerous shrubs and

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

flora) are provided to create an attractive front yard. Parking is not visible from the street, which is in character with the existing buildings. The garage is behind and screened by the lobby and community room.

The project height is a base of three stories with a fourth story proposed as an affordable housing incentive. The base height of three levels is compatible with the RM and RH zoning, which also have limits of three stories and 35 feet. The incentive for the fourth story may not be denied unless a specific, adverse environmental impact on public health and safety results and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households. The proposed height of the building is four stories at 55.9 feet. Other multi-level apartment buildings surround the site, and taller commercial buildings are nearby. A 3-story apartment is adjacent to the north, and an 11-story office building (the Pacifica Center) is 700 feet to the north. The additional story also allows for the construction of more affordable units on the site, which helps the City to comply with its RHNA requirements and Housing Element (HE) Policy 2.3 of the General Plan

The incentives for reduced unit sizes and upper-story setbacks do not affect the footprint or massing of the building. . Furthermore, the reduction in parking spaces, which is allowable by State of California Density Bonus Law, is compatible with the General Plan because the proposed supply of 68 spaces is more than the expected demand for parking as discussed in Section VI. The incentives for upper story setbacks decreased unit size and parking. As discussed in sections II through XVIII, the construction and operation of the proposed project with the requested incentives and reduced parking would not result in significant environmental impacts. As such, construction and operation of the proposed project would be compatible with the aforementioned General Plan Land Use and Housing Element goals and policies. No significant environmental impacts are anticipated to occur in regard to the project’s overall design and affordable housing incentives.

Additionally, the increase in density of 19 units resulting from the GPA and ZMA can be accommodated by and is compatible with the General Plan. As discussed in Section II (Population and Housing), this represents less than 0.1 percent of the City population (2010 Census), which would not be considered substantial. In the context of cumulative growth, the City has not attained growth anticipated by the 1996 General Plan, which is at the end of its life cycle and currently being updated. The proposed project would not induce substantial population growth in the City. Also, the three additional density bonus units are allowed by the State of California Density Bonus Law and HBSZO and will not conflict with any applicable land use, policy or regulations.

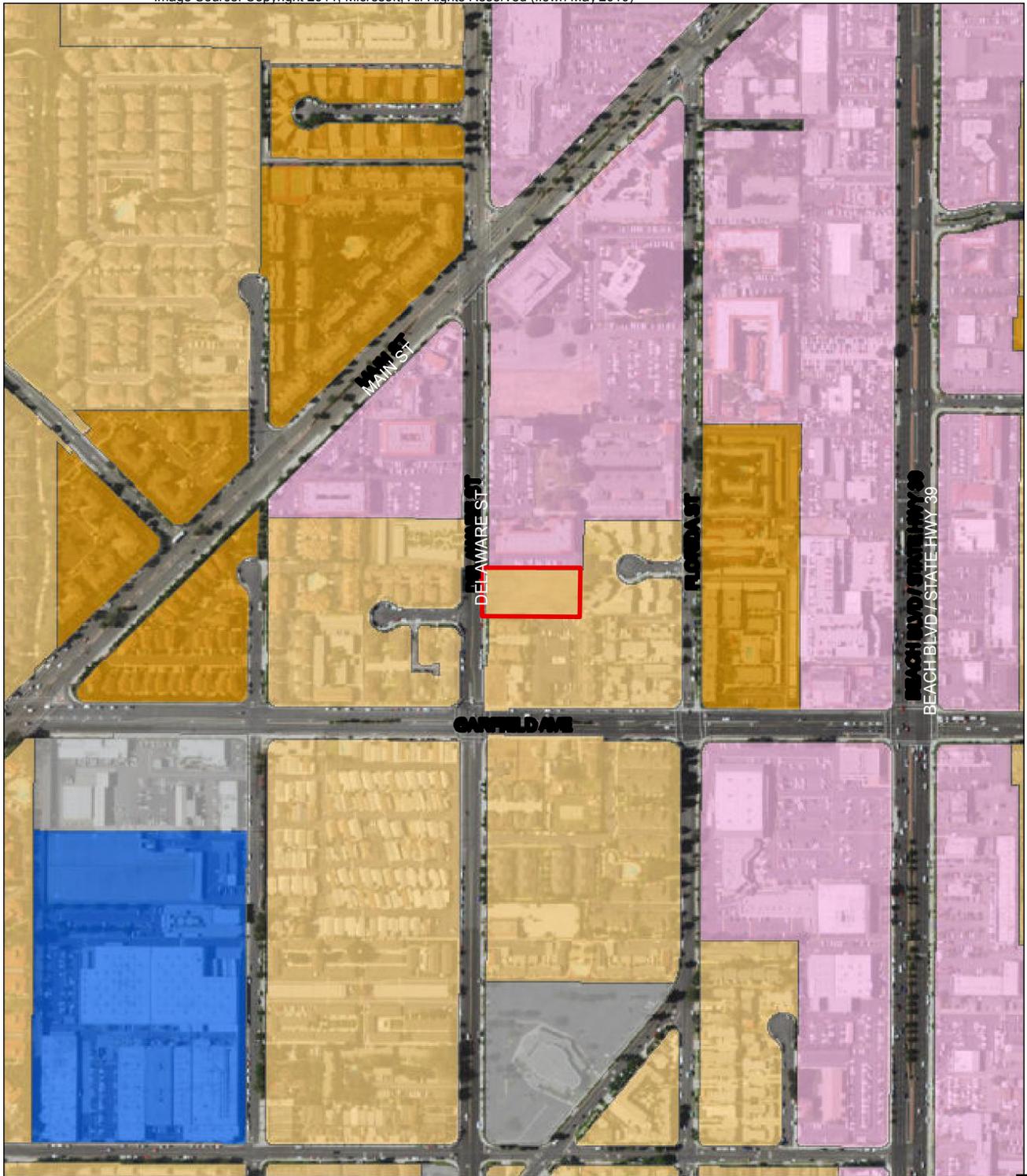
Therefore, the project would not conflict with the General Plan or zoning regulations adopted for the purpose of mitigating or avoiding environmental effects. Through the processing of a GPA and ZMA, the Project would comply with all relevant regulations therein. Impacts would be less than significant.

- b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 1, 5)

Discussion: The project site is in a developed urban area. The General Plan Environmental Resources Conservation Element does not identify any conservation plans for the project site or vicinity. The project would not conflict with any habitat conservation plan or natural community conservation plan and therefore no impact.

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

Discussion: Refer to I(a). The project would be developed on a vacant parcel primarily surrounded by existing 2-story and 3-story apartment buildings. Thus, the project would not divide an established community and there would be no impact.

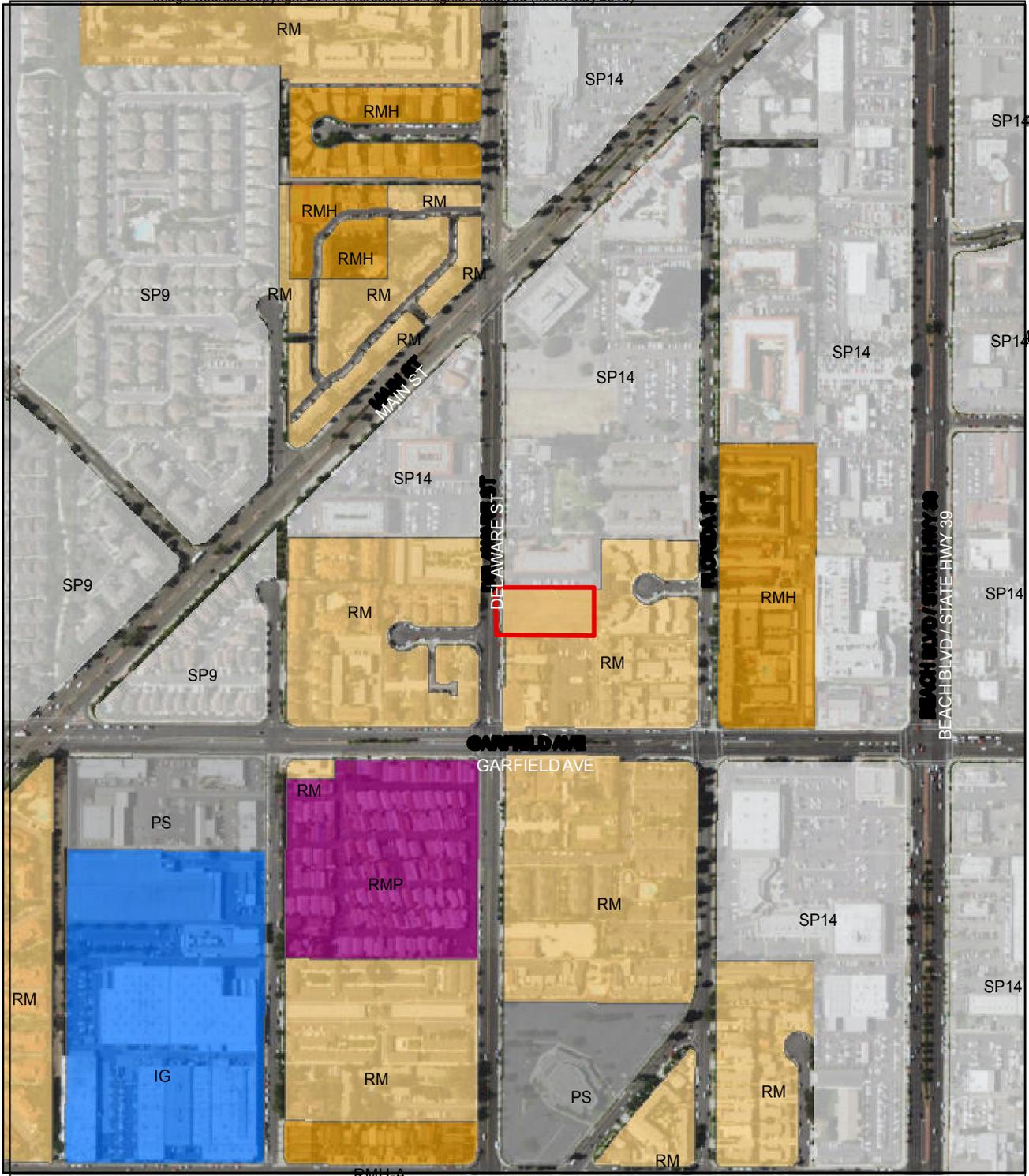


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- Project Boundary
- General Plan Land Use Designation**
- Industrial
- Mixed Used Horizontal
- Public
- Residential Medium Density
- Residential Medium High Density

FIGURE 4
General Plan Land Use Designation



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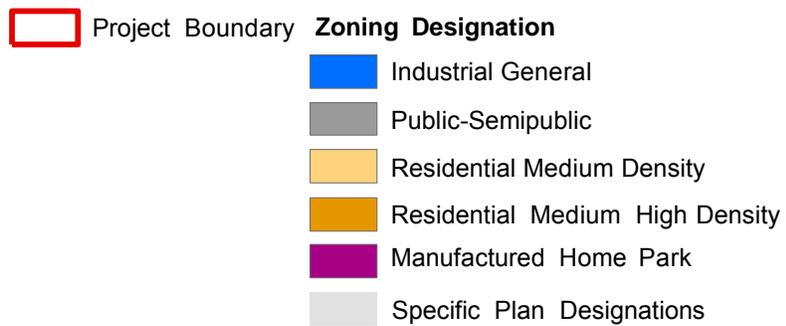


FIGURE 5

Zoning Designation

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. POPULATION AND HOUSING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project proposes the development of 37 new residential units—10 one-bedroom units, 15 two-bedroom units, and 12 three-bedroom units. The projected population of the project would be approximately 152 new residents based on industry standards assuming each unit would have two residents per number of bedrooms provided (i.e., 2 residents for each one-bedroom unit, 4 residents for each two-bedroom unit, and 6 residents for each three-bedroom). This represents less than 0.1 percent of the City of Huntington Beach population (2010 Census), which would not be considered substantial. In the context of cumulative growth, the City has not attained growth anticipated by the 1996 General Plan, which is at the end of its life cycle and currently being updated. The proposed project would not induce substantial population growth in the City of Huntington Beach, either on its own or cumulatively in the context of General Plan build-out; impacts would be less than significant.

The project would not indirectly induce substantial population growth and would not require the extension of roads or infrastructure as the subject site is an infill site and all utilities and infrastructure are already in place.

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

Discussion: The project would involve development of a vacant lot. No existing housing would be removed, and no displacement would occur.

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

Discussion: Because the project would involve development of a vacant lot with no existing housing no displacement of residents would occur nor would the construction of replacement housing be necessary.

III. GEOLOGY AND SOILS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 1, 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: According to the geotechnical report prepared for the project, the site is not in an Alquist-Priolo Earthquake Fault Zone and the potential for surface rupture on the project site would be low. Because the

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

project site is within a seismically active region, however, it could be subject to moderate to strong ground shaking along an active fault. According to the City’s General Plan, the project site lies between two Category D faults and is near Category B and C faults (within 2 miles). Categories B and C require special studies for critical and important land uses. Category D faults are inactive or nonexistent, but subsurface investigation may be required by the City.

Adherence to the seismic design and construction parameters of the California Building Code and the City’s Municipal Code would ensure that future residents and structures would not be exposed to risks involving earthquake fault or strong seismic ground shaking and impacts would be less than significant.

ii) Strong seismic ground shaking? (Sources: 1, 7)

Discussion: See discussion under response III (a)(i) above.

iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 7)

Discussion: Liquefaction is a process in which strong ground shaking causes saturated soils to lose their strength and behave as a fluid. Ground failure associated with liquefaction can result in severe damage to structures. The geologic conditions for increased susceptibility to liquefaction are shallow groundwater (less than 50 feet in depth), the presence of unconsolidated sandy alluvium, and strong ground shaking. All three of these conditions must be present for liquefaction to occur. Based on a review of the State of California Seismic Hazard Zones Map, the Orange County Safety Element, and the City of Huntington Beach General Plan, the Geotechnical Report finds that the project is located within an area identified as having a low potential for liquefaction. Per the California Division of Mines and Geology, the site is located in the seismically active southern California region and could be subject to ground shaking. The soils underlying the site are generally dense to very dense and groundwater has been historically at a depth of 30 feet or greater. Based on the dense nature of the soils and depth to groundwater, the site is not considered susceptible to liquefaction. Therefore, impacts would be less than significant.

iv) Landslides? (Sources: 1, 5, 7)

Discussion: The project site is relatively flat that gently slopes to the west. According to the geotechnical report for the project, the site is not in an area with the potential for slope instability and the potential for landslides is low. The City’s General Plan also identifies the project site and vicinity as an area of low potential for landslides. Therefore, the impacts would be less than significant.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 3, 6)

Discussion: Construction of the project would temporarily disturb on-site soils during grading activities, thereby increasing the potential for soil erosion to occur; however, compliance with the City’s Erosion Control and Water Quality Requirement Systems (Municipal Code Chapter 17.05) and implementation of best management practices during construction would reduce the potential for erosion and sedimentation impacts. In addition, the project would be required to obtain coverage under the General Construction Permit from the State Water Resources Control Board (SWRCB) by preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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System (NPDES) requirements. Once constructed, the site would be landscaped in accordance with the City's Water Efficient Landscape Requirements (Municipal Code Chapter 14.52). Therefore, impacts related to erosion would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 3, 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project site is composed of Myford sandy loam, 2 to 9 percent slopes. This soil is moderately well drained and has a very low available water capacity (about 2.9 inches). Myford sandy loam includes sandy loam, sandy clay, and sandy clay loam. The project site is within an area of documented past subsidence due to withdrawal activities in the Huntington Beach Oil Field. Although repressurization by water injection has been used to stabilize the area, there is still a potential for subsidence to occur, particularly if the water injection ceases. See responses III (a)(iii) and III (a)(iv) for a discussion of landslide and liquefaction hazards.

Neither soil nor geologic conditions were encountered during site investigation that would preclude the construction of the project. The project would implement the recommendations contained in the geotechnical investigations as well as the California Building Code and the City's grading and zoning codes to ensure that no impacts from geologic conditions would result with project implementation. Therefore, impacts from soil-related hazards would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1, 3, 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under response III (c). The City of Huntington Beach General Plan has identified the area of the project site as having low to moderate potential for expansive soils. The recommendations included in the geotechnical report would be included as part of the project design. The project would comply with the City of Huntington Beach's grading and zoning codes. Impacts would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 1, 5, 6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is in an urban area with a developed wastewater disposal system, to which the project would connect. There would be no use of septic tanks or alternative wastewater disposal systems. No impact would occur.

IV. HYDROLOGY AND WATER QUALITY.

Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? (Source: 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project would be required to comply with several water quality standards during construction and operation, as outlined in the preliminary Water Quality Management Plan (WQMP), which would be included as conditions of approval for the project. Prior to construction, the project would be required to obtain coverage under the General Construction Permit from the SWRCB. To obtain coverage, the project is required

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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to prepare and implement a SWPPP conforming to the current NPDES requirements, which shall be submitted to the City's Department of Public Works for review and acceptance.

In addition, a project WQMP conforming to the current Waste Discharge Requirements Permit (MS4 Permit) shall be submitted to the Department of Public Works for review and acceptance. The WQMP would be required to detail requirements, such as how the water quality impacts of the project will be reduced to less than significant and meet the requirements of the NPDES permit.

The project would not violate water quality standards or waste discharge requirements through the preparation of a SWPPP and project WQMP that would be approved by the City's Department of Public Works. Impacts would be less than significant.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Source: 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project would be constructed at or near the current grade. Groundwater was not encountered during borings conducted as part of the geotechnical investigation. Based on the lack of groundwater encountered in the borings and the historic groundwater level (i.e., greater than 30 feet deep), the project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge. No impact would occur.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Source: 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Surface water drains as sheet flow from the southeast corner toward the northwest corner of the site, and discharges to Delaware Street. The flow is intercepted by existing catch basins on Delaware Street, 140 feet north of the project site. The existing local storm drain on Delaware Street drains southerly toward Orange County storm drain system on Adams Avenue, and drains to Huntington Beach Channel D-01. The flow joins to Talbert Channel D-02 later, and discharges to Pacific Ocean. The project site is within the Santa Ana River Watershed per Orange County Watershed Master Plans and the receiving water for this drainage area is the Pacific Ocean.

The proposed drainage concept design is to capture onsite runoff from the site and convey it to the centralized infiltration/detention system. This system would dually acts as a BMP to filter out stormwater pollutants and as a detention system so that the runoff from the developed site does not adversely impact the downstream storm drain system. The peak storm runoff would bypass this system and flow through the proposed parkway culvert to Delaware Street at the northwest corner of the project site.

No streams or rivers exist on or near the project site. Through compliance with the WQMP, development of the project would not alter or substantially increase the rate or amount of surface runoff in a matter that would result in erosion on- or off-site. Impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Source: 9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: See response to IV(c). Impacts would be less than significant.				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: As previously discussed, the proposed drainage system for the project site would be detained in the underground storage system prior to discharging treated stormwater to Delaware Street. The proposed storage system would meet all Municipal Code requirements as well as the requirements of the MS4 permit and would assure that runoff from the developed site does not adversely impact the downstream stormwater drainage system within Delaware Street. Therefore, there would be no substantial increase in runoff and impacts would be less than significant.				
f) Otherwise substantially degrade water quality? (Sources: 9, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion: As previously discussed in the responses above, the project would comply with all required water quality standards, would not substantially alter drainage patterns, or result in an increase in runoff. Through compliance with conditions on the project, impacts would be less than significant.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: The project would not place housing within a 100-year flood hazard area. The Flood Insurance Rate Map shows the project site as being within Zone X, an area determined to be outside the 0.2 percent annual chance floodplain. There would be no impact.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See response to IV(g). The project would not place structures within a 100-year flood hazard area, nor would impede or redirect flood flows.				
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: 5,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See responses to IV(g) and (h). In addition, there are no water retaining structures such as a levee or dam near the project site.				

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- j) Inundation by seiche, tsunamis, or mudflow? (Sources: 1, 7)

Discussion: The project site is approximately 2 miles inland from the Pacific Ocean. According to review of the California Geological Survey and Huntington Beach General Plan, the geotechnical report determined that tsunamis and seiche would not present a hazard for the project site.

- k) Potentially impact stormwater runoff from construction activities? (Source: 9)

Discussion: See response IV(a). Impacts to stormwater runoff and water quality from construction activities would be less than significant through preparation and compliance with the SWPPP.

- l) Potentially impact stormwater runoff from post-construction activities? (Source: 9)

Discussion: See responses to IV(a) and IV(c). Impacts to stormwater runoff and water quality from post-construction activities would be less than significant through preparation and compliance with the project WQMP.

- m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 1, 3, 5, 7)

Discussion: The project would not include uses that involve vehicle or equipment fueling or maintenance, waste handling, storage, delivery areas or loading docks, or outdoor work areas. Project construction would include outdoor work areas; however, existing requirements for construction would be followed as outlined in the response to IV(a). Impacts would be less than significant.

- n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 1, 3, 5, 7)

Discussion: See discussions under IV(a) and (c). The project would not significantly affect the beneficial uses of receiving waters.

- o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 1, 3, 5, 7)

Discussion: See discussions under IV(a) and (c). The project would not create significant increases in the volume of stormwater runoff, nor would it cause environmental harm.

- p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 3, 5)

Discussion: See discussions under IV(a) and IV(c) above. The project would not contribute to significant increases in erosion.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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V. **AIR QUALITY.** The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:

- a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 10)

Discussion: The California Clean Air Act requires areas that are designated nonattainment of state ambient air quality standards for ozone, carbon monoxide (CO), sulfur dioxide (SO₂), and nitrogen dioxide (NO₂) to prepare and implement plans to attain the standards by the earliest practicable date. The South Coast Air Basin (Basin) is designated nonattainment for ozone. The 2012 Air Quality Management Plan (AQMP) was prepared to accommodate growth, to reduce high levels of pollutants within the areas under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), and to attain clean air within the region. The 2012 AQMP includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources, and areasources.

Furthermore, according to the SCAQMD, the project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Table 4 shows the total projected construction maximum daily emission levels for each criteria pollutant. Emissions associated with construction of this project assumed that construction would begin in 2015 and last for one year.

**TABLE 4
SUMMARY OF WORST-CASE CONSTRUCTION EMISSIONS
(pounds per day)**

Phase/Pollutant	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	3	27	18	0	4	3
Grading	2	22	15	0	3	2
Building Construction/Architectural Coatings	6	26	20	0	2	2
Paving	1	15	10	0	1	1
SCAQMD Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

NOTE: ROG = reactive organic gas; PM₁₀ = particulate matter 10 microns or less in diameter ;
PM_{2.5} = particulate matter 2.5 microns or less in diameter

The emissions summarized in Table 4 are the maximum daily emissions for each pollutant that may occur during construction, and represent the worst-case emissions. For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to the SCAQMD construction thresholds used for evaluating this project. As seen in Table 4, maximum daily construction emissions are projected to be below the applicable thresholds for all criteria pollutants. A summary of the operational emissions for the project is shown in Table 5.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant	Less Than Significant Impact	No Impact
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**TABLE 5
PROJECT OPERATION AVERAGE DAILY EMISSIONS
(pounds per day)**

Activity/Pollutant	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources	1	4	14	0	2	1
Area Sources	1	0	4	0	0	0
Total	2	4	18	0	2	1
SCAQMD Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

As seen in Table 5, project generated emissions are projected to be less than the SCAQMD significance thresholds for all criteria pollutants.

Construction and operational emissions would be less than the applicable SCAQMD significance thresholds for all criteria pollutants, and the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations. In summary, project development would not conflict with or obstruct implementation of the AQMP and would have a less than significant impact.

- b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 10)

Discussion: A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities.

CO Hotspot Analysis

The project was evaluated to determine whether it has the potential to produce CO hot spots at intersections near the project site. A hot spot is a localized area, most often near a congested intersection, where the 1-hour or 8-hour CO standards are exceeded. Localized CO impacts can occur where projects contribute traffic to intersections in areas where the ambient CO concentrations are projected to be near or above state or federal standards.

The project traffic study indicates that under future conditions all intersections would operate at level of service (LOS) D or better during the AM and PM peak hours with or without the project. The project would not significantly increase the percentage of vehicles operating in cold start mode and would not significantly increase traffic volumes on local roads. Therefore, the project would not result in significant concentrations of CO at any local intersections; the impact would be less than significant.

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to the SCAQMD Governing Board’s Environmental Justice Enhancement Initiative. LSTs are applicable for emissions of CO, NO₂, and Particulate Matter (PM₁₀, and PM_{2.5}). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. For PM₁₀ LSTs were derived based on requirements in SCAQMD Rule 40-Fugitive Dust. LSTs are shown in Table 6.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TABLE 6
LOCALIZED SIGNIFICANCE THRESHOLDS**

Pollutant	Threshold of Significance
CO 1-Hour	20.0 ppm
CO 8-Hour	9.0 ppm
NO ₂ 1-Hour	0.10 ppm
NO ₂ Annual	0.03 ppm
PM ₁₀ 24-Hour	10.4 µg/m ³
PM ₁₀ Annual	1.0 µg/m ³
PM _{2.5} 24-Hour	10.4 µg/m ³
PM _{2.5} Annual	1.0 µg/m ³

SOURCE: SCAQMD 2003.
NOTE: ppm = parts per million ; µg/m³ = micrograms per cubic meter

Construction and operational emissions for the LST analysis were calculated in accordance with the methodology described in the air quality analysis. According to the SCAQMD methodology, if the calculated emissions for the proposed construction or operational activities are below the LST emission limits, then the proposed construction or operation activity is not significant. As demonstrated in the air quality analysis, all emissions values would fall below the LST thresholds. Accordingly, impacts from local emissions of the project to sensitive receptors would be less than significant.

- c) Create objectionable odors affecting a substantial number of people? (Sources: 10)

Discussion: The project site is not adjacent to a known odor generator. According to the air quality report, potential sources of odor may result from construction activities during the 16-month construction period. Any construction-related odor emissions would be temporary, short-term, and intermittent, and impacts would be less than significant. Because the project would include development of multi-family residences, it would not generate objectionable odors. Therefore, odor impacts from on-site sources would be less than significant.

- d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 1, 10)

Discussion: The region is classified as attainment for all criterion pollutants except ozone, PM₁₀, and PM_{2.5}. The Basin is non-attainment for the 8-hour federal and state ozone standards. For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to the SCAQMD significance thresholds.

Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the AQMP. Consistency with the AQMP assumptions is determined by analyzing the project with the assumptions in the AQMP. Thus, the emphasis of this criterion is to ensure that the analyses for the project are based on the similar forecasts as the AQMP. Forecasts used in the AQMP are developed by the South Coast Association of Governments (SCAG). The SCAG forecasts are based on local general plans and other related documents that are used to develop population projections and traffic projections.

The City’s General Plan designates the project site as RM-15. The project would not be consistent with RM uses because it proposes the development of apartment “flats” at a higher density than is allowed under the RM designation. The project, however, proposes a zoning change from RM to RH, which would allow for higher

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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density development. Although the project would increase the density of the site, the project is consistent with General Plan growth projections and therefore consistent with the AQMP. The project would not induce substantial population growth because of the relatively small scale of the project.

As demonstrated in the air quality analysis, maximum daily construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. Additionally, construction emissions would be less than the SCAQMD LSTs. Therefore, construction related air quality impacts would be less than significant.

Mobile source emissions would originate from traffic generated by the project. Area source emissions would result from activities such as the use of natural gas, fireplaces, and consumer products. In addition, landscaping maintenance activities associated with the proposed land uses would produce pollutant emissions. As demonstrated in the air quality analysis, project generated emissions are projected to be less than the SCAQMD significance thresholds for all criteria pollutants. Therefore, operational emissions would be less than significant.

Overall, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Because the project is consistent with the AQMP and does not result in an exceedance of thresholds for any criteria pollutants (including non-attainment pollutants and ozone precursors), it would not result in cumulatively considerable impacts on air quality and less than significant impacts would occur.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See response V(d).

VI. TRANSPORTATION/TRAFFIC. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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? (Source: 13) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: A traffic impact analysis was prepared for the proposed project by Linscott, Law & Greenspan Engineers on November 6, 2015. It addresses the potential traffic impacts and circulation needs associated with the project. The traffic analysis evaluates the existing operating conditions at two key study intersections within the project vicinity, estimates the trip generation potential of the project, and forecasts future operating conditions without and with the project.

Two key study intersections were selected for detailed peak hour level of service analyses:

1. Delaware Street at Main Street
2. Delaware Street at Garfield Avenue

(Note: Per City correspondence, work on Main Street at Ellis Avenue will not proceed.)

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday. The two key study intersections currently operate at an acceptable level of service (LOS A to LOS D) during the AM and PM peak hours. The project is forecast to generate 286 daily trips, with 22 trips (4 inbound, 18 outbound) produced in the AM peak hour and 27 trips (17 inbound, 10 outbound) produced in the PM peak hour.

In addition, six cumulative projects were considered as part of the cumulative background setting. The six cumulative projects are expected to generate 6,331 daily trips, with 453 trips (158 inbound, 295 outbound) anticipated during the AM peak hour and 594 trips (344 inbound, 250 outbound) produced during the PM peak hour.

The traffic impact analysis was prepared consistent with the traffic impact requirements of the City of Huntington Beach and the two key study intersections meet the required level of service standards (LOS A to LOS D) with the proposed Project. The proposed project would not impact the two key study intersections under the “Existing Plus Project,” the “Year 2017 Plus Project,” and the “Year 2030 Plus Project” traffic scenarios. Given that project impacts would be less than significant, no mitigation measures are required or recommended for the proposed project.

Construction-related Traffic Generation

During the building construction phase of the proposed project, 60 workers would be on site per day and there would be 2 anticipated truck deliveries per day. Table 7 provides a summary of the forecast peak hour and daily traffic volumes during building construction.

**TABLE 7
PROJECT CONSTRUCTION-RELATED TRAFFIC GENERATION**

Project Description	Daily 2-way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<i>Building Construction Generation Forecast:</i>							
Construction Truck Traffic (2 trucks)	4	2	2	4	0	0	0
Passenger Car Equivalent Factor [a]	3	3	3	3	3	3	3
Subtotal	12	6	6	12	0	0	0
Employees (60 workers) [b]	120	0	0	0	0	0	0
Total Building Construction-related Traffic Trip Generation Potential	132	6	6	12	0	0	0

[a] = A passenger car equivalent factor of 3.0 was applied to the truck trips to convert them into passenger car trips.

[b] = Given the expected hours of operation, construction worker-related traffic would arrive and depart the project site outside the weekday morning commute hour and the evening commute hour.

Anticipated work hours during project construction would be 7:00 AM to 6:00 PM during weekdays and 8:00 AM to 5:00 PM on Saturdays. Building construction is anticipated to generate 132 daily trips with 12 trips during the AM peak hour and 0 trips during the PM peak hour. Construction activities would also include site preparation and grading but these activities would result in a lesser trip generation potential than building construction. Construction-related trips associated with trucks and employees traveling to and from the site in the morning and afternoon may result in some minor traffic delays; however, potential traffic interference caused by construction vehicles would create a temporary/short-term impact to vehicles using Delaware Street in the morning and afternoon hours. Traffic impacts to the adjacent roadway network would be minimal and short-term. Because the construction-related trip generation potential of the proposed project is less than that of the proposed project and the proposed project is not expected to significantly impact any of the two key study intersections, impacts resulting from construction traffic would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant.

- 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? (Source: 13)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: As noted in V(a), the traffic impact analysis satisfies the traffic impact requirements of the City. In addition, it is consistent with the current Congestion Management Program (CMP) for Orange County. The closest CMP highway to the project site is Beach Boulevard and the closest CMP intersection to the project site is Beach Boulevard at Adams Avenue. The current CMP for Orange County has determined that a CMP Traffic Impact Analysis (TIA) is required for all proposed developments that are forecast to generate 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP Highway System (CMPHS). Because the project does not provide direct access to any streets of the CMPHS (i.e. the nearest CMPHS roadway is Beach Boulevard to the east), the appropriate threshold to be applied in the analysis is 2,400 daily trips. The project is forecast to generate approximately 286 daily trip-ends and thus does not meet the criteria requiring a CMP TIA. On that basis, a CMP analysis has not been performed for the project and the proposed project would not impact the CMPHS.

- 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? (Source: 4)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The nearest airports to the project site are John Wayne Airport, approximately 7 miles to the east in Orange County, and Long Beach Airport, approximately 7.5 miles to the north in Los Angeles County. Los Alamitos Army Airfield is approximately 7.5 miles to the northwest in Orange County. No other public or private airports are near the site. The project site is not in an airport influence area. The project would not result in a change in air traffic patterns; there would be no impact.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 13)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Access to the project site would be provided by a full access unsignalized driveway along Delaware Street and there would not be a change in the existing circulation pattern on Delaware Street. Site access and internal circulation for the project is adequate. The project driveway is forecast to operate at acceptable LOS B or better during the AM and PM peak hours for Year 2017 and Year 2030 traffic conditions. Curb return radii are generally adequate for small service/delivery (e.g., FedEx and UPS) trucks and trash trucks. Internal circulation within the parking areas is adequate and adequate sight distance is provided along the main drive aisles. Motorists entering and exiting the project site along Delaware Street would be able to do so without undue congestion.

The following improvements are recommended to ensure safer access and egress to the project site is provided:

Install a “STOP” sign, “STOP” message stenciling, and stop bar at the project driveway on Delaware Street.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Although the recommendation is not required to mitigate a significant impact it would be a condition of approval for the project. The project would not substantially increase hazards due to a design feature. Impacts would be less than significant.

- e) Result in inadequate emergency access? (Source: 13, 29)

Discussion: Emergency access (fire lane) for the project would be provided at the northwest corner of the site along Delaware Street. As a means to provide equivalent Fire Access in the absence of the normal 150-foot Fire Hose pull to the north side of the development, the following measures are proposed:

- Two straight-run stairs that access the Podium Deck to facilitate ladder access.
- Two Egress stairs that connect all floors and access the roof.
- Stair #1 is positioned at the front of the Delaware Street elevation for easy Fire and Police access to all floors and the roof.
- Roof is “flat” and is entirely interconnected with access to four Egress Stairs.
- Although ladder access to fourth floor window is not required by code, such ladder access is provided from the Podium Deck.
- A Fire Command Center is provided along the main driveway adjacent to the Lobby, and contains the Life Safety Alarm System, Firefighter Communication System, and Alarm Annunciator.
- Wharf Hydrants located on the south side Podium Deck such that all portions of each floor are within 150 feet of a hose outlet.

The project would be developed on an existing vacant lot and would not include changes to roadways. Huntington Beach Fire Department has reviewed the above-mentioned measures, and determined that the project would provide adequate fire access. Additionally, the Huntington Beach Fire Department has reviewed the 37-unit project and has stated that the proposed development has a “less than significant” impact on fire services, including response times, based on the scope of the development. Impacts would be less than significant.

- f) Result in inadequate parking capacity? (Source: 13)

Discussion: According to California Government Code Section 65915 (p)(1) the following parking ratios can be used as an incentive for a 100 percent lower income project: 1 parking space for a one-bedroom and 2 parking spaces for a two- or three-bedroom. Therefore, the number of parking spaces required for the 37-unit project is 64 parking spaces for 10 one-bedroom, 15 two-bedroom, and 12 three-bedroom apartments. The project, however, proposes a total of 68 parking spaces. A Parking Analysis (November 11, 2015 - Linscott, Law & Greenspan) was conducted and determined that 68 parking spaces for the proposed project are adequate based on peak parking demands from parking surveys conducted for two similar projects.

- 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: 1)

Discussion: The project would not conflict with existing City policies or plans such as the Circulation Element of the General Plan or Bicycle Master Plan. For example, the Circulation Element of the General Plan sets forth policies related to alternative transportation modes. Policy CE-15 states to “Maintain existing pedestrian facilities and require new development to provide accessible pedestrian walkways between developments,

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

schools, and public facilities [...] All improvements shall comply with ADA accessibility standards.” The project would replace the existing sidewalk along Delaware Street with a new sidewalk that would comply with ADA accessibility standards, and would also provide updated landscaping. In addition, the project would provide bicycle parking in accordance with the requirements of Section 231.20 of the City’s zoning code. The project would not conflict with any public transit or bicycle facilities. The project would provide affordable housing within a reasonable distance to the Golden West Transportation Center. Impacts would be less than significant.

VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (Source: 14)
-

Discussion: A biology survey report was prepared by RECON on July 8, 2015. A RECON biologist conducted a biological survey to determine the biological resources present on the project site. The project site contains disturbed land and is partially covered by nonnative vegetation such as Russian thistle (*Salsola tragus*), little mallow (*Malva parviflora*), Bermuda grass, and Mediterranean barley (*Hordeum marinum*). No healthy mature trees were observed on site. One common wildlife species was identified on-site—house finch (*Haemorrhous mexicanus frontalis*). No sensitive biological resources, including sensitive plants or wildlife, were identified during the biological resources survey. No sensitive plants or wildlife are anticipated to occur due to the high level of disturbance on site and the lack of contiguous open space near the project site. There would be no impact.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (Source: 14)
-

Discussion: See discussion under (a). There are no riparian areas or sensitive natural communities on-site or in the vicinity. There would be no impact on any riparian habitat or other sensitive natural community.

- 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? (Source: 14)
-

Discussion: There are no wetland areas on site; Bolsa Chica wetlands lie approximately 2 miles to the northwest. There would be no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Source: 14)
-

Discussion: As the project site is heavily disturbed, does not contain natural communities and is surrounded by existing development, there would be no impact on 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.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 14)
-

Discussion: The project site is in a developed urban area. The General Plan Environmental Resources Conservation Element does not identify any conservation plans for the project site or vicinity. There are no healthy mature trees on site. There would be no conflict with local policies or ordinances protecting biological resources.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1, 11)
-

Discussion: The project site is in a developed urban area. There would be no conflict with an approved local, regional, or state habitat conservation plan.

VIII. MINERAL RESOURCES. Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1, 15)
-

Discussion: The project site is an undeveloped parcel in an urban area and therefore is not suitable for mineral extraction. Available historical information does not show oil or gas development on the site. In addition, the City's General Plan does not designate the project site as a mineral resource recovery site. Due to the fact that the area surrounding the project site is already developed, and the proposed future development of the site, extraction of any potential mineral resources would not be feasible. There would be 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: 1)
-

Discussion: See response VIII(a).

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 1, 15)

Discussion: The project proposes developing a multi-family apartment building for residential use, which would not entail the routine transport, use, or disposal of hazardous materials. The multi-family apartment building would be constructed at grade and would not require subterranean parking resulting in excavation and transport of existing soil. No impact would occur.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 1, 15)

Discussion: Construction of the project would include the use of hazardous or flammable substances (i.e., vehicle fuels and oils) in the operation of construction equipment. Maintenance of construction vehicles could result in a release of oil, diesel fuel, transmission fluid, or other materials. Compliance with all state and local regulations would minimize risks associated with accidents which may release hazardous materials. Impacts would be less than significant.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources: 1, 4, 15)

Discussion: Joseph R. Perry Elementary School is within 0.25 mile of the project site. As described in the responses to IX (a) and (b), however, the project would not emit hazardous emissions or handle hazardous material, substances, or waste. Impacts would be less than significant.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 15)

Discussion: The Phase I Environmental Site Assessment prepared for the project notes that a potential for pesticide and heavy metal contamination at trace levels exists due to the existence of past agricultural activity (from before 1900 through approximately 1938) on the site and adjacent areas. Without documented evidence of pesticide use on the site, soil sampling for pesticides would not be warranted. Although a regulatory database search identified known and suspected contamination sites near the project site, none of these sites are anticipated to affect the environmental condition of the site. The Phase I Environmental Site Assessment concluded that there is no evidence of recognized environmental conditions in connection with the project site.

The project would be developed on a vacant parcel within the City's Methane Overlay District. There is no evidence of historical oil or gas development on the site. In accordance with the City's Specification 429, any future development of the site is subject to the Huntington Beach Fire Department's Methane District Building Permit Requirements. Impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 4)

Discussion: The nearest airports to the project site are John Wayne Airport, approximately 7 miles to the east in Orange County, and Long Beach Airport, approximately 7.5 miles to the north in Los Angeles County. Los Alamitos Army Airfield is approximately 7.5 miles to the northwest in Orange County. No other public or private airports are near the site. The project site is not in an airport influence area. Therefore, the project would not result in a safety hazard for people residing or working in the project area.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: 4)

Discussion: See discussion under IX(e).

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 1, 5)

Discussion: The project would be developed on a vacant lot and would consist of residential use. Delaware Street will remain open during construction and a traffic control plan would be required to be implemented during construction. Operation of the project would not impair implementation of an emergency response or evacuation plan, nor would it physically interfere. Impacts would be less than significant.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 1, 5)

Discussion: The project site is in a developed urban area surrounded by existing residential development. There are no wildlands in the vicinity and there would be no impact.

X. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 1, 16)

Discussion: The compatibility of the project with the future noise environment, which is dominated by vehicle traffic on Delaware Street, is evaluated against the City's noise and land use compatibility guidelines in the noise technical analysis prepared for the project. In addition to compatibility, the potential for off-site traffic noise impacts, noise impacts to adjacent receivers from future on-site sources, and noise impacts from construction activity is assessed.

Traffic Noise

Land use compatibility is regulated by the Noise Element of the General Plan. The U.S. Department of Housing and Urban Development (HUD) also provides noise criteria for noise sensitive land uses. These noise

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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compatibility levels were used in this analysis in addition to the City of Huntington Beach standards, because the project would receive federal funding.

As demonstrated in the noise technical analysis, exterior noise levels at the exterior use area are projected to be less than the City’s residential standard of 60 day-night average sound level (L_{dn}) and the HUD compatibility standard of 65 L_{dn} . Exterior noise impacts would be less than significant. Exterior noise levels at the façade of the building are projected to exceed 60 L_{dn} at the units on the western side of the building facing Delaware Street, which indicates that interior use areas have potential to exceed interior noise limits set by Title 24 of the California Code of Regulations considering standard building materials attenuate noise by 15 decibels (dB). As required by Title 24 of the California Code of Regulations, interior noise studies shall be prepared for these units demonstrating that interior noise levels due to exterior sources do not exceed 45 L_{dn} .

Additionally, as calculated, direct and cumulative traffic noise level increases due to the project would be less than 1 dB. Therefore, direct and cumulative off-site noise impacts associated with the project traffic would be less than significant.

On-site Generated Noise

Heating, ventilation, and air conditioning (HVAC) units with exterior fans or condensers mounted on roofs have the potential to produce noise in excess of Noise Ordinance limits. At this stage in design, specific HVAC units have not been identified. Thus, for purposes of the noise analysis, a 4-ton Carrier 38HDR HVAC unit was modeled on the roof above each multi-family unit. Noise levels were calculated at the adjacent residential property line receivers. As demonstrated in this analysis, HVAC noise levels would not exceed the residential daytime Noise Ordinance limit of 55 A-weighted average sound level [dB(A) L_{eq}] or the nighttime Noise Ordinance limit of 50 dB(A) L_{eq} at adjacent residential properties. Because the HVAC units would be roof-mounted, groundborne vibration would not be generated. On-site stationary noise impacts to adjacent residential properties would be less than significant.

Construction Noise

Noise associated with the demolition, grading, building, and paving for the project would potentially result in short-term impacts to surrounding properties. Construction activities would not include pile-driving or other activities that would generate groundborne vibration. Although the existing adjacent residences would be exposed to construction noise levels that would be heard above ambient conditions, the exposure would be short-term. Because construction activities would only occur between 7:00 AM and 8:00 PM on weekdays, no exceedance of the Noise Ordinance would occur. Construction noise impacts to adjacent properties would be less than significant.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Source: 16)

Discussion: See discussion under X(a). In addition, the project would not be near a railway or large construction project; no groundborne vibration would result. Impacts would be less than significant.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 16)

Discussion: See discussion under X(a).

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 16) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion: See discussion under X(a).

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The nearest airports to the project site are John Wayne Airport, approximately 7 miles to the east in Orange County, and Long Beach Airport, approximately 7.5 miles to the north in Los Angeles County. Los Alamitos Army Airfield is approximately 7.5 miles to the northwest in Orange County. No other public or private airports are near the site. The project site is not in an airport influence area. The project would not expose residents or workers to excessive noise levels. There would be no impact.

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| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: See discussion under X(e).

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

- | | | | | |
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| a) Fire protection? (Sources: 4, 17, 29) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Fire protection for the City is provided by the Huntington Beach Fire Department. The nearest Huntington Beach Fire Department station is Fire Station 1 – Gothard (18311 Gothard Street), which is approximately 1 mile from the project site. Station 1 has a command vehicle, paramedic engine company, and Advanced and Basic Life Support ambulance. According to the General Plan, the average emergency response time is 4 minutes and 59 seconds, which is within the standards for acceptable response times. The project would be accessible from Delaware Street and would not create a substantial change in the demand for services to the area. The project would not adversely impact fire response times such that new facilities would need to be constructed. No new fire facilities would be required; thus, no physical impacts associated with the construction of fire facilities would occur and impacts related to local fire protection services would be less than significant. Additionally, the Huntington Beach Fire Department has reviewed the 37-unit project and has stated that the proposed development has a “less than significant” impact on fire services.

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

b) Police Protection? (Sources: 4, 18)

Discussion: Police protection for the City’s residents is provided by the Huntington Beach Police Department at 2000 Main Street. The Police Department has reviewed the proposed development, and it has concluded that it will not impact acceptable service levels. The project would result in additional residential units that would result in an increase in the number of emergency service calls to the Police Department. However, the addition of 37 units in an existing developed area would not result in a measurable adverse effect on police response times due to the project’s infill location and the minimal increase in demand for police service that the proposed number of residences would generate. No new police facilities would be required to serve the development. Thus, no physical impacts associated with the construction of police facilities would occur and impacts would be less than significant.

c) Schools? (Sources: 1, 4, 19, 20, 21, 30, 31)

Discussion: The most likely public schools to serve the project site would be Joseph R. Perry Elementary School (0.25 mile), Ethel R. Dwyer Middle School (1.25 miles), and Huntington Beach High School (1.25 miles). These schools are within the Huntington Beach City School District (K-8) and the Huntington Beach Union High School District (9-12), which could potentially accommodate students generated by the project. Per correspondence (November 2015) with the school districts, the student generation rates used by the districts to predict the number of students generated by a project are 0.1421 and 0.2 student per housing unit for grades K-8 and 9-12, respectively. Using these rates for the proposed 37-unit multi-family development, it is predicted that there will be 5.25 elementary/middle school students and 7.4 high school students generated.

Because of the relatively small scale of and limited student population generated by this project, the development would not result in substantial demand for schools and would not create a need for new or expanded public school facilities. The project proponent would be required to pay applicable school fees at building permit issuance and are summarized in Table 8 below:

**TABLE 8
SCHOOL FEES**

Huntington Beach High School District			
Price per Square Foot		Square Feet.	Fee
\$3.26	Residential	29,250	\$95,355
\$0.54	Commercial	1,400	\$756.00
0	Parking	2,220	0

With payment of statutory school fees, adverse impacts to school facilities would be avoided and no new school facilities would be required to accommodate the project. Thus, no physical impacts associated with the construction of school facilities would occur and impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks? (Sources: 1, 4, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The City has a park standard of 5 acres per 1,000 people. Per the 2010 census, the City's population census is 190,963 people. Based on the City's standard and the 2010 population Census, the City's parkland goal is 954 acres. According to City staff, the current park and open space in the Park Inventory database is 1,062 acres. Therefore, the City currently meets its parkland goal.

The increase in population associated with proposed residential housing would result in an increase in demand for parkland and recreation services. The project would result in an increase in population of approximately 152 people, resulting in a future City population of approximately 191,115 and a future parkland demand of 955 acres. As the City currently has 1,062 acres, the City would continue to meet their parkland goal with the implementation of the proposed project. Based on the park standard calculation and the limited amount of park demand that a 37-unit apartment would generate, the project would not require construction or expansion of new park facilities. Thus, physical impacts associated with the construction of park facilities would not occur and impacts would be less than significant.

e) Other public facilities or governmental services? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project would add a 37-unit multi-family apartment building in an area designated for residential use. The proposed residential development is anticipated to result in an increase in demand for public facilities such as libraries and other City facilities. However, the proposed zoning and General Plan land use designations and density bonus request would only result in an increase of 22 units more than what is currently permitted, which is not a substantial increase in units or demand for services such that new facilities would need to be constructed. Therefore, no physical impacts associated with the construction of new facilities would occur. Thus, impacts would be less than significant.

XII. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 1, 4, 22)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Operational discharges from the project would be diverted to the sewer system, which would ultimately be treated at one of the wastewater treatment plants operated by the Orange County Sanitation District (OCSD). These OCSD treatment plants are required to comply with their associated Waste Discharge Requirements (WDRs). WDRs set the levels of pollutants allowable in water discharged from a facility. Compliance with any applicable WDRs, as monitored and enforced by the OCSD, would ensure that the project would not exceed applicable wastewater treatment requirements with respect to discharges to the sewer system. Impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 22, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Water Facilities

The Huntington Beach Water Department meets the majority of the City’s water demand with water supplied by groundwater wells. Additional water is supplied by the Metropolitan Water District from the Colorado River and state water projects. Water supply for the project site would be provided by the Huntington Beach Water Department. The water system includes four reservoirs with a combined capacity of 55 million gallons. Increased water supply demands may be met by the Metropolitan Water District through implementation of policies in the 2005 Water Master Plan.

The project would add 37 dwelling units at 140 gallons per day for each. The project would add approximately 1.9 million gallons per year to water demand in the City—an increase of less than 0.1 percent. This would not represent a substantial change in water demand. The project would connect to the existing 8-inch water line within Delaware Street in order to provide potable water, irrigation, and fire flow water demands. In addition, water reduction measures would be implemented as part of the project, which shall incorporate water conservation irrigation strategies in accordance with the Chapter 14.52 of the City’s Municipal Code. The project applicant would be required to pay any applicable connection fees as determined by the City’s Department of Public Works prior to obtaining building permits. Impacts would be less than significant.

Wastewater Facilities

For wastewater treatment, the project would connect to an existing eight-inch public sewer line. The existing sewer line is located along Delaware Street spanning from several hundred feet south of Ellis Avenue towards the south passing Garfield Avenue at an approximate gravity slope of 0.4 percent. The sewer system in this area is maintained by the City. According to Public Works Department and the Sewer Area Study (July 8, 2015, United Civil), no off-site sewer is required. To calculate the capacity of the existing pipe and the depth of the total discharge in the combined existing and proposed condition, a hydraulic program was used in the sewer system analysis. Based on the analysis, the sewer system analysis concluded that the existing sewer system has adequate capacity to service the project.

The OCSD provides regional wastewater collection, treatment, and disposal services for the City of Huntington Beach. OCSD has two operating facilities that treat wastewater from residential, commercial, and industrial sources in central and northwest Orange County. No existing capacity issues have been identified in the OCSD system, and OCSD has developed plans and commenced plant improvements anticipated to meet demands to the year 2050. Only laterals would be required for the project, no line extensions or off-site improvements would be necessary. The project applicant would be required to pay any applicable connection fees as determined by OCSD prior to obtaining building permits. Impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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| 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? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The site is currently undeveloped with no stormwater drainage facilities. As discussed in Section IV, the proposed drainage concept design is to capture onsite runoff from the site and convey it to the centralized infiltration/detention system. This system would dually act as a BMP to filter out stormwater pollutants and as a detention system so that the runoff from the developed site does not adversely impact the downstream storm drain system. The peak storm runoff would bypass this system and flow through the proposed parkway culvert to Delaware Street at the northwest corner of the project site. Development of these facilities is included the development footprint for this project and is analyzed throughout this MND. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 1, 25) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See response to XII(b). Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 1, 4, 6 19) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See responses to XII(a and b). Impacts would be less than significant.

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| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The nearest landfill to the project site is Frank R. Bowerman Landfill, which is approximately 17 miles to the east, between Irvine and Silverado. The City has a long term, exclusive franchise agreement with Rainbow Environmental Services for all residential and commercial trash collection services. The Rainbow transfer station is permitted to accept 4,000 tons per day. The Bowerman Landfill is approximately 725 acres with 534 acres permitted for refuse disposal and is scheduled to close in approximately 2053. The landfill is permitted to accept a daily maximum of 8,500 tons, and in 2012 it accepted over 1,447,000 tons of waste, a daily average of 4,716 tons. Therefore, sufficient landfill capacity is available to serve the project.

Although the project would generate a higher level of solid waste than the existing use of the site, compliance with the Chapter 8.21 of the City's Municipal Code and California Public Resources Code Sections 42649 through 42649.7 would ensure that neither short-term nor long-term project-level significant impacts would occur from grading, construction, and occupancy. Impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under XII(f). The project would comply with the Chapter 8.21 of the City's Municipal Code and California Public Resources Code Sections 42649 through 42649.7 in addition to other federal, state, and local statutes and regulations. Impacts would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Include a new or retrofitted stormwater treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 1, 6, 12)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The project would add a 37-unit multi-family apartment building in an area designated for residential use. Although the project includes a stormwater infiltration system (including vegetated swales, dry well, etc.), the project would not include large-scale constructed treatment wetlands. As previously described, development of these stormwater facilities is included the development footprint for this project and is analyzed throughout this MND. Impacts would be less than significant.

XIII. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista? (Sources: 1, 4, 5, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Although the City of Huntington Beach General Plan does not directly reference “scenic vistas,” it does list “visual assets” which include but are not limited to the Pacific Ocean, the Bolsa Chica Ecological Reserve, Huntington Beach Central Park, Huntington Harbour, or neighborhood parks. The proposed project is not located in the vicinity or pose to threaten the sight line of any of these assets. Therefore, implementation of the project would not obstruct or otherwise degrade existing off-site scenic vistas. Impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1, 4, 5, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The State of California Department of Transportation designates scenic highway corridors. The project site is not within or adjacent to a state scenic highway. No impact would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1, 4, 5, 25)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project site is currently undeveloped. Development of the project site would incrementally contribute to aesthetic changes in the area as well as existing development pattern in the area. The project design integrates a variety of massing and forms from different views in order to introduce variety at both the ground plane and skyline. The project would also replace the sidewalk along Delaware Street with new sidewalks and updated landscaping. Since the site is vacant, any construction will alter the existing visual environment of the site, and the change from an undeveloped to a developed condition may be viewed by some people as a negative impact. However, aesthetic impacts are somewhat subjective and others may view the development of a new building, new sidewalk, landscaping and open space as an aesthetic improvement from the undeveloped condition of the property. The attractive design with articulation and site planning with a large, open courtyard will contribute to and be consistent with the emergent pattern of development along Delaware Street. The project would not substantially degrade the existing visual character or quality of the site and its surroundings.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project request includes an additional story of development over permitted maximum of three stories. The request for a fourth story would be within the existing range (2 stories to 11 stories) of building heights in the area. A 3-story apartment building is adjacent to the north, and an 11-story office building (the Pacifica Center) is 700 feet to the north. Several 2-story apartment buildings are adjacent to the south and east (rear of the site), and a 2-story apartment is to the west across the street. Existing buildings on the block have some varied rooflines and articulated facades that front on Delaware Street. The project's front façade similarly has upper story setbacks, balconies and vertical variation to break up the massing. The exterior façade includes stone on the first level with steel windows, and stucco of different colors with tile roof sections on the upper levels. In terms of siting, large setbacks are on the north (34 feet) and east sides (83 feet), and provide buffers to adjacent residences. The lot coverage is 48.4 percent, which is similar to other buildings on the block. Therefore, impacts would be less than significant.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 4, 5)

Discussion: The project is a multi-family apartment building in an urban area designated for residential use and which is near existing residential, commercial and transportation uses. Although the project would include exterior and parking-area lighting—thus introducing a minimal new source of light to the area—the exterior lighting will be hooded to ensure that no light trespasses onto neighboring properties, and the project will be designed and constructed with no reflective glass or unpainted metal on fixtures or siding in order to prevent glare on adjacent residential and commercial properties. No lighting or glare will be produced that affect or diminish day or nighttime views. Impacts would be less than significant.

XIV. CULTURAL RESOURCES. Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 5, 24)

Discussion: The project site does not contain any structures. There are no National Register of Historic Places listed sites on or near the project property. There are also no California Register of Historic Resources or City Historical Resources Register sites on or adjacent to the project. Therefore there would be no impact to historic resources. The potential for impacting archaeological resources on this property is low due to prior development and disturbance. There would be no impact.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 5, 24, 32, 33)

Discussion: According to the South Central Coastal Information Center records search, no previously recorded cultural resources have been identified on or adjacent to the project site. No cultural materials were observed in the project area during the field survey. The potential for unknown significant subsurface historic or prehistoric archaeological resources to be present is considered low. No cemeteries, formal or informal, have been identified on-site or within the project vicinity. Per Assembly Bill 52 requirements, a request on behalf of the City was sent to the Native American Heritage Commission (NAHC) in order to identify areas of spiritually significant sacred sites, or traditional use areas in the proposed project vicinity. No Native American cultural resources were identified by the NAHC within the project area.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 1, 7, 25)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: According to the geotechnical report, project site soils consist of artificial fill material (to a depth of 2 feet) over Pleistocene-age marine terrace deposits (to depths in excess of 500 feet). Marine terrace deposits are soils that often contain vertebrate and invertebrate fossils. The chance of encountering invertebrate fossils would likely be high if the Marine terrace deposits were penetrated during construction activities. The project site is considered sensitive for paleontological resources, and impacts to paleontological resources from project-related ground-disturbing activities are therefore considered potentially significant.

Cultural Mitigation Measure 1 would ensure that if paleontological materials are encountered during site development, these materials would be identified, assessed as to significance, and, if necessary, appropriate action taken. Therefore, the project would not conflict with Objective HRC 1.1 of the City’s General Plan, which requires historically and archaeologically significant resources to be identified and protected in order to preserve sites, structures, and districts that have architectural, historical, and/or archaeological significance to the City.

MM-CULT 1. Should paleontological resources (i.e., fossil remains) be identified at a particular site during project construction, the construction foreman shall cease construction within 100 feet of the find until a qualified paleontological professional can provide an evaluation. Mitigation of resource impacts shall be implemented and funded by the project applicant and shall be conducted as follows:

1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high.
2. Assess effects on identified sites that would ensure that any buried resources are identified and if buried resources are unearthed, the project paleontologist would have the authority to redirect the earthwork in the vicinity of the find(s) if necessary and be able to examine the find(s) to determine their significance.
3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted and obtain recommendations for the appropriate treatment of these resources.
4. Comply with recommendations of the consulting paleontologist to address any significant adverse effects where determined by the City to be feasible.

In considering any suggested mitigation, a qualified paleontological professional shall provide recommendations as to whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 5, 20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See discussion under XIV(b).

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. RECREATION. Would the project:

- a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources: 1, 6)

Discussion: The project proposes the development of 37 new residential units—10 one-bedroom units, 15 two-bedroom units, and 12 three-bedroom units. The projected population of the project would be 152 new residents (assuming two residents for each one-bedroom unit, three residents for each two-bedroom unit, and four residents for each three-bedroom unit), which is less than 0.001 percent of the City’s population. There are three City parks within one mile of the project site. Residents of the project would benefit from the site’s proximity to the Green Park (approximately 0.5 mile to the northwest), McCallen Park (approximately 0.75 mile to the southeast), Baca Park (approximately 1 mile to the northwest), Huntington Central Park (approximately 1.25 miles to the northwest), and Discovery Well Park (approximately 1.25 miles to the southwest). In general, this demand for parks and recreation facilities would not generate a level of use that would be expected to result in substantial or accelerated physical deterioration. Each park has been designed to receive the potential users.

In addition, the project assumes an increase in population of approximately 152 people, or 0.76-acre of additional parkland based on the 5 acres to 1,000 people standard (refer to Section II, Population and Housing, and Section, Public Services, above for calculation details). Therefore the City parkland meets the potential population increase demands that the project would impose.

Substantial deterioration of existing neighborhood or regional parks would not occur or be substantially accelerated as a result of the project. The project is proposing to provide private and common recreation/open space areas in accordance with the requirements of the HB Subdivision and Zoning Ordinance. The courtyard includes a tot lot/playground equipment for children, a barbecue area with picnic tables, and a seating area surrounded by landscaping. A 931 square-foot community room is also provided at ground level. Impacts would be less than significant.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: 1, 6)

Discussion: The project would provide approximately 4,219 square feet of open space on the deck on the second level and 2,904 square feet of open space on the perimeter, for a total of 7,123 square feet of open space. The courtyard includes a tot lot/playground equipment for children, a barbecue area with picnic tables, and a seating area surrounded by landscaping. The large, central courtyard fulfills the City’s goal of keeping open space intact and usable, not fragmented, and it is shielded from noise and pollution of the street by virtue of its location in the middle of the building. A 931 square-foot community room is also provided at ground level. Private site amenities include a children’s playground and an outdoor barbecue area with seating. See also discussion under XV(a).

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Affect existing recreational opportunities? (Sources: 1, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: See discussion under XV(a).

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1, 8, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site and surrounding uses are generally urban in nature. The 2010 Orange County Important Farmland map identifies the site within an area designated “Urban and Built-Up Land.” Mapping is based on U.S. Department of Agriculture, Natural Resources Conservation Service (USDA NRCS) digital soil data and land use status. The project site is not in a 1-mile radius of designated Important Farmland. There would be no impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 8, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The City’s General Plan designates the project site for residential medium density (RM-15) uses. The proposed zoning (RH-35) and land use map amendments, as well as the proposed project would not result in the conversion of land zoned for agricultural use or conflict with a Williamson Act Contract. No impacts would occur.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Sources: 8, 26)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: See discussion under (a). The proposed development would not result in the conversion of land zoned for agricultural uses.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 27)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The CEQA Guidelines require Lead Agencies to adopt greenhouse gas (GHG) thresholds of significance. When adopting these thresholds, the amended Guidelines allow Lead Agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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While the City has not adopted its own GHG Thresholds of Significance for CEQA, the SCAQMD has proposed screening values for residential and commercial projects as follows:

- Residential: 3,500 metric tons (MT)/year carbon dioxide equivalent (CO₂E)
- Commercial: 1,400 MT/year CO₂E
- Mixed Use: 3,000 MT/year CO₂E

Though specific thresholds have not been adopted for residential and commercial development, SCAQMD encourages lead agencies to consistently use either the recommended numerical thresholds above or use a single numerical threshold for all non-industrial projects of 3,000 metric tons or more of carbon dioxide equivalent (MTCO₂E) per year. The GHG Analysis prepared for the project recommends thresholds in the absence of a locally adopted GHG reduction plan. Table 9 shows the GHG emissions by source for the project.

**TABLE 9
PROJECT GHG EMISSIONS
(MTCO₂E PER YEAR)**

Emission Source	Project GHG Emissions
Vehicles	442
Energy Use	58
Area Sources	1
Water Use	15
Solid Waste Disposal	9
Construction	9
Total	534

The project would result in total GHG emissions of 534 MTCO₂E per year, which is below the SCAQMD screening threshold. In addition, the project would not exceed the 900 MTCO₂E screening threshold recommended by the California Air Pollution Control Officers Association. Impacts would be less than significant.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 27)
-

Discussion: Based on the information discussed in Section XVII(a) above, the project would be consistent with the overall goal and strategies of local and state plans, policies, and regulation aimed at reducing GHG emissions from land development. There would be no impact.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1–27)
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: As discussed in Section VII – Biological Resources and under (a) and (b) in Section XIV – Cultural Resources, implementation of the project would not have the potential to substantially degrade the quality of the environment through habitat or species degradation or threaten significant biological or cultural resources. As discussed under (c) in Section XIV – Cultural Resources, impacts to paleontological resources would be less than significant with incorporation and adherence to **MM-CUL-1**.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1–27)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As discussed in Sections I – XVI, implementation of the project would not have significant cumulatively considerable impacts due to the small scale of development proposed for the project. In addition, the use of best management practices and compliance with standard City codes and policies would further reduce impacts, which would be less than significant overall.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1–27)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As discussed in Section I through XVI, implementation of the project would not have significant environmental effects on humans due to the small scale of development proposed for the project as well as implementation of project design features, standard conditions of approval. Impacts would be less than significant.

XIX. EARLIER ANALYSIS/SOURCE LIST.

Earlier documents prepared and utilized in this analysis, as well as sources of information are as follows:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm
4	Regional Location Map	See Figure 1
5	Project Location on Aerial Photograph	See Figure 2
6	Project Site Plan	See Figure 3
7	Geotechnical Investigation. (Geocon West, Inc., September 2014)	City of Huntington Beach Planning and Building Department, 2000 Main St., Huntington Beach
8	Web Soil Survey – Orange County. (U.S. Department of Agriculture, 2014)	http://websoilsurvey.nrcs.usda.gov/app/
9	Preliminary Water Quality Management Plan. (United Civil, Inc., 2014)	City of Huntington Beach Planning and Building Department, 2000 Main St., Huntington Beach
10	Hydrology and Hydraulic Report. (United Civil, Inc., 2014)	“
11	FEMA Flood Insurance Rate Map Panel 0261J (2009)	“
12	Air Quality Analysis. (RECON Environmental, Inc., July 2015)	“
13	Traffic Impact Analysis. (LLG Traffic Engineers., July 2015)	“
14	Biology Survey Report. (RECON Environmental, Inc., July 2015)	“
15	Phase I Environmental Site Assessment. (SCS Engineers, September 2014)	“
16	Noise Analysis. (RECON Environmental, Inc., July 2015)	“
17	City of Huntington Beach. Fire Department. Website	http://www.huntingtonbeachca.gov/government/departments/fire/

18	City of Huntington Beach. Police Department. Website	http://www.huntingtonbeachca.gov/government/departments/pd/
19	Huntington Beach City School District. 2014. 13-14 Perry Single Plan for Student Achievement.	http://huntington-ca.schoolloop.com/cms/page_view?d=x&piid=&vpid=1236521554765
20	Huntington Beach City School District. 2014. 13-14 Dwyer Single Plan for Student Achievement.	“
21	Huntington Beach Union High School District. 2014. School/Community Profile for Western Association of Schools and Colleges Accreditation.	http://hbhs.hbusd.edu/wp-content/uploads/2012/04/WASC-Chapter-1.1.pdf
22	Sewer Area Study. (United Civil, Inc., November 2014)	City of Huntington Beach Planning and Building Department, 2000 Main St., Huntington Beach
23	Economic and Demographic Library.(Southern California Association of Governments, 2014)	http://gisdata.scag.ca.gov/Pages/SocioEconomicLibrary.aspx?keyword=Forecasting
24	Cultural Resources Survey. (RECON Environmental, Inc., July 2015)	City of Huntington Beach Planning and Building Department, 2000 Main St., Huntington Beach
26	Orange County Important Farmland 2010 Map. (California Department of Conservation Farmland Mapping and Monitoring Program)	http://www.conservation.ca.gov/dlrp/fmmp/Pages/Orange.aspx
27	Greenhouse Gas Analysis. (RECON Environmental, Inc., July 2015)	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
28	City of Huntington Beach CEQA Procedure Handbook	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
29	Steve Eros, Fire Protection Analyst, Huntington Beach Fire Department, Personal Communication, November 2015	
30	Carrie Delgado, Assistant Superintendent, Huntington Beach Union High School District, Personal Communication, November 2015	
31	Dana Sauer, Administrative Services, Huntington Beach City School District, Personal Communication, November 2015	
32	Andrew Salas, Chairman, Gabrieleno Band of Mission Indians – Kizh Nation, personal Communication, December 2014	
33	Joyce Perry, Juaneno Band of Mission Indians - Acjachemen Nation, personal communication, December 2014.	

Exterior Colors:

- 1 Stucco 1: Frazee Bonaparte CL 2864M
- 2 Stucco 2: Frazee Blankie CL 2733M
- 3 Stucco 3: Frazee Arrowroot CL 2771W
- 4 Stucco 4: Frazee Tracing Paper CL 2862W
- 5 Stone Veneer: TBD
- 6 Metal Storefront: White, Factory Finish
- 7 Open Metal railings, Precision Coatings 2650 Silver Mist Flat canopies & accents
- 8 Flat Conc. TBD
- Tile Roofing

Notes:

- A. Handrails @ North & South Exterior Stairs have been revised to open railings.



Materials Palette

- Exterior Walls: 20/30 Sand Stucco, Integral Color, TBD
- Flat Roof: Energy Star White Top Coat Roof
- Railings: Perforated Aluminum
- Windows: Vinyl Windows, White
- Glass: Clear Low "E" Glazing
- Plinth Block & 1st Floor Cornice: Lime Plaster



WILLIAM HEZMALHALCH ARCHITECTS, INC. © 2016

November 20, 2016	AMCAL Multi-Housing, Inc.
	2082 Michelson Drive, Suite 306 Irvine, CA 92612 949.863.9408
2014177	

DELAWARE STREET APARTMENTS

18922 Delaware Street, Huntington Beach, CA

A.10 BUILDING ELEVATIONS

W
WILLIAM HEZMALHALCH
ARCHITECTS, INC.
2850 RED HILL AVENUE, SUITE 200, SANTA ANA, CA 92705-6540
949 250 0007 www.whezharchitects.com fax 949 250 1529

Attachment No. 2

Summary of Mitigation Measures

Description of Impact	Mitigation Measure
<p>Project site soils consist of artificial fill material (to a depth of 2 feet) over Pleistocene-age marine terrace deposits (to depths in excess of 500 feet). Marine terrace deposits are soils that often contain vertebrate and invertebrate fossils. The chance of encountering invertebrate fossils would likely be high if the Marine terrace deposits were penetrated during construction activities. The project site is considered sensitive for paleontological resources, and adverse impacts to paleontological resources from project-related ground-disturbing activities are therefore considered potentially significant.</p>	<p>MM- CULT 1. Should paleontological resources (i.e., fossil remains) be identified at a particular site during project construction, the construction foreman shall cease construction within 100 feet of the find until a qualified professional can provide an evaluation. Mitigation of resource impacts shall be implemented and funded by the project applicant and shall be conducted as follows:</p> <ol style="list-style-type: none"> 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high. 2. Assess effects on identified sites that would ensure that any buried resources are identified and if buried resources are unearthed, the project paleontologist would have the authority to redirect the earthwork in the vicinity of the find(s) if necessary and be able to examine the find(s) to determine their significance. 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted and obtain recommendations for the appropriate treatment of these resources. 4. Comply with recommendations of the consulting paleontologist to address any significant adverse effects where determined by the City to be feasible. <p>In considering any suggested mitigation, a qualified paleontologist professional shall provide recommendations as to whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>



HUNTINGTON BEACH BUILDING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: DECEMBER 08, 2015

PROJECT NAME: DELAWARE STREET RESIDENTIAL

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 14-171

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 14-003
ZONING MAP AMENDMENT NO. 14-003
CONDITIONAL USE PERMIT NO. 15-027
ENVIRONMENTAL ASSESSMENT NO. 14-007

DATE OF PLANS: NOVEMBER 20, 2015

PROJECT LOCATION: 18922 DELAWARE STREET (EAST SIDE OF DELAWARE STREET,
NORTH OF GARFIELD AVENUE)

PROJECT PLANNER: TESS NGUYEN, ASSOCIATE PLANNER

PLAN REVIEWER: KHOA DUONG, P.E

TELEPHONE/E-MAIL: (714) 872-6123 / KHOA@CSGENGR.COM

PROJECT DESCRIPTION: THE PROJECT CONSISTS OF THE FOLLOWING ENTITLEMENTS:

1. GENERAL PLAN AMENDMENT: TO AMEND THE EXISTING LAND USE ELEMENT DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY-MAX 15 DWELLING UNITS PER ACRE (RM-15) TO RESIDENTIAL HIGH DENSITY-MAX 35 DWELLING UNITS PER ACRE (RH-35);
2. ZONING MAP AMENDMENT: TO AMEND THE EXISTING ZONING DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY (RM) TO RESIDENTIAL HIGH DENSITY (RH);
3. CONDITIONAL USE PERMIT: A) TO PERMIT THE DEVELOPMENT OF A FOUR-STORY APARTMENT BUILDING CONSISTING OF 36 AFFORDABLE DWELLING UNITS AND 1 UNRESTRICTED INCOME UNIT AND 69 PARKING SPACES; B) TO DEVELOP ON A SITE WITH GRADE DIFFERENTIAL OF THREE FEET OR GREATER; C) TO REQUEST A DENSITY BONUS FOR THREE UNITS; AND D) TO REQUEST AFFORDABLE HOUSING DENSITY BONUS INCENTIVES FOR BUILDING HEIGHT, UNIT SIZES, AND PARKING; AND
4. ENVIRONMENTAL ASSESSMENT: TO ANALYZE THE POTENTIAL ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT AND LEGISLATIVE AMENDMENTS.

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of

approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

I. REQUIREMENT:

1. Development Impact Fees will be required for new construction.
2. Submit separate plans for all disciplines; Building 3 sets, MEP 2 sets each. Landscape plan is a separate submittal for irrigation and plants only. No accessory structures or flat work will be reviewed on the landscape plans. All site work for accessibility will be reviewed and inspected based on the approved architectural plans. All accessory and minor accessory structures including site MEP will be on separate permits.

II. CODE REQUIREMENTS BASED ON PLANS & DRAWINGS SUBMITTED:

1. Project shall comply with the current state building codes adopted by the city at the time of permit application submittal. Currently they are 2013 California Building Code (CBC), 2013 California Mechanical Code, 2013 California Plumbing Code, 2013 California Electrical Code, 2013 California Energy Code, 2013 California Green Building Standards Code, and the Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.
2. Building area analysis –
 - a. Provide complete building area analysis to show allowable building floor area vs. building floor area.
 - b. For yard increase, please use the restrictive allowable floor area for all floors based on the most restrictive building set back distances between building and property lines.
3. For mixed use and occupancy, please comply with Section 508 and 509 of 2013 CBC.
4. Parking garage –
 - a. Please provide opening analysis for required ventilation.
 - b. Please see Section 406 of CBC for specific code parameters in addition to those applicable sections found elsewhere in the code.
5. Exterior walls and openings in exterior wall must comply with Chapter 5 and 6 of 2013 CBC.
6. Egress plans –
 - a. Exterior exit stairways must comply with Section 1026. The location of exterior exit stairways must comply with Section 1026.6.
 - b. The separation between required exit stairways must be maintained to public way.
 - c. Please indicate on Site plan the exit paths of travel from the required exit stairways to the public way.
 - d. Identify on floor plans location of all fire rated corridors, stairway shafts, and extension of fire rated shafts.
 - e. All interior stairways shall be enclosed per Section 1022 of CBC.
7. Provide complete Site plan showing the accessible paths of travel from public sidewalk(s) the building entrances along with maximum slope of 5%; and cross slope of 2%.
 - a. All entrances on grade level must be accessible to disabled persons.
 - b. Provide accessible parking stall(s) per Chapter 11B of CBC.

8. All stairways and elevator must be accessible to disabled persons. Provide details and notes to show how they comply with Chapter 11B.
9. Provide compliance to disabled accessibility requirements of Chapter 11A and 11B of the 2013 CBC.
 - a. All residential units must be accessible to disabled persons. Provide details and notes to show how they comply with Chapter 11A.
 - b. Provide complete Site plan showing the accessible paths of travel from public sidewalk(s) the building entrances along with maximum slope of 5%; and cross slope of 2%.
 - c. Parking garage must be accessible to disabled persons.
10. Residential Unit –
 - a. Please check the required light and ventilation for all rooms and areas.
 - b. Provide emergency escape and rescue openings for all bedrooms per Section R310 of 2013 CRC. Also, please check the egress path of travel from interior court to the public way.
 - c. Please review kitchen layout plans to comply with Section 1133A.
 - d. Please review bathroom layout plans to comply with Section 1134A.
11. For elevators please see Section 708.14 and Chapter 30 of CBC.
 - a. Elevator enclosures shall comply with Section 708.
 - b. Provide elevator lobby per Section 708.14.
12. Review and provide compliance with Title 17 of the City of Huntington Beach Municipal Code, Building and Construction. This document can be found online on the city's website.
13. For projects that will include multiple licensed professions in multiple disciplines, i.e. Architect and professional engineers for specific disciplines, a Design Professional in Responsible Charge will be requested per the 2013 CBC, Section 107.3.4.
14. In addition to all of the code requirements of the 2013 California Green Building Standards Code, specifically address Construction Waste Management per Sections 4.408.2, 4.408.3, 4.408.4, 5.408.1.1, 5.408.1.2, and 5.408.1.3 and Building Maintenance and Operation, Section 5.410. Prior to the issuance of a building permit the permittee will be required to describe how they will comply with the sections described above. Prior to Building Final Approval, the city will require a Waste Diversion Report per Sections 4.408.5 and 5.408.1.4.
15. The City of Huntington Beach has adopted the 2013 California Green Building Standards Code Appendices for Electric Vehicle Charging. This adopted Code may be found in the Huntington Beach Municipal Code under; Chapter 17.06.030 Residential Electric Vehicle (EV) Charging and 17.06.040 Non-Residential Electrical Vehicle (EV) Charging

III. COMMENTS:

1. Planning and Building Department encourage the use of pre-submittal building plan check meetings.
2. Separate Building, Mechanical, Electrical and Plumbing Permits will be required for all exterior accessory elements of the project, including but not limited to: fireplaces, fountains, sculptures, light poles, walls and fences over 42" high, retaining walls over 2' high, detached trellises/patio covers, gas piping, water service, backflow anti-siphon, electrical, meter pedestals/electrical panels, swimming pools, storage racks for industrial/commercial projects. It will be the design

professional in charge, responsibility to coordinate and submit the documents for the work described above.

3. Provide on all plan submittals for building, mechanical, electrical and plumbing permits, the Conditions of Approval and Code Requirements that are associated with the project through the entitlement process. If there is a WQMP, it is required to be attached to the plumbing plans for plan check.



CITY OF HUNTINGTON BEACH

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JANUARY 28, 2016

PROJECT NAME: DELAWARE STREET RESIDENTIAL

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 14-171

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 14-003
ZONING MAP AMENDMENT NO. 14-003
CONDITIONAL USE PERMIT NO. 15-027
ENVIRONMENTAL ASSESSMENT NO. 14-007

DATE OF PLANS: NOVEMBER 20, 2015

PROJECT LOCATION: 18922 DELAWARE STREET (EAST SIDE OF DELAWARE STREET, NORTH OF GARFIELD AVENUE)

PROJECT PLANNER: TESS NGUYEN, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: (714) 374-1744/ tnguyen@surfcity-hb.org

PROJECT DESCRIPTION: THE PROJECT CONSISTS OF THE FOLLOWING ENTITLEMENTS:

1. GENERAL PLAN AMENDMENT: TO AMEND THE EXISTING LAND USE ELEMENT DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY-MAX 15 DWELLING UNITS PER ACRE (RM-15) TO RESIDENTIAL HIGH DENSITY-MAX 35 DWELLING UNITS PER ACRE (RH-35);
2. ZONING MAP AMENDMENT: TO AMEND THE EXISTING ZONING DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY (RM) TO RESIDENTIAL HIGH DENSITY (RH);
3. CONDITIONAL USE PERMIT: A) TO PERMIT THE DEVELOPMENT OF A FOUR-STORY APARTMENT BUILDING CONSISTING OF 36 AFFORDABLE DWELLING UNITS AND 1 UNRESTRICTED INCOME UNIT AND 69 PARKING SPACES; B) TO DEVELOP ON A SITE WITH GRADE DIFFERENTIAL OF THREE FEET OR GREATER; C) TO REQUEST A DENSITY BONUS FOR THREE UNITS; AND D) TO REQUEST AFFORDABLE HOUSING DENSITY BONUS INCENTIVES FOR BUILDING HEIGHT, UNIT SIZES, AND PARKING; AND
4. ENVIRONMENTAL ASSESSMENT: TO ANALYZE THE POTENTIAL ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT AND LEGISLATIVE AMENDMENTS.

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

CONDITIONAL USE PERMIT NO. 15-027:

1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design:
 - a. Parking lot striping shall comply with Chapter 231 of the Zoning and Subdivision Ordinance and Title 24, California Administrative Code. **(HBZSO Chapter 231)**
 - b. The site plan shall include all utility apparatus, such as but not limited to, backflow devices and Edison transformers. Utility meters shall be screened from view from public right-of-ways. Electric transformers in a required front or street side yard shall be enclosed in subsurface vaults. Backflow prevention devices shall be not be located in the front yard setback and shall be screened from view. **(HBZSO Section 230.76)**
 - c. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing proposed screening must be submitted for review and approval with the application for building permit(s). **(HBZSO Section 230.76)**
 - d. The site plan and elevations shall include the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and similar items. If located on a building, they shall be architecturally integrated with the design of the building, non-obtrusive, not interfere with sidewalk areas and comply with required setbacks. **(HBZSO Section 230.76)**
 - e. All parking area lighting shall be energy efficient and designed so as not to produce glare on adjacent residential properties. Security lighting shall be provided in areas accessible to the public during nighttime hours, and such lighting shall be on a time-clock or photo-sensor system. **(HBZSO 231.18.C)**
 - f. Bicycle parking facilities shall be provided in accordance with the provisions of HBZSO Section 231.20 – *Bicycle Parking*. **(HBZSO Section 231.20)**
2. Prior to issuance of grading permits, the following shall be completed:
 - a. At least 14 days prior to any grading activity, the applicant/developer shall provide notice in writing to property owners of record and tenants of properties within a 500-foot radius of the project site as noticed for the public hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning Division.
 - b. Blockwall/fencing plans (including a site plan, section drawings, and elevations depicting the height and material of all retaining walls, walls, and fences) consistent with the grading plan shall be submitted to and approved by the Community Development Department. Double walls should be avoided to the greatest extent feasible. Applicant shall coordinate with adjacent property owners and make reasonable attempts to construct one common property line wall. If coordination between property owners cannot be accomplished, the applicant shall construct a six foot tall wall located entirely within the subject property and with a two inch maximum separation from the property line. Prior to the construction of any new walls, a plan must be

submitted identifying the removal of any existing walls located on the subject property. Any removal of walls on private residential property and construction of new common walls shall include approval by property owners of adjacent properties. The plans shall identify materials, seep holes and drainage.

- c. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Community Development Department for review and approval. **(HBZSO Section 232.04)**
 - d. "Smart irrigation controllers" and/or other innovative means to reduce the quantity of runoff shall be installed. **(HBZSO Section 232.04.D)**
 - e. Standard landscape code requirements apply. **(HBZSO Chapter 232)**
 - f. All landscape planting, irrigation and maintenance shall comply with the City Arboricultural and Landscape Standards and Specifications. **(HBZSO Section 232.04.B)**
 - g. Landscaping plans should utilize native, drought-tolerant landscape materials where appropriate and feasible. **(HBZSO Section 232.06.A)**
 - h. A Consulting Arborist (approved by the City Landscape Architect) shall review the final landscape tree-planting plan and approve in writing the selection and locations proposed for new trees. Said Arborist signature shall be incorporated onto the Landscape Architect's plans and shall include the Arborist's name, certificate number and the Arborist's wet signature on the final plan. **(Resolution No. 4545)**
3. Prior to submittal for building permits, the following shall be completed:
- a. Zoning entitlement conditions of approval, code requirements identified herein and code requirements identified in separately transmitted memorandum from the Departments of Building, Fire and Public Works shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size for printed text shall be 12 point.
 - b. A minimum of 14 days prior to submittal for building permits, an application for address assignment, along with the corresponding application processing fee and applicable plans (as specified in the address assignment application form), shall be submitted to the Community Development Department. **(City Specification No. 409)**
4. Prior to issuance of building permits, the following shall be completed:
- a. A gated entryway (access control devices) plan shall be submitted to the Community Development Department. The gated entryway shall comply with Fire Department Standard No. 403. In addition, the gated entryway plan shall be reviewed by the United States Postal Service. Prior to the installation of any gates, such plan shall be reviewed and approved by the Community Development, Fire, and Public Works Departments. **(HBZSO Section 231.18.D.8)**
 - b. A Mitigation Monitoring Fee for the Mitigated Negative Declaration shall be paid to the Community Development Department pursuant to the fee schedule adopted by resolution of the City Council. **(City of Huntington Beach Community Development Department Fee Schedule)**
 - c. All new commercial and industrial development and all new residential development not covered by Chapter 254 of the Huntington Beach Zoning and Subdivision Ordinance, except for mobile

home parks, shall pay a park fee, pursuant to the provisions of HBZSO Section 230.20 – *Payment of Park Fee*. The fees shall be paid and calculated according to a schedule adopted by City Council resolution. **(City of Huntington Beach Community Development Department Fee Schedule)**

5. During demolition, grading, site development, and/or construction, the following shall be adhered to:
 - a. All Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**
6. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released for the first residential unit until the following has been completed:
 - a. All new residential development shall pay a park fee, pursuant to the provisions of HBZSO Section 254.08. The fees shall be paid and calculated according to a schedule adopted by City Council resolution. **(HBZSO Section 254.08)**
 - b. Signage shall be reviewed and approved under separate permits. **(HBZSO Chapter 233)**
 - c. Complete all improvements as shown on the approved grading, landscape and improvement plans. **(HBMC 17.05)**
 - d. All trees shall be maintained or planted in accordance to the requirements of Chapter 232. **(HBZSO Chapter 232)**
 - e. All landscape irrigation and planting installation shall be certified to be in conformance to the City approved landscape plans by the Landscape Architect of record in written form to the City Landscape Architect. **(HBZSO Section 232.04.D)**
 - f. The provisions of the Water Efficient Landscape Requirements shall be implemented. **(HBMC 14.52)**
7. The Development Services Departments (Community Development, Fire, and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Community Development may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18. **(HBZSO Section 241.18)**
8. Conditional Use Permit No. 15-027 shall not become effective until Zoning Map Amendment No. 14-003/General Plan Amendment No. 14-003 have been approved by the City Council, and is in effect. **(HBZSO Section 247.16)**
9. GPA No. 14-003/ ZMA No. 14-003/ EA No. 14-007/CUP No. 15-027 shall become null and void unless exercised within one year of the date of final approval, or as modified by condition of approval. An extension of time may be granted by the Director pursuant to a written request submitted to the Community Development Department a minimum 30 days prior to the expiration date. **(HBZSO Section 241.16.A)**

10. GPA No. 14-003/ ZMA No. 14-003/ EA No. 14-007/CUP No. 15-027 shall not become effective until the appeal period following the approval of the entitlement has elapsed. **((HBZSO Section 241.14)**
11. The Planning Commission reserves the right to revoke GPA No. 14-003/ ZMA No. 14-003/ EA No. 14-007/CUP No. 15-027 pursuant to a public hearing for revocation, if any violation of the conditions of approval, Huntington Beach Zoning and Subdivision Ordinance or Municipal Code occurs. **(HBZSO Section 241.16.D)**
12. The project shall comply with all applicable requirements of the Municipal Code, Community Development Department and Fire Department, as well as applicable local, State and Federal Fire Codes, Ordinances, and standards, except as noted herein. **(City Charter, Article V)**
13. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**
14. The applicant shall submit checks in the amount of \$2,210.25 (MND filing fee) and \$50.00 for the posting of the Notice of Determination at the County of Orange Clerk’s Office. The checks shall be made out to the County of Orange and submitted to the Community Development Department within two (2) days of the Planning Commission/City Council’s approval of entitlements. **(California Code Section 15094)**
15. All landscaping shall be maintained in a neat and clean manner, and in conformance with the HBZSO. Prior to removing or replacing any landscaped areas, check with the Departments of Community Development and Public Works for Code requirements. Substantial changes may require approval by the Planning Commission. **(HBZSO Section 232.04)**



CITY OF HUNTINGTON BEACH

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: DECEMBER 14, 2015

PROJECT NAME: DELAWARE STREET RESIDENTIAL

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 14-171

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 14-003
ZONING MAP AMENDMENT NO. 14-003
CONDITIONAL USE PERMIT NO. 15-027
ENVIRONMENTAL ASSESSMENT NO. 14-007

DATE OF PLANS: NOVEMBER 20, 2015

PROJECT LOCATION: 18922 DELAWARE STREET (EAST SIDE OF DELAWARE STREET, NORTH OF GARFIELD AVENUE)

PROJECT PLANNER: TESS NGUYEN, ASSOCIATE PLANNER

PLAN REVIEWER: STEVE EROS, FIRE PROTECTION ANALYST

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

PROJECT DESCRIPTION: THE PROJECT CONSISTS OF THE FOLLOWING ENTITLEMENTS:

1. GENERAL PLAN AMENDMENT: TO AMEND THE EXISTING LAND USE ELEMENT DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY-MAX 15 DWELLING UNITS PER ACRE (RM-15) TO RESIDENTIAL HIGH DENSITY-MAX 35 DWELLING UNITS PER ACRE (RH-35);
2. ZONING MAP AMENDMENT: TO AMEND THE EXISTING ZONING DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY (RM) TO RESIDENTIAL HIGH DENSITY (RH);
3. CONDITIONAL USE PERMIT: A) TO PERMIT THE DEVELOPMENT OF A FOUR-STORY APARTMENT BUILDING CONSISTING OF 36 AFFORDABLE DWELLING UNITS AND 1 UNRESTRICTED INCOME UNIT AND 69 PARKING SPACES; B) TO DEVELOP ON A SITE WITH GRADE DIFFERENTIAL OF THREE FEET OR GREATER; C) TO REQUEST A DENSITY BONUS FOR THREE UNITS; AND D) TO REQUEST AFFORDABLE HOUSING DENSITY BONUS INCENTIVES FOR BUILDING HEIGHT, UNIT SIZES, AND PARKING; AND
4. ENVIRONMENTAL ASSESSMENT: TO ANALYZE THE POTENTIAL ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT AND LEGISLATIVE AMENDMENTS.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated November 20, 2015. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. The review comments below are not to be construed as being all inclusive. **The project is required to comply with all of the adopted Building, Fire, and Municipal Codes in effect at the time of grading and building plan submittal for permit issuance.** If you have any questions regarding these requirements, please contact the Plan Reviewer- Fire: Steve Eros, Fire Protection Analyst.

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

Fire Master Plan

The Fire Master Plan shall be completed and approved prior to precise grading plan or building plan approval.

A separate Fire Master Plan is required for submittal to the HBFD. It shall be a site plan reflecting all the following fire department related items:

- Fire hydrant locations, public and private.
- FDC locations.
- Dimensions from FDC's to hydrants.
- DCDA locations.
- Fire sprinkler riser locations and location of system serving.
- Standpipe Hose Pull Dimensions / Fire Extinguisher Travel Distances
- FACP locations.
- Knox box and knox switch locations.
- Gate locations, and opticoms if required.
- Fire lane locations, dimensions, lengths, turning radii at corners and circles/cul-de-sacs.
- Fire lane signage and striping.
- Property dimensions or accurate scale.
- Building locations and heights.
- Building addresses and suite addresses. **(FD)**

Environmental

The following items shall be completed prior to rough or precise grading plan approval.

Environmental – Property is located within 175 feet from a known abandoned oil well, so the property will need to show compliance with City Specifications 429 and 431-92 prior to approval of the building plans or any grading plans.

Methane Mitigation Requirements. Due to the proposed location of construction, soil gas testing for methane gas *is* required. A methane sample plan shall be submitted to the fire department for review and approval, prior to the commencement of sampling.

If methane gas is discovered in the soil, the following City Specification would be applicable and the grading, building, and methane plans must reference that a sub-slab methane barrier and vent system will be installed per City Specification # 429, *Methane District Building Permit Requirements* prior to plan approval. Additional methane mitigation measures may be required by the fire department.

Methane safety measures per *City Specification # 429, Methane District Building Permit Requirements* shall be detailed on a separate sheet titled “METHANE PLAN” and two copies submitted to the Fire Department for review and approval. **(FD)**

City Specification # 431-92 Soil Clean-Up Standards testing is required.

Based on site characteristics, suspected soil contamination, proximity to a producing/abandoned oil well, or Phase I, II, or III Site Audit, soil testing conforming to City Specification # 431-92 Soil Clean-Up Standards is required.

All soils shall conform to City Specification # 431-92 Soil Clean-Up Standards prior to the issuance of a building permit. Building plans shall reference that “All soils shall conform to City Specification # 431-92 Soil Clean-Up Standards” in the plan notes.

Prior to the issuance of Grading or Building Permits, the following is required to demonstrate compliance with City Specifications # 429 and # 431-92:

- 1) ***Soil Sampling Work Plan:*** Render the services of a qualified environmental consultant to prepare and submit a soil sampling work plan to the HBFD for review and approval. Once the HBFD reviews and approves the submitted work plan, the sampling may commence.
Note: Soil shall not be exported to other City of Huntington Beach locations without first being demonstrated to comply with City Specification # 431-92 Soil Clean Up Standards. Also, any soil proposed for import to the site shall first be demonstrated to comply with City Specification # 431-92.
- 2) ***Soil Sampling Lab Results:*** Conduct the soil sampling in accordance with the HBFD approved work plan. After the sampling is conducted, the lab results (along with the Environmental Consultants summary report) for methane and # 431-92 testing shall be submitted to the HBFD for review.
- 3) ***Remediation Action Plan:*** If contamination is identified, provide a Fire Department approved Remediation Action Plan (RAP) based on requirements

found in Huntington Beach *City Specification #431-92, Soil Cleanup Standard.*

All soils shall conform to City Specification # 431-92 Soil Clean-Up Standards prior to the issuance of a grading or building permit. (FD)

Discovery of soil contamination/pipelines, etc., must be reported to the Fire Department immediately and an approved remedial work plan submitted. **(FD)**

Remediation Action Plan. If soil contamination is identified, the applicant must provide a Fire Department approved Remediation Action Plan (RAP) based on requirements found in Huntington Beach *City Specification #431-92, Soil Cleanup Standard.* Upon remediation action plan approval, a rough grading permit may be issued. **(FD)**

Imported Soil Plan. All imported soil shall meet *City Specification #431-92, Soil Cleanup Standards.* An "Imported Soil Work Plan" must be submitted to the Fire Department for review and approval prior to importing any soil from off site. Once approved, the soil source can be sampled per the approved work plan, then results sent to the HBFD for review. No rough grade will be approved prior to the actual soil source approval. Multiple soil sources required separate sampling as per the approved work plan, with no soil being imported until each source has been verified to meet the CS #431-92 requirements. **(FD)**

Fire Apparatus Access

The following items shall be completed prior to rough or precise grading plan approval.

Fire Access Roads shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access.* Driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). Minimum fire access road width is twenty-four feet (24') wide, with thirteen feet six inches (13' 6") vertical clearance. Fire access roads fronting commercial buildings shall be a minimum width of twenty-six feet (26') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

Note: The south side of the building does not comply with the 150 foot hose pull requirement stated in CFC 503.1.1. The HBFD is open to an alternate means to this code section if the proposed alternate is found equivalent to the intent of the code. The project proponent has suggested the use of standpipe connections at the podium level to accommodate the hose pull. This alternate means would need to be finalized prior to the building plans being approved.

Maximum Grade For Fire Apparatus Access Roads shall not exceed 10%. **(FD)**

No Parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 415 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

Fire Lanes, as determined by the Fire Department, shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties.* The site plan shall clearly identify all red fire lane curbs, both in location and length of run. The location of fire lane signs shall be depicted. No parking

shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. **(FD)**

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

Note: The proposed gate location diminished the fire department access lane to less than 24 feet. This does not comply with the Fire Department Access width requirements stated in Section 1.3 of City Specifications #403. Revise the plans to show that the automated gate will provide an unobstructed clear width of 24 feet.

Fire Suppression Systems

The following items shall be completed prior to issuance of a certificate of occupancy.

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

Fire Alarm System is required. A building fire alarm system is required. For Fire Department approval, shop drawings shall be submitted to the Fire Department as separate plans for permits and approval. For Fire Department approval, reference and demonstrate compliance with CFC Chapter 9 and NFPA 72 on the plans. A C-10 electrical contractor, certified in fire alarm systems, must certify the system is operational annually. **(FD)**

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

Separate plans (two sets) shall be submitted to the Fire Department for permits and approval.

Automatic fire sprinkler systems must be maintained operational at all times, with maintenance inspections performed quarterly and the system serviced every five years by a state licensed C-16 Fire Protection Contractor.

For Fire Department approval, reference that a fire sprinkler system will be installed in compliance with the California Fire Code, NFPA 13, and City Specification # 420 - *Automatic Fire Sprinkler Systems* in the plan notes.

NOTE: When buildings under construction are more than one (1) story in height and required to have automatic fire sprinklers, the fire sprinkler system shall be installed and operational to protect all floors lower than the floor currently under construction. Fire sprinkler systems for the current floor under construction shall be installed, in-service,

inspected and approved prior to beginning construction on the next floor above.

Exception: Buildings entirely of Type 1 or Type 2 construction. **(FD)**

Fire Department Connections (FDC) to the automatic fire sprinkler systems shall be located to the front of the building, at least 10 feet from and no farther than 100 feet of a properly rated fire hydrant. **(FD)**

Class 1 Standpipes (2 ½" NFH connections) are required at each stairway. The standpipe system in stairwells cannot protrude into, impede, or compromise the CBC "Exit Width" requirements. For Fire Department approval, reference and portray Class 1 standpipes at each stairway in the plan notes. **(FD)**

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

Fire Hydrants and Water Systems

The following items shall be completed prior to issuance of a certificate of occupancy.

Fire Hydrants are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrant and service mains shall meet NFPA 13 and 24, 2013 Edition, California Fire Code Appendix B and C, and City Specification # 407 Fire Hydrant Installation Standards requirements. Maximum allowed velocity of fire flow in supply piping is 12 fps. Plans shall be submitted to Public Works and approved by the Public Works and Fire Departments for connection to street main and DCDA. For Fire Department approval of all piping downstream of the DCDA and the private hydrant, submit a separate plan to the HBFD reflecting the fire hydrant location and meeting all requirements of the 2013 CFC, NFPA 13 and 24, and City Specification #407 Fire Hydrant Installation Standards. Reference this in the plan notes. **(FD)**

Private Fire Hydrants are required. City Specification #407 requires an onsite Fire Hydrants when portions of the building are further than 150 feet from an approved fire apparatus access road. Fire Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrants and service mains shall meet NFPA 13 and 24, 2013 Edition, Huntington Beach Fire Code Appendix B and C, and City Specification # 407 Fire Hydrant Installation Standards requirements. Private fire hydrants shall not be pressurized by Fire Department Connections to the sprinkler system. The system design shall ensure that recirculation of pressurized water from the hydrant, thru the FDC and back through the sprinkler system supply to the hydrant does not occur. Installation of the private fire service main, including fire department connections, shall meet NFPA 13 and 24, 2013 Edition requirements. Maximum allowed velocity of fire flow in supply piping is 12 fps. The maintenance of private fire hydrants is the responsibility of the owner or facility association. Shop drawings shall be submitted to and approved by the Fire Department. For Fire Department approval, portray the fire hydrants and reference compliance with City Specification #407 Fire Hydrant Installation Standards in the plan notes. **(FD)**

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

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

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

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

Fire Personnel Access

Main Secured Building Entries shall utilize a KNOX[®] Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings. Please contact the Huntington Beach Fire Department Administrative Office at (714) 536-5411 for information. Reference compliance with City Specification #403 - KNOX[®] Fire Department Access in the building plan notes. **(FD)**

Emergency Escape and Rescue openings shall be required per CBC and CFC Section 1029. Demonstrate compliance with these code sections on the plans. **(FD)**

Roof Access is required. At least one stair shall extend to the roof from grade level and have an exterior door available for fire fighter access. **(FD)**

Exterior doors and openings required by the CBC or CFC (see CFC Section 504.1 and 504.2) shall be maintained readily accessible for emergency access by the fire department. An approved access walkway leading from fire apparatus access roads to exterior openings shall be provided. **(FD)**

Fire Sprinkler System Controls access shall be provided, utilizing a KNOX[®] Fire Department Access Key Box, installed and in compliance with City Specification #403, Fire Access for

Pedestrian or Vehicular Security Gates & Buildings. The approximate location of the system controls shall be noted on the plans. Reference compliance in the plan notes. (FD)

Elevators shall be sized to accommodate an ambulance gurney. Minimum interior dimensions are 7 feet (84") wide by 4 feet 3 inches (51") deep. Minimum door opening dimensions are 3 feet 6 inches (42") wide right or left side opening. Center opening doors require a 4 feet 6 inches (54") width. For Fire Department approval, reference and demonstrate compliance on the building plans. (FD)

Addressing and Street Names

The following items shall be completed prior to issuance of a certificate of occupancy.

Structure or Building Address Assignments. The Planning Department shall review and make address assignments. The individual dwelling units shall be identified with numbers per City Specification # 409 Street Naming and Address Assignment Process. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process in the plan notes. (FD)

Residential (SFD) Address Numbers shall be installed to comply with City Specification #428, Premise Identification. Number sets are required on front of the structure in a contrasting color with the background and shall be a minimum of four inches (4") high with one and one half inch (1½") brush stroke. For Fire Department approval, reference compliance with City Specification #428, Premise Identification in the plan notes and portray the address location on the building. (FD)

Individual Units Addresses. Individual units shall be identified and numbered per City Specification # 409 Street Naming and Address Assignment Process through the Planning Department. Unit address numbers shall be a minimum of four inches (4") affixed to the units front door in a contrasting color. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process, in the plan notes and portray the address and unit number of the individual occupancy area. (FD)

GIS Mapping Information

The following items shall be completed prior to issuance of a certificate of occupancy.

- a. **GIS Mapping Information** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:
 - Site plot plan showing the building footprint.
 - Specify the type of use for the building
 - Location of electrical, gas, water, sprinkler system shut-offs.
 - Fire Sprinkler Connections (FDC) if any.
 - Knox Access locations for doors, gates, and vehicle access.
 - Street name and address.

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

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

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

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

Building Construction

The following items shall be completed prior to issuance of a certificate of occupancy.

Emergency Responder Radio Coverage is required throughout all portions of the structure(s) as per Chapter 5 of the CFC. A separate plan must be submitted to the HBFD for method of addressing this requirement. System must be tested, certified and then inspected once building construction is primarily complete but before the certificate of occupancy will be issued. **(FD)**

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

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

Gates and Barriers shall be able to open without the use of a key or any special knowledge or effort. Gates and barriers in a means of egress shall not be locked, chained, bolted, barred, latched or otherwise rendered unable to open at times when the building or area served by the means of egress is occupied, and shall swing in the direction of travel when required by the Building Code for exit doors. **(FD)**

Posting Of Room Occupancy is required. Any room having an occupant load of 50 or more where fixed seats are not installed, and which is used for assembly purposes, shall have the capacity of the room posted in a conspicuous place near the main exit per CFC Chapter 10. **(FD)**

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

Exit Ways and Aisles Plan is required for this project. HBFC section 408.2.1.Plans shall be submitted indicating the seating arrangement, location and width of exit ways and aisles for approval and an approved copy of the plan shall be kept on display on the premises. **(FD)**

Recreational or Decorative Fire Pits shall be fueled by domestic gas only and shall comply with the Huntington Beach Plumbing and Mechanical Codes and Huntington Beach Fire Department Guidelines for Recreational Fire Pits. **(FD)**

THE FOLLOWING CONDITIONS SHALL BE MAINTAINED DURING CONSTRUCTION:

- a. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with CFC Chapter 33, Fire Safety During Construction And Demolition. **(FD)**

OTHER:

- a. Discovery of additional soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards. **(FD)**
- b. Outside City Consultants The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party. **(FD)**

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

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

Crime Prevention Through Environmental Design



CITY OF HUNTINGTON BEACH POLICE DEPARTMENT

CPTED DEVELOPMENT REVIEW

DATE: December 13, 2015

PROJECT NAME: Delaware Street Apartments

ASSIGNED PLANNER: Tess Nguyen

REQUEST: To permit the development of a four-story apartment building consisting of 36 affordable dwelling units, and 69 parking spaces. Extremely low, very low, and low-income households.

LOCATION: 18922 Delaware Street (East side of Delaware Street, North side of Garfield)

PLAN REVIEWER: Jan Thomas

TELEPHONE/E-MAIL: (949) 290-1604/jckthomas@cox.net

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

Police have submitted comments regarding this project on December 15, 2014, February 4, 2015, August 3, 2015, October 12, 2015, and have spoken with Blake Hopkins, Project Manager for AMCAL, on January 6, 2015. In that conversation, many police concerns were resolved.

However, there are three additional comments:

1) This concern has not been addressed:

Looking at the south elevation, viewing north, as well as north elevation (driveway) viewing south: Rails or columns allowing visibility into the project, instead of the solid wall, would benefit safety in this area because people would be able to see into the project (first floor front doors, etc.) unimpeded by a solid wall.

2) Ensure there are no footholds (like electrical boxes, trash enclosures, or anything that can be climbed upon) along the wall that separates this project from surrounding projects (specifically the nursing home to the southeast).

3) Podium level perimeter common open space is adjacent to a residence. For safety reasons, and to avoid potential conflict with adjacent residents, clearly post hours in this area, and ensure it is lighted from dusk until dawn.

For reference, past comments listed below:

EXTERIOR RESIDENTIAL WALL

After numerous plan reviews, and a discussion with Blake Hopkins, Project Manager for AMCAL, most police concerns have been resolved. For example, visibility into the exterior stairwells is now possible due to the newly added rails. One additional comment is that viewing the South Elevation viewing north, and North Elevation (Driveway) Viewing South, rails, instead of a solid wall, would benefit this area as well.

PARKING

Concern:

Parking garage – Lack of visibility into vestibule leading to elevator.

Recommend:

Include a window in the door leading to the elevator waiting area so someone entering that area can see inside before entering.

Note:

- Paint interior of parking garage white to reflect light throughout the garage.
- Parking garage lighting should focus on areas vulnerable to crime and where people are. For example, crime is likely to occur between vehicles. Ensure that the light is placed and/or thrown between parked vehicles, and should be distributed evenly throughout the structure.
- Cameras should be installed throughout the structure.
- Signs should be posted throughout the structure and property stating surveillance cameras are present.

- Ensure that public safety radios can transmit properly in parking structure by installing a system to accommodate public safety.
- Eliminate the open area between the trash dumpster and the enclosure surrounding it. (The enclosure located between parking stalls 48 and 49.)
- Is natural light allowed as much as possible into the parking structure?

RECEPTION/OFFICE

Note:

The reception/office is in a good location to see people walking from the parking garage into the lobby area. Install a window (possibly two way mirror) facing the walkway that people use to come from the garage into the lobby. A window in the office facing the elevator waiting area would benefit as well.

CAMERAS

Note:

Install cameras in stairwells, and throughout all areas of the property, including parking, community areas, and laundry.

EXTERIOR VISIBILITY (STAIRWELL AND WALL)

Concern:

Regarding the south elevation viewing north: The exterior stairwell and wall blocks visibility into the stairs and property. Redesign to allow visibility into the stairwell and first floor of apartments.

North elevation viewing south (same as above)

ROOF

Install cameras and a motion sensor on the roof.

Are people allowed/encouraged on the roof? If not, alarm the door that exits onto the roof. Post signs stating rules for the roof.

BALCONIES

It appears that the balconies are wrought iron. Studies show that black wrought iron is associated with the perception of crime. Consider any balcony color other than black.

LAUNDRY

Install emergency exit hardware in the laundry room to allow for a quick escape in case of a crime or emergency in the laundry room.

Consider a window in the door leading to the laundry room, and a motion sensor light as well.

On January 6, 2015, Blake Hopkins, Project Manager for AMCAL, initiated a phone call regarding police concerns. He was receptive to and did address police concerns.

However, the north and south exterior stairwells still show a solid wall, thus not allowing visual access into the stairwell from the exterior. Previous comments recommended that these stairwells, "Use columns, wrought iron, or some transparent material to allow visibility into these stairwells." It appears this hasn't been addressed.

PRIOR POLICE COMMENTS (for reference):

COMMUNITY ROOM

Concern:

What are the uses, restrictions, and hours for the "on-site community room?"

Recommend:

These rules should be determined, posted, and enforced.

MANAGER'S UNIT

Concern:

The full-time on-site manager will reside in one of the units.

Recommend:

The manager's unit should be in a centralized location with visual access to as much of the property as possible.

GARAGE

Concern:

Garage visibility

Recommend:

The community room, office, and reception office all have walls that face the parking garage and/or entrance to the lobby from the garage. Place windows on walls facing the garage and areas like the lobby where people enter and exit the property. Exterior windows facing the garage should be made of break-resistant glass.

Concern:

Parking garage lighting

Recommend:

Ensure that parking garage lighting is placed or thrown between the vehicles, since this is where crime usually occurs in parking lots and garages.

Concern:

Surveillance in parking garage.

Recommend:

Install surveillance cameras in parking garage (and throughout the property). These cameras should be 24 hour recorded and files maintained for at least 30 days.

Note:

Do not mark parking spaces by apartment number (thus indicating if that resident is home).

STAIRWELLS

Concern:

South and north exterior stairwell elevations show that the stairwells are hidden from view by solid concrete walls.

Recommend:

Use columns, wrought iron, or some transparent material to allow visibility into these stairwells.

ACCESS CONTROL

Concern:

The stairs near the main entrance door (adjacent to the lobby) show an alternate entrance and exit to the building.

Recommend:

This door should be exit only.

Recommend:

Ideally, everyone should enter through the lobby.

LANDSCAPING

Concern:

Ability for people to hop over the wall into and from adjacent properties. There is a low planter wall shown along the east landscaping area. This can possibly be used as a foothold to get over the wall.

Recommend:

Remove this planter wall if it is within three feet of the perimeter wall.

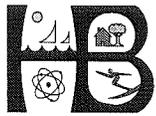
TERRITORIALITY

Concern:

Why is there a “Public courtyard plaza,” including a barbeque, on this semi-private residential property?

Recommend:

Change this “public courtyard plaza” to “resident open space,” to be used exclusively by residents and their guests. Is public necessary?



CITY OF HUNTINGTON BEACH

PUBLIC WORKS INTERDEPARTMENTAL COMMUNICATION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: DECEMBER 14, 2015

PROJECT NAME: DELAWARE STREET RESIDENTIAL

ENTITLEMENTS: GPA 14-003, ZMA 14-03, CUP 15-27, EA 14-07

PLNG APPLICATION NO: 2014-0171

DATE OF PLANS: NOVEMBER 20, 2015

PROJECT LOCATION: 18922 DELAWARE STREET

PROJECT PLANNER: ETHAN EDWARDS, ASSOCIATE PLANNER

PLAN REVIEWER: STEVE BOGART, SENIOR CIVIL ENGINEER *SB*

TELEPHONE/E-MAIL: 714-374-1692 / SBOGART@SURFCITY-HB.ORG

PROJECT DESCRIPTION: THE PROJECT CONSISTS OF THE FOLLOWING ENTITLEMENTS:

1. GENERAL PLAN AMENDMENT: TO AMEND THE EXISTING LAND USE ELEMENT DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY-MAX 15 DWELLING UNITS PER ACRE (RM-15) TO RESIDENTIAL HIGH DENSITY-MAX 35 DWELLING UNITS PER ACRE (RH-35);
2. ZONING MAP AMENDMENT: TO AMEND THE EXISTING ZONING DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY (RM) TO RESIDENTIAL HIGH DENSITY (RH);
3. CONDITIONAL USE PERMIT: A) TO PERMIT THE DEVELOPMENT OF A FOUR-STORY APARTMENT BUILDING CONSISTING OF 36 AFFORDABLE DWELLING UNITS AND 1 UNRESTRICTED INCOME UNIT AND 69 PARKING SPACES; B) TO DEVELOP ON A SITE WITH GRADE DIFFERENTIAL OF THREE FEET OR GREATER; C) TO REQUEST A DENSITY BONUS FOR THREE UNITS; AND D) TO REQUEST AFFORDABLE HOUSING DENSITY BONUS INCENTIVES FOR BUILDING HEIGHT, UNIT SIZES, AND PARKING; AND
4. ENVIRONMENTAL ASSESSMENT: TO ANALYZE THE POTENTIAL ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT AND LEGISLATIVE AMENDMENTS.

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

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

1. A Legal Description and Plat of the dedications to City to be prepared by a licensed surveyor or registered Civil Engineer authorized to practice land surveying and submitted to Public Works for review and approval. The dedication shall be recorded prior to issuance of a grading permit.
2. The following dedications to the City of Huntington Beach shall be shown on the Precise Grading Plan. (ZSO 230.084A)
 - a. A 10-foot right-of-way dedication for vehicular and pedestrian purposes, and public utilities along the Delaware Street frontage is required to provide a width of 40 feet from center line to property line. (ZSO 230.084)
3. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05/ZSO 230.84) The plans shall comply with Public Works plan preparation guidelines and include the following improvements on the plan:
 - a. Damaged sidewalk along the Delaware Street frontage shall be removed and replaced per Public Works Standard Plan Nos. 202 and 207. (ZSO 230.84)
 - b. The proposed driveway approach on Delaware Street shall be installed per Public Works Standard Plan No. 209. (ZSO 230.84)
 - c. The existing driveway approach on Delaware Street shall be removed and replaced with curb, gutter, sidewalk, and parkway per Public Works Standard Plan Nos. 202 and 207. (ZSO 230.84)
 - d. Installation of one streetlight on the project frontage per Public Works standards. (ZSO 230.84)
 - e. A new sewer lateral shall be installed connecting to the main in the street or alley. If the new sewer lateral is not constructed at the same location as the existing lateral, then the existing lateral shall be severed and capped at the main or chimney. (ZSO 230.84)
 - f. A new domestic water service and meter shall be installed per Water Division Standards, and sized to meet the minimum requirements set by the California Plumbing Code (CPC) and Uniform Fire Code (UFC). (ZSO 230.84) (MC 14.08.020)
 - g. A separate irrigation water service and meter shall be installed per Water Division Standards. (ZSO 232) (MC 14.52)
 - h. Separate backflow protection devices shall be installed per Water Division Standards for domestic, irrigation and fire water services, and shall be screened from view. (Resolution 5921 and State of California Administrative Code, Title 17)
 - i. The fire sprinkler system that is required by the Fire Department for the proposed development shall have a separate dedicated fire service line installed per Water Division Standards. (ZSO 230.84)
 - j. Any on-site fire hydrants that are required by the Fire Department to serve the proposed development shall become a private fire hydrant system served by private fire water services. These private fire water services shall be separated from the public water mains in Delaware Street by construction of a double check detector assembly. The double check detector assembly shall be constructed per the City of Huntington Beach Standard Plan No. 618, and shall be sized to provide adequate fire flow protection for the private on-site fire hydrant(s). The double check detector assembly shall be located within landscape planter area or other area and screened from view by landscaping or other method as approved by the Department of Public Works. The on-going maintenance of this private fire water service and private fire

hydrants shall be the responsibility of the development owner(s). (Resolution 5921, State of California Administrative Code, Title 17)

- k. The double check detector assembly shall be located within a landscape planter area or other area and screened from view by landscaping or other method as approved by the Department of Public Works. The on-going maintenance of this private water service and private fire hydrants shall be the responsibility of the development owner(s). (Resolution 5921, State of California Administrative Code, Title 17)
4. The developer shall submit for approval by the Fire Department and Water Division, a hydraulic water analyses to ensure that fire service connection from the point of connection to City water main to the backflow protection device satisfies Water Division standard requirements.
5. A Hydrology and Hydraulics Report shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. The Hydrology and Hydraulic Report shall include, but not be limited to facilities sizing, limits of attenuation, downstream impacts and other related design features. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analyses shows that the City's current drainage system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm water system to accommodate the impacts of the new development, at no cost to the City. (ZSO 230.84)
6. A sewer study shall be prepared and submitted to the Public Works Dept. for review and approval. A fourteen (14)-day or longer flow test data shall be included in the study. The location and number of monitoring test sites shall be determined by the Public Works Department. The sanitary sewer system shall be designed and constructed to serve the development, including any offsite improvements necessary to accommodate any increased flow associated with the project. (ZSO 230.84/MC 14.36.010)
7. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, the applicant shall demonstrate that coverage has been obtained under the Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ) [General Construction Permit] by providing a copy of the Notice of Intent (NOI) submitted to the State of California Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements shall be submitted to the Department of Public Works for review and acceptance. A copy of the current SWPPP shall be kept at the project site and another copy to be submitted to the City. (DAMP)
8. A Project Water Quality Management Plan (WQMP) conforming to the current Waste Discharge Requirements Permit for the County of Orange (Order No. R8-2009-0030) [MS4 Permit] prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and acceptance. The WQMP shall address Section XII of the MS4 Permit and all current surface water quality issues.
9. The project WQMP shall include the following:
 - a. Low Impact Development.
 - b. Discusses regional or watershed programs (if applicable).

- c. Addresses Site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - d. Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan. (DAMP)
 - e. Incorporates Treatment Control BMPs as defined in the DAMP.
 - f. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - g. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - h. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
 - i. Includes an Operations and Maintenance (O&M) Plan for all structural BMPs.
 - j. After incorporating plan check comments of Public Works, three final WQMPs (signed by the owner and the Registered Civil Engineer of record) shall be submitted to Public Works for acceptance. After acceptance, two copies of the final report shall be returned to applicant for the production of a single complete electronic copy of the accepted version of the WQMP on CD media that includes:
 - i. The 11" by 17" Site Plan in .TIFF format (400 by 400 dpi minimum).
 - ii. The remainder of the complete WQMP in .PDF format including the signed and stamped title sheet, owner's certification sheet, Inspection/Maintenance Responsibility sheet, appendices, attachments and all educational material.
 - k. The applicant shall return one CD media to Public Works for the project record file.
10. Indicate the type and location of Water Quality Treatment Control Best Management Practices (BMPs) on the Grading Plan consistent with the Project WQMP. The WQMP shall follow the City of Huntington Beach; Project Water Quality Management Plan Preparation Guidance Manual dated June 2006. The WQMP shall be submitted with the first submittal of the Grading Plan.
 11. A suitable location, as approved by the City, shall be depicted on the grading plan for the necessary trash enclosure(s). The area shall be paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, and screened or walled to prevent off-site transport of trash. The trash enclosure area shall be covered or roofed with a solid, impervious material. Connection of trash area drains into the storm drain system is prohibited. If feasible, the trash enclosure area shall be connected into the sanitary sewer. (DAMP)
 12. A detailed soils and geological/seismic analysis shall be prepared by a registered engineer. This analysis shall include on-site soil sampling and laboratory testing of materials to provide detailed recommendations for grading, over excavation, engineered fill, dewatering, settlement, protection of adjacent structures, chemical and fill properties, liquefaction, retaining walls, streets, and utilities. (MC 17.05.150)
 13. The applicant's grading/erosion control plan shall abide by the provisions of AQMD's Rule 403 as related to fugitive dust control. (AQMD Rule 403)
 14. The name and phone number of an on-site field supervisor hired by the developer shall be submitted to the Planning and Public Works Departments. In addition, clearly visible signs shall be posted on the perimeter of the site every 250 feet indicating who shall be contacted for information

regarding this development and any construction/grading-related concerns. This contact person shall be available immediately to address any concerns or issues raised by adjacent property owners during the construction activity. That person will be responsible for ensuring compliance with the conditions herein, specifically, grading activities, truck routes, construction hours, noise, etc. Signs shall include the applicant's contact number, regarding grading and construction activities, and "1-800-CUTSMOG" in the event there are concerns regarding fugitive dust and compliance with AQMD Rule No. 403.

15. The applicant shall notify all property owners and tenants within 300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.
16. The applicant shall prepare a Traffic Impact Analysis for the proposed project for review by the City.

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

17. An Encroachment Permit is required for all work within the City's right-of-way. (MC 12.38.010/MC 14.36.030)
18. The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material in excess of 5000 cubic yards is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works. (MC 17.05.210)
19. Water trucks will be utilized on the site and shall be available to be used throughout the day during site grading to keep the soil damp enough to prevent dust being raised by the operations. (California Stormwater BMP Handbook, Construction Wind Erosion WE-1)
20. All haul trucks shall arrive at the site no earlier than 8:00 a.m. or leave the site no later than 5:00 p.m., and shall be limited to Monday through Friday only. (MC 17.05)
21. Wet down the areas that are to be graded or that is being graded, in the late morning and after work is completed for the day. (WE-1/MC 17.05)
22. The construction disturbance area shall be kept as small as possible. (California Stormwater BMP Handbook, Construction Erosion Control EC-1) (DAMP)
23. All haul trucks shall be covered or have water applied to the exposed surface prior to leaving the site to prevent dust from impacting the surrounding areas. (DAMP)
24. Prior to leaving the site, all haul trucks shall be washed off on-site on a gravel surface to prevent dirt and dust from leaving the site and impacting public streets. (DAMP)
25. Comply with appropriate sections of AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. (AQMD Rule 403)
26. Wind barriers shall be installed along the perimeter of the site. (DAMP)
27. All construction materials, wastes, grading or demolition debris and stockpiles of soils, aggregates, soil amendments, etc. shall be properly covered, stored and secured to prevent transport into surface or ground waters by wind, rain, tracking, tidal erosion or dispersion. (DAMP)

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

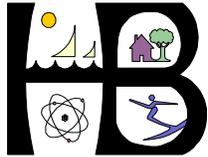
28. A Precise Grading Permit shall be issued. (MC 17.05)
29. A drainage fee for the subject development shall be paid at the rate applicable at the time of Building Permit issuance. The current rate of \$13,880 per gross acre is subject to periodic adjustments. This project consists of 1.137 gross acres (including its tributary area portions along the half street frontages) for a total required drainage fee of \$15,782. City records indicate the previous use on this property never paid this required fee. Per provisions of the City Municipal Code, this one-time fee shall be paid for all subdivisions or development of land. (MC 14.48)
30. The applicable Orange County Sanitation District Capital Facility Capacity Charge shall be paid to the City Department of Public Works. (Ordinance OCSD-40)

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

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

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

32. Complete all improvements as shown on the approved grading and improvement plans. (MC 17.05)
33. All new utilities shall be undergrounded. (MC 17.64)
34. All applicable Public Works fees shall be paid at the current rate unless otherwise stated, per the Public Works Fee Schedule adopted by the City Council and available on the city web site at http://www.surfcity-hb.org/files/users/public_works/fee_schedule.pdf. (ZSO 240.06/ZSO 250.16)
35. Traffic Impact Fees (TIF) for the residential project shall be paid prior to final occupancy at the rate applicable at that time. The current rate is \$1,563.46 per unit. (MC 17.65)
36. Prior to grading or building permit close-out and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
 - a. Demonstrate that all structural Best Management Practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate all drainage courses, pipes, gutters, basins, etc. are clean and properly constructed.
 - c. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
 - d. Demonstrate that an adequate number of copies of the approved Project WQMP are available for the future occupiers.



CITY OF HUNTINGTON BEACH

Interdepartmental Memo

TO: Ethan Edwards, Planning Dept.

FROM: Steve Bogart, Public Works Dept.

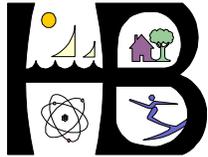
DATE: February 17, 2016

SUBJECT: **18922 Delaware Street (Delaware Street Residential)**
GPA 14-03, ZMA 14-03, CUP 15-27, EA 14-07

Ethan,

In addition to the project Codes and Conditions, Public Works has the following comments for your use:

1. The submitted revised traffic study dated November 6, 2015 is acceptable.
2. PW has no comments for the submitted revised parking study dated November 11, 2015.



CITY OF HUNTINGTON BEACH

Interdepartmental Memo

TO: Ethan Edwards, Planning Dept.

FROM: Bob Righetti, Public Works Dept., Water Division

DATE: February 17, 2016

SUBJECT: **18922 Delaware Street (Delaware Street Residential)**
GPA 14-03, ZMA 14-03, CUP 15-27, EA 14-07

Ethan,

In addition to the project Codes and Conditions, Public Works has the following comments for your use:

1. The alignment for the fire service on the north side of the project on the preliminary grading plan, sheet C-3, from the main line in Delaware needs to show a cut-in tee with 3 gate valves, and the service line going into the site should all be a straight line to the detector check with no horizontal bends. The alignment of the service shall not be in the driveway on the public side..