



September 25, 2009

Huntington Beach

DOWNTOWN SPECIFIC PLAN NO. 5

FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

SCN: 2008011124

VOLUME II - TEXT CHANGES AND RESPONSES TO COMMENTS ON THE DRAFT EIR



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Planning Department
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HUNTINGTON BEACH DOWNTOWN SPECIFIC PLAN NO. 5
PROGRAM ENVIRONMENTAL IMPACT REPORT

Volume I - Draft Environmental Impact Report and Appendices A through F

Volume II - Text Changes and Responses to Comments on the Draft EIR

9.	Introduction to Final EIR.....	9-1
9.1	CEQA Requirements.....	9-1
9.2	Public Review Process.....	9-1
9.3	Contents and Organization of the Final EIR.....	9-1
9.4	Use of the Final EIR.....	9-2
10.	Text Changes.....	10-1
10.1	Format of Text Changes.....	10-1
10.2	Text Changes.....	10-1
11.	Responses to Comments.....	11-1
11.1	Organization of the Responses to Comments.....	11-1
11.2	Comments on the Draft EIR.....	11-2
11.3	Responses to Comments on the Draft EIR.....	11-100
11.3.1	State Departments.....	11-100
11.3.2	Regional/Local Agencies.....	11-101
11.3.3	Organizations and Individuals.....	11-104
11.3.4	Oral Comments.....	11-137

Appendices

- Appendix G – Water Supply Assessment
- Appendix H – Gray Letter Attachment
- Appendix I – Reynolds Letter Attachment

List of Tables

Table 4.11.1	Huntington Beach Park and Open Space Inventory.....	10-6
Table 10.2.2	Project Trip Generation.....	10-10
Table 10.2.3	Downtown Roadway Consistency with MPAH.....	10-12
Table 10.2.4	Summary of Wastewater Generation.....	10-16
Table 11.1.1	Comment Letters Received During the Draft EIR Comment Period.....	11-1

9. Introduction to Final EIR

9.1 CEQA Requirements

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, which states that:

The Final EIR shall consist of

- The Draft EIR or a revision of the Draft
- Comments and recommendations received on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process
- Any other information added by the Lead Agency

The Lead Agency (the City of Huntington Beach) must also provide each public agency that commented on the Draft EIR with a copy of the City's response to those comments at least ten days before certifying the Final EIR. In addition, the City may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

9.2 Public Review Process

The Draft EIR for the proposed Huntington Beach Downtown Specific Plan Update (DTSP Update) was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period that began on July 20, 2009 and concluded on September 2, 2009. A public information meeting was held on August 13, 2009 to receive comments on the adequacy of the Draft EIR, at which time verbal comments were received. In addition, 21 written letters were received during the review period.

9.3 Contents and Organization of the Final EIR

This Final EIR is composed of two volumes. They are as follows:

Volume I Draft EIR and Technical Appendices—This volume describes the existing environmental conditions on the project site and in the vicinity of the project site, and analyzes potential impacts on those conditions due to the proposed project; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the project in combination

with other future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. Text revisions to the Draft EIR resulting from corrections of minor errors are identified in Volume II, as described below. Volume I also contains Technical Appendices A through F. No text changes were made to the Technical Appendices in preparation of the Final EIR.

Volume II Final EIR (Text Changes and Responses to Comments)—This volume contains an explanation of the format and content of the Final EIR; all text changes to the Draft EIR; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters received by the City of Huntington Beach on the proposed project; and the Lead Agency’s responses to these comments. The Draft EIR is incorporated by reference into the Final EIR.

9.4 Use of the Final EIR

Pursuant to Sections 15088(a) and 15088(b) of the CEQA Guidelines, the lead agency must evaluate comments on environmental issues received from persons who reviewed the Draft EIR and must prepare written responses. The Final EIR allows the public and the City of Huntington Beach an opportunity to review the response to comments, revisions to the Draft EIR, and other components of the EIR, such as the Mitigation Monitoring and Reporting Program (MMRP), prior to the City’s decision on the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project
- That the Final EIR reflects the Lead Agency’s independent judgment and analysis

Pursuant to Section 15091(a) of the CEQA Guidelines, if an EIR that has been certified for a project identifies one or more significant environmental effects, the lead agency must adopt “Findings of Fact.” For each significant impact, the lead agency must make one of the following findings:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring and Reporting Program.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes this Final EIR. As analyzed, the project would result in significant, unavoidable impacts in the areas of air quality, cultural resources, noise and public services. Therefore, the City of Huntington Beach would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

The certifications, Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. The Final EIR will be considered, and, in conjunction with making Findings, the City of Huntington Beach may decide whether or how to approve the proposed project.

10. Text Changes

10.1 Format of Text Changes

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 10.2 (Text Changes) below as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and use a single underline beneath inserted text. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR.

10.2 Text Changes

This section includes revisions to text, by Draft EIR Section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Draft EIR.

Page 1-1, Section 1.1 (Project Summary)

~~In addition to reconfiguring existing districts, the DTSP Update proposes to eliminate the Resource Production Overlay in the existing DTSP. The regulations of this Overlay facilitate continued oil recovery, but are primarily applicable to new facilities. The existing oil production facilities will continue to be subject to all applicable City and state regulations. Finally, The DTSP Update~~ proposes to add a Cultural Arts Overlay in the northern portion of the DTSP area north of 6th Street and south of Acacia Avenue within the reconfigured District 1 and a Neighborhood Overlay from 1st Street to the alley between 2nd Street and 3rd Street from Walnut Avenue to Orange Avenue.

Page 1-4, Section 1.8 (Environmental Process and Purpose of the EIR)

On November 6, 2008, the City issued a Notice of Preparation (NOP) and an Initial Study (IS) for a 30-day public review period in compliance with CEQA and the CEQA Guidelines for the proposed project. The NOP was provided by first-class mail to state agencies, surrounding cities, organizations, property owners within the DTSP area, and individuals who had expressed interest in the project. The NOP and the Initial Study, together with the comments received thereon, appear in Appendix A of this EIR. During the NOP 30-day public review period, the City held a public scoping meeting on November ~~22~~ 19, 2008. The public scoping meeting was held to provide project information, an overview of the CEQA process and opportunities for public input, and to solicit public comment regarding the proposed DTSP Update project.

Page 2-1, Section 2.2 (Brief Project Description)

The DTSP Update proposes to reconfigure 11 existing districts into 7 new districts with the intent to encourage and facilitate development opportunities within the DTSP area by revising development standards including increases in allowable densities, floor area ratios, and building heights for certain

districts. The DTSP Update also proposes to eliminate the Downtown Parking Master Plan and incorporate Design Guidelines to create a “one-stop” document that would guide development in the Downtown area. Additionally, the DTSP Update provides recommendations for streetscape improvements, public amenity requirements, circulation improvements, and mobility enhancements within the DTSP area. ~~In addition to reconfiguring existing districts, the DTSP Update proposes to eliminate the Resource Production Overlay in District 8 of the existing DTSP. The regulations of this Overlay facilitate continued oil recovery, but are primarily applicable to new facilities. The existing oil production facilities will continue to be subject to all applicable City and state regulations.~~ Finally, the DTSP Update proposes to add a Cultural Arts Overlay in the northern portion of the DTSP area, north of 6th Street and south of Acacia Avenue, within the reconfigured District 1 and a Neighborhood Overlay from 1st Street to the alley between 2nd Street and 3rd Street from Walnut Avenue to Orange Avenue.

Page 2-10, Section 2.5 (Executive Summary Matrix)

<p>Cultural Resources Impacts on historical resources are considered potentially significant since development may be proposed that could impact historical buildings and historical resources within the Downtown Specific Plan Update area. Development will be reviewed individually to determine potential impacts on historical resources. No archeological or paleontological resources were identified in a literature search covering the DTSP area. Human remains were discovered on the Pacific City site, and a mitigation measure is proposed to establish a protocol if human remains are discovered on other DTSP sites.</p> <p>Implementation of the mitigation measures would potentially lessen the impact from development on cultural resources by requiring professional expertise to weigh in on preservation or salvation of historical or cultural resources. However, because it is currently infeasible to determine if specific development proposals under the DTSP would result in demolition or removal of cultural resources, the DTSP Update's cumulative effects could be cumulatively considerable. Therefore, this would be considered a significant and unavoidable cumulative impact.</p>	<p>MM 4.3-3 During construction activities, if human remains are discovered, work shall be halted and the contractor shall contact the City's designated representative on the project and the Orange County Coroner until a determination can be made as to the likelihood of additional human remains in the area. <u>If the remains are thought to be Native American, the coroner shall notify the Native American Heritage Commission who will ensure that proper treatment and disposition of the remains occurs.</u></p> <p>MM 4.3-3 During construction activities, if human remains are discovered, work shall be halted and the contractor shall contact the City's designated representative on the project and the Orange County Coroner until a determination can be made as to the likelihood of additional human remains in the area.</p>
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Page 2-11, Section 2.5 (Executive Summary Matrix)

<p>Hydrology and Water Quality Construction of individual projects will most likely alter the existing drainage pattern of the sites and immediate area by providing impervious surface (e.g., buildings, concrete, asphalt). All on-site surface water will be conveyed to a drainage system that includes catch basin filters. With compliance with applicable measures of the Drainage Area Management Plan and City regulations and procedures, the project will not result in any significant substantial erosion or siltation on- or off-site. The proposed DTSP does not include any water wells and no on-site groundwater would be used.</p>	<p>MM 4.6-1 Prior to issuance of any grading or building permits and/or prior to recordation of any subdivision maps, the applicant of any new development or significant redevelopment projects shall submit to the Department of Public Works a Water Quality Management Plan (WQMP) emphasizing implementation of LID principles and addressing hydrologic conditions of concern. WQMPs shall be in compliance with the current California Regional Water Quality Control Board (RWQCB) Santa Ana Region, Waste Discharge Requirements permit, and all Federal, State and local regulations.</p>	<p>Less than significant with implementation of recommended mitigation measures.</p>
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Page 2-12, Section 2.5 (Executive Summary Matrix)

<p>Individual projects that may be constructed per the DTSP will result in short-term and long-term impacts to water quality. Short-term impacts will occur as a result of construction and project grading activities and are not considered significant. Long-term impacts will occur as a result</p>	<p>MM 4.6-1 Prior to issuance of any grading or building permits and/or prior to recordation of any subdivision maps, the applicant of any new development or significant redevelopment projects shall submit to the Department of Public Works a Water Quality Management Plan (WQMP) emphasizing implementation of LID principles and addressing hydrologic conditions of concern. WQMPs shall be in compliance with the current California</p>
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10 - Text Changes

<p>of increased usage of the site by <u>land use</u>, vehicles, and people. These impacts can be reduced by procedures that protect the quality of storm water runoff.</p>	<p>Regional Water Quality Control Board (RWQCB) Santa Ana Region, Waste Discharge Requirements permit, and all Federal, State and local regulations.</p>
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Page 2-17, Section 2.5 (Executive Summary Matrix)

<p>Utilities and Service Systems</p> <p>Water and Sewer Services</p> <p>Individual projects that may be developed within the DTSP area could require <u>alteration or extension of existing water and sewer service systems</u>. Therefore, potential significant impacts relative to this topic could occur as result of the implementation of individual projects per the proposed DTSP Update. Each project will need to be reviewed by the City to ensure that associated project impacts are reduced. Water usage will increase as a result of implementation of the development allowed under the proposed DTSP Update.</p>	<p>MM 4.13-1 To ensure that there are no adverse impacts associated with the future Downtown Specific Plan development projects during construction, Applicant/developer/ builder/contractor shall coordinate with utility and service organizations prior to the commencement of construction. <u>A separate water supply assessment will be required for individual projects at the time the project is submitted to the City. A separate water supply assessment will be required for individual projects at the time the project is submitted to the City.</u></p>	<p>Less than significant with implementation of recommended mitigation measure.</p>
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Page 2-18, Section 2.5 (Executive Summary Matrix)

<p>Natural Gas Services</p> <p>The project will require expansion of gas services to serve potential future individual developments projects in the DTSP area. No significant adverse impacts associated with providing gas service to the project are anticipated as a result of the proposed project.</p> <p>Solid Waste Services</p> <p>Individual project per the DTSP Update will be required to implement a recycling program pursuant to City code that will divert a substantial amount of solid waste from the landfill and continue to assist the City in meeting the California Integrated Water Management Board's (CIWMB) solid waste diversion goals. The project will comply with federal, state, and local statutes and regulations related to solid waste.</p> <p>Telephone/Cable/Internet</p> <p>No changes are proposed by the providers to the existing cable, internet and telephone service systems. No significant adverse</p>	<p>MM 4.13-3 All connections to existing potable water and sewer infrastructure shall be designed and constructed per the requirements and standards of the City of Huntington Beach Public Works Department. The points of connection for all applicable water and sewer lines will need to be identified and agreed to by the City Engineer of the City of Huntington Beach prior to the start of development and any project construction.</p> <p>MM 4.13-4 <u>MM 4.13.3</u> Each development project is required to implement separate water conservation measures that support major water conservation efforts. The following water saving technologies can be implemented on a project basis to comply with statewide water goals and water conservation measures that can further assist in meeting the 20% reduction goal.</p> <ul style="list-style-type: none"> • Waterless urinals should be specified in all public areas, including restaurants and commercial bathrooms. • Low-flush toilets should be installed in all new residential units and encouraged through rebates or other incentives in existing homes. • Low-flow shower heads and water faucets should be required in all 	
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<p>impacts associated with providing telephone/cable/internet service to the project are anticipated.</p> <p>Transit Services</p> <p>The project does not negatively impact the existing bus service lines and no additional facilities will be required as a result of the DTSP Update development. Therefore, no significant adverse impacts associated with providing public transit service to the project are anticipated.</p>	<ul style="list-style-type: none"> • new residential and commercial spaces and encouraged in existing developed properties. • Water efficient kitchen and laundry room appliances should be encourage through rebates for both residential and commercial units. • Landscaping should be completed with drought tolerant plants and native species. • Irrigation plans should use smart controllers and have separated irrigation meters. <p>MM 4.13-5 <u>MM 4.13.4</u> As individual development occurs within the Downtown Specific Plan area, additional hydraulic studies shall be performed to verify that water pipes will adequately support each specific project. <u>A sewer study shall be prepared for Public Works Department 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, not to exceed three, to be determined by the Public Works Department.</u></p> <p>MM 4.13-6 <u>MM 4.13.5</u> As individual development occurs within the Downtown Specific Plan Area, each development shall be required to pay for the development's fair share of infrastructure improvements to electrical systems per Southern California Edison requirements.</p>	
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Page 2-18, Section 2.5 (Executive Summary Matrix)

<p>Utilities and Service Systems</p> <p>Water and Sewer Services</p> <p>Individual projects that may be developed within the DTSP area could require extension of existing water and sewer Therefore, potential significant impacts relative to this topic could occur as result of the implementation of individual projects per the proposed DTSP Update. Each project will need to be reviewed by the City to ensure that associated project impacts are reduced. Water usage will increase as a result of implementation of the development allowed under the proposed DTSP Update.</p>	<p>MM 4.13-1 To ensure that there are no adverse impacts associated with the future Downtown Specific Plan development projects during construction, Applicant/developer/ builder/contractor shall coordinate with utility and service organizations prior to the commencement of construction. <u>A separate water supply assessment will be required for individual projects at the time the project is submitted to the City. A separate water supply assessment will be required for individual projects at the time the project is submitted to the City.</u></p>	
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Page 3-11, Section 3.3.2 (Net New Development Potential)

To determine the potential development opportunities of the DTSP, The Natelson Dale Group (TNDG) prepared a market study to identify long-range demand for various types of development in the DTSP area. The study addresses a ~~conservation~~ conservative and aggressive demand for new development in the DTSP area over the next 20 years. The feasibility of new development and redevelopment in the DTSP area was examined in three phases by TNDG. First, demand for different land uses was estimated based on unconstrained supplies of land. Second, practical limits on development/ redevelopment activity were examined. Third, TNDG prepared analyses of financial feasibility through a series of pro formas that included factors such as existing land values. Chapter 8 – Implementation of the proposed DTSP provides a complete overview of the market study.

Page 3-25, Section 3.3.3 (Book I)

Other major changes to the DTSP occur in the General Provisions section of Chapter 3, which includes development standards that are applicable to all districts. Major changes in this section include requirements for all development projects to incorporate sustainable/green building practices, provisions specific to mixed use projects, residential buffer requirements for projects adjacent to single-family residential uses, and revised parking requirements including the elimination of the Downtown Parking Master Plan concept and modified parking ratios for commercial uses in the expanded downtown core (District 1). ~~Other changes to the Downtown Specific Plan include the elimination of the Resource Production Overlay in District 8 of the existing DTSP. However, provisions for continued oil recovery remain in the General Provisions section of the proposed DTSP Update.~~

Page 3-26, Section 3.3.4 (Book II)

North of Orange Avenue, the Specific Plan Update ~~proposes to retain~~ recommends retaining the existing street width, parking, and sidewalk configuration on Main Street, with 12- to 14-foot travel lanes in each direction, on-street parking in the form of parallel or angled parking on both sides of the street, and existing sidewalk widths, for a total of 75 feet of streetscape between building frontages.

Page 3-36, Section 3.5 (Project Description)

- Create an environment that promotes increased revenues to support community services and transform the City's economy.
- Provide an established vision and create a land use plan for reuse of critical parcels so that the community investment and improvement can begin.
- Provide and implement a DTSP land use plan that promotes orderly and viable development and that also meets the needs of visitors (including tourism), residents and businesses.

10 - Text Changes

- Provide development standards and design guidelines that encourage development of underused parcels with a mix of uses and unique architecture that will complement existing uses in the DTSP.
- Provide adequate parking that is also ~~integrated~~ incorporated into the framework of pedestrian pathways within the downtown.
- Establish and maintain efficient on-site and off-site traffic circulation.
- ~~Provide quality design of the proposed buildings and landscape that complement the existing DTSP uses.~~
- Implement green and sustainable building practices, where appropriate and feasible.

Page 3-38, Section 3.7 (Cumulative Development)

Huntington Beach Wetlands Conservancy Restoration Plan	Restoration of degraded wetlands (130 acres) along the inland side of Pacific Coast Highway from the AES power plant east to Brookhurst Street.	The project is approved, with construction anticipated to begin in Fall 2008 <u>first phase completed.</u>
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Page 3-39, Section 3.7 (Cumulative Development)

Talbert Lake Water Quality Project	The Talbert Lake Diversion Project would divert up to 3 million gallons per day of urban runoff from the East Garden Grove Wintersburg Channel through pre-treatment devices, and into a 15-acre area in Central Park for treatment to remove pollutants, thereby significantly reducing pollutant loading to the coastal receiving waters.	An environmental assessment is currently underway <u>completed.</u>
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Page 4-1, Section 4 (Environmental Setting, Impacts and Mitigation Measures)

The following categories are anticipated to have less than significant impacts, and the Notice of Preparation for the project identified that these topics would not be addressed further: Agriculture, Biological Resources, ~~Hazards and Hazardous Materials~~, and Mineral Resources.

Page 4-3, Section 4.1 (Aesthetics)

The information and analysis presented in this section of the Draft Program EIR is based on the City's General Plan, the existing and proposed DTSP, documentation relative to projects located within the DTSP area boundary, and information obtained from field site visits. The public comments received in response to the public review of the Initial Study/Notice of Preparation (IS/NOP) were taken into considerations during the preparation of this EIR, and if relevant, have been addressed in this section or others within this EIR.

Page 4-21, Section 4.1 (Aesthetics)

Changes proposed in the DTSP Update do not result in impacts to views of the ocean, the pier, and the beach from Pacific Coast Highway. Views ~~of~~ along Pacific Coast Highway

would change as a result of increases in allowable density and building heights with the DTSP area. However, the area of Pacific Coast Highway that would likely result in the most significant alteration (due to an increase in allowable building heights from 35 feet to 55 feet) would be from 6th Street to 9th Street. Changes that could occur would be consistent with the existing development pattern along Pacific Coast Highway within the DTSP area, which includes large-scale commercial and hotel projects such as the Waterfront hotels, Pierside Pavilion, Ocean View Promenade, and The Strand. In addition, there are no scenic resources other than the Pacific Ocean, the beach, and the pier (which are not proposed to change) within the DTSP area located along Pacific Coast Highway. Therefore, less than significant impacts are anticipated. ~~Changes that could occur would be consistent with the existing development pattern along Pacific Coast Highway within the DTSP area, which includes large-scale commercial and hotel projects such as the Waterfront hotels, Pierside Pavilion, Ocean View Promenade, and The Strand.~~

Page 4-23, Section 4.1.5 (Level of Significance after Mitigation)

With implementation of ~~the proposed mitigation measures~~ identified code requirement, impacts to aesthetics will be reduced to a level of less than significant. The proposed project does not result in any adverse significant impacts to aesthetics.

Page 4-50, Section 4.2.4 (Mitigation Measures)

MM 10.2-1 The following measures, based on these sources, shall be implemented as applicable by the ~~property~~ project applicant to reduce criteria pollutant emissions from projects associated with the DTSP Update. Additionally, support and compliance with the AQMP for the basin are the most important measures to achieve this goal. The AQMP includes improvement of mass transit facilities and implementation of vehicular usage reduction programs. Additionally, energy conservation measures are included.

Page 4-52, Section 4.2.5 (Level of Significance after Mitigation)

The project meets the California per capita goals identified in AB 32. Therefore, the GHG report prepared for the project concluded that no mitigation measures are required since no impacts were identified. However, GHG emissions are a significant global, national, state, and local factor contributing to climate change. Therefore, the GHG report prepared by Mestre Greve Associates identified potential conditions of approval that could be required to reduce project GHG emissions, including but not limited to the list of potential measures and programs provided in Mitigation Measure MM 4.2-2 through 4.2-12 above. This mitigation measure is from CARB Staff Proposal's Potential Performance Standards and Measures.

Page 4-64, Section 4.3.3 (Impacts)

No such sites were identified by the cultural resources research undertaken by ARMC. Therefore, there are no direct or indirect impacts on a unique paleontological resource or site or a unique geological feature. The General Plan Environmental Hazards Element classifies the sedimentary deposits for the City of Huntington Beach as Quaternary deposits (Pleistocene Age and Holocene Age). The older deposits are termed older alluvium. The surface geology of the DTSP area consists of older alluvium (according to Figure EH-1). The DTSP area largely consists of previously disturbed area and it is not anticipated that paleontological resources would be uncovered in rock deposits during construction. However, Mitigation Measure MM 4.3-2 shall be incorporated into future development projects within the DTSP area to ensure that impacts to paleontological/geological resources would be less than significant.

Page 4-89, Section 4.6 (Hydrology and Water Quality)

The information and analysis provided in this section are based on the ~~Public Services and Public Facilities~~ Utilities Element and the Environmental Hazards...

The City receives water through ~~three~~ two primary agencies – the Metropolitan Water District of Southern California (Metropolitan); and the Municipal Water District of Orange County (MWDOC) ~~and the Orange County Water District (OCWD)~~. Metropolitan acquires water...

Page 4-90, Section 4.6 (Hydrology and Water Quality)

The project site is located in an area that is subject to compliance with the current Drainage Area Management Plan (DAMP), which is implemented by the County of Orange ~~County Flood Control District~~.

Page 4-93, Section 4.6 (Hydrology and Water Quality)

Non-point source pollutants are typically washed into the storm drain system by rainwater and other means from streets, parking areas, residential neighborhoods, commercial/retail centers and construction sites. ~~Since storm drains flow directly into the ocean without treatment, potential pollution can have an impact on water quality and wildlife.~~ Pump Stations direct low flows to the OCSD sewer system and the First Street storm drain at PCH is also directed to the OCSD sewer system.

Page 4-103, Section 4.6 (Hydrology and Water Quality)

MM 4.6-3: Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges ~~a~~ Associated with e Construction a Activity...

MM 4.6-4: Prior to the issuance of a building permit, the developer or applicant shall submit detailed Landscape ~~Architectural~~ plans prepared by a State Licensed Landscape Architect that shall include ~~an designed~~ irrigation system designed to ~~that~~ eliminates surface runoff...

Page 4-118, Section 4.7.3 (Land Use and Planning)

Therefore, future development within the DTSP area would not conflict with ~~Policy LU7.1.6~~ the above policies.

Page 4-125, Section 4.7.3 (Impacts)

Other major changes to the DTSP occur in the General Provisions section of Chapter 3. The General Provisions section includes development standards that are applicable to all districts. Major changes in this section include requirements for all development projects to incorporate sustainable/green building practices, provisions specific to mixed use projects, residential buffer requirements for projects adjacent to single-family residential uses and revised parking requirements including the elimination of the Downtown Parking Master Plan concept and modified parking ratios for commercial uses in the expanded downtown core (District 1). Other changes to the Downtown Specific Plan include elimination of the Resource Production Overlay in District 8 of the existing DTSP. However, provisions for continued oil recovery remain in the proposed DTSP Update.

Pages 4-165, Section 4.10.3 (Public Services) – this section is relocated to p. 4-164

With implementation of the proposed DTSP project, future individual development projects would require fire protection features to be included in the project design. In addition, modernization of equipment systems or devices may be required by the Huntington Beach Fire Department prior to any construction approval. Therefore, with compliance and implementation of fire protection requirements, potentially significant impacts can be reduced to ~~a less than significant level~~ an extent. Fire protection devices required under Building and Fire specifications and codes for new building projects would be required.

Page 4-167, Section 4.10.7 (Cumulative Impacts)

The cumulative impacts from the DTSP Update have been considered in the context of other projects anticipated within proximity to the DTSP area. This population increase will trigger the need for additional public services (e.g., fire and police), but the mitigation measures and code requirements reduce impacts from the proposed DTSP Update to a less than significant level with the exception of Fire.

Page 4-169, Section 4.11.1 (Environmental Setting)

The City contains ~~71~~ 70 parks encompassing ~~596~~ 594 acres. An additional ~~176~~ 158 acres of parkland is undeveloped. ~~These park facilities include 9 mini parks totaling about 4 acres, 49 neighborhood~~

10 - Text Changes

~~parcs totaling 170 acres, 11 community parks totaling 175 acres, and 3 regional parks encompassing 402 acres.~~ The DTSP area includes the 20-acre Blufftop Park along Pacific Coast Highway, the Municipal Pier, Pier Plaza, Rodgers Senior Center, Lake View Park and Manning Park. The Huntington City Beach area and portions of the state beach are also included in the DTSP project area and adjacent to it.

Table 4.11.1 Huntington Beach Park and Open Space Inventory

Huntington Beach Park and Open Space Inventory (8/09)

<i>Park Name</i>	<i>Park Type</i>	<i>Address/Location</i>	<i>Total Acreage</i>	<i>Improved Acreage</i>	<i>Unimproved Acreage</i>	
<u>Parks</u>						
<u>1</u>	<u>Arevalos Park</u>	<u>N</u>	<u>10441 Shalom Drive</u>	<u>2.62</u>	<u>2.62</u>	<u>0.00</u>
<u>2</u>	<u>Baca</u>	<u>C</u>	<u>7329 Sherwood</u>	<u>14.35</u>	<u>14.35</u>	<u>0.00</u>
<u>3</u>	<u>Bailey Park</u>	<u>M</u>	<u>6782 Morning Tide Drive</u>	<u>0.56</u>	<u>0.56</u>	<u>0.00</u>
<u>4</u>	<u>Bartlett Park</u>	<u>C</u>	<u>19822 Beach Blvd.</u>	<u>27.13</u>	<u>2.00</u>	<u>25.13</u>
<u>5</u>	<u>Bluff Top Park</u>	<u>R</u>	<u>2201 Pacific Coast Highway</u>	<u>19.70</u>	<u>19.70</u>	<u>0.00</u>
<u>6</u>	<u>Bolsa View Park</u>	<u>N</u>	<u>5653 Brighton Drive</u>	<u>2.70</u>	<u>2.70</u>	<u>0.00</u>
<u>7</u>	<u>Booster Park</u>	<u>M</u>	<u>16861 Baruna Lane</u>	<u>0.75</u>	<u>0.75</u>	<u>0.00</u>
<u>8</u>	<u>Burke Park</u>	<u>N</u>	<u>20701 Queens Park Lane</u>	<u>2.50</u>	<u>2.50</u>	<u>0.00</u>
<u>9</u>	<u>Bushard Park</u>	<u>N</u>	<u>9691 Warburton Drive</u>	<u>1.97</u>	<u>1.97</u>	<u>0.00</u>
<u>10</u>	<u>Chris Carr Park</u>	<u>C</u>	<u>16532 Springdale Street</u>	<u>11.21</u>	<u>11.21</u>	<u>0.00</u>
<u>11</u>	<u>Circle View Park</u>	<u>N</u>	<u>15720 Willet Lane</u>	<u>3.47</u>	<u>3.47</u>	<u>0.00</u>
<u>12</u>	<u>Clegg/Stacey Park</u>	<u>N</u>	<u>6311 Larchwood Drive</u>	<u>2.78</u>	<u>2.78</u>	<u>0.00</u>
<u>13</u>	<u>College View Park</u>	<u>N</u>	<u>16281 Redlands Lane</u>	<u>2.18</u>	<u>2.18</u>	<u>0.00</u>
<u>14</u>	<u>Conrad Park</u>	<u>N</u>	<u>3612 Aquarius Drive.</u>	<u>2.71</u>	<u>2.71</u>	<u>0.00</u>
<u>15</u>	<u>Davenport Beach</u>	<u>M</u>	<u>4031 Davenport Drive</u>	<u>0.45</u>	<u>0.45</u>	<u>0.00</u>
<u>16</u>	<u>Discovery Well Park</u>	<u>N</u>	<u>6720 Summit Drive</u>	<u>6.60</u>	<u>6.60</u>	<u>0.00</u>
<u>17</u>	<u>Drew Park</u>	<u>N</u>	<u>20252 Cape Cottage Lane</u>	<u>2.60</u>	<u>2.60</u>	<u>0.00</u>
<u>18</u>	<u>Eader Park</u>	<u>N</u>	<u>9281 Banning Avenue</u>	<u>2.68</u>	<u>2.68</u>	<u>0.00</u>
<u>19</u>	<u>Edison Community Park</u>	<u>C</u>	<u>21377 Magnolia Street</u>	<u>39.13</u>	<u>39.13</u>	<u>0.00</u>
<u>20</u>	<u>Farquhar Park</u>	<u>N</u>	<u>951 Main Street</u>	<u>2.95</u>	<u>2.95</u>	<u>0.00</u>
<u>21</u>	<u>Finley Park</u>	<u>M</u>	<u>6782 Evening Hill Drive</u>	<u>0.56</u>	<u>0.56</u>	<u>0.00</u>
<u>22</u>	<u>Franklin Park</u>	<u>N</u>	<u>5760 Sands Drive</u>	<u>1.97</u>	<u>1.97</u>	<u>0.00</u>
<u>23</u>	<u>French Park</u>	<u>M</u>	<u>3482 Venture Drive</u>	<u>0.33</u>	<u>0.33</u>	<u>0.00</u>
<u>24</u>	<u>Gibbs Park</u>	<u>N</u>	<u>16641 Graham Street</u>	<u>6.83</u>	<u>6.83</u>	<u>0.00</u>
<u>25</u>	<u>Gisler Park</u>	<u>C</u>	<u>21215 Strathmoor Lane</u>	<u>11.73</u>	<u>11.73</u>	<u>0.00</u>

Huntington Beach Park and Open Space Inventory (8/09)

	<i>Park Name</i>	<i>Park Type</i>	<i>Address/Location</i>	<i>Total Acreage</i>	<i>Improved Acreage</i>	<i>Unimproved Acreage</i>
26	<u>Glen View Park</u>	<u>N</u>	<u>6721 Glen Drive</u>	<u>2.94</u>	<u>2.94</u>	<u>0.00</u>
27	<u>Golden View Park</u>	<u>N</u>	<u>17201 Cobra Lane</u>	<u>2.40</u>	<u>2.40</u>	<u>0.00</u>
28	<u>Green Park</u>	<u>N</u>	<u>18751 Seagate Lane</u>	<u>4.01</u>	<u>4.01</u>	<u>0.00</u>
29	<u>Greer Park</u>	<u>C</u>	<u>6900 McFadden Avenue</u>	<u>11.08</u>	<u>11.08</u>	<u>0.00</u>
30	<u>Harbour View Park</u>	<u>N</u>	<u>16600 Saybrook Lane</u>	<u>3.44</u>	<u>3.44</u>	<u>0.00</u>
31	<u>Haven View Park</u>	<u>N</u>	<u>16041 Waikiki Lane</u>	<u>2.91</u>	<u>2.91</u>	<u>0.00</u>
32	<u>Hawes Park</u>	<u>N</u>	<u>9731 Verdant Drive</u>	<u>2.75</u>	<u>2.75</u>	<u>0.00</u>
33	<u>Helme Park</u>	<u>N</u>	<u>18591 Chapel Lane</u>	<u>2.00</u>	<u>2.00</u>	<u>0.00</u>
34	<u>Hope View Park</u>	<u>N</u>	<u>6731 Armada Drive</u>	<u>4.90</u>	<u>4.90</u>	<u>0.00</u>
35	<u>Humboldt Beach</u>	<u>M</u>	<u>4141 Humboldt Drive</u>	<u>0.45</u>	<u>0.45</u>	<u>0.00</u>
36	<u>Huntington Central Park</u>	<u>R</u>	<u>6741 Central Park Drive</u>	<u>346.33</u>	<u>266.00</u>	<u>80.33</u>
37	<u>Irby Park</u>	<u>N</u>	<u>6770 Ruth Drive</u>	<u>10.80</u>	<u>3.00</u>	<u>7.80</u>
38	<u>Lake Park</u>	<u>N</u>	<u>1035 11th Street</u>	<u>4.14</u>	<u>4.14</u>	<u>0.00</u>
39	<u>Lake View Park</u>	<u>N</u>	<u>17461 Zieder Lane</u>	<u>2.15</u>	<u>2.15</u>	<u>0.00</u>
40	<u>Lamb Park</u>	<u>N</u>	<u>10151 Yorktown Avenue</u>	<u>2.60</u>	<u>0.00</u>	<u>2.60</u>
41	<u>Lambert Park</u>	<u>N</u>	<u>18321 Newland Street</u>	<u>3.47</u>	<u>3.47</u>	<u>0.00</u>
42	<u>Langenbeck Park</u>	<u>C</u>	<u>8721 Suncoral Drive</u>	<u>17.02</u>	<u>17.02</u>	<u>0.00</u>
43	<u>Lark View Park</u>	<u>N</u>	<u>17141 Fraser Lane</u>	<u>2.74</u>	<u>2.74</u>	<u>0.00</u>
44	<u>LeBard Park</u>	<u>N</u>	<u>20461 Craimer Lane</u>	<u>4.99</u>	<u>4.99</u>	<u>0.00</u>
45	<u>Manning Park</u>	<u>N</u>	<u>307 Delaware Street</u>	<u>2.37</u>	<u>2.37</u>	<u>0.00</u>
46	<u>Marina Park</u>	<u>C</u>	<u>5562 Cross Drive</u>	<u>9.34</u>	<u>9.34</u>	<u>0.00</u>
47	<u>Marine View Park</u>	<u>N</u>	<u>17442 Frans Lane</u>	<u>2.64</u>	<u>2.64</u>	<u>0.00</u>
48	<u>McCallen Park</u>	<u>N</u>	<u>2309 Delaware Street</u>	<u>5.81</u>	<u>5.81</u>	<u>0.00</u>
49	<u>Moffett Park</u>	<u>N</u>	<u>20400 Meander Lane</u>	<u>2.38</u>	<u>2.38</u>	<u>0.00</u>
50	<u>Murdy Park</u>	<u>C</u>	<u>7000 Norma Drive</u>	<u>16.16</u>	<u>16.16</u>	<u>0.00</u>
51	<u>Newland Park</u>	<u>N</u>	<u>19702 Topeka Lane</u>	<u>3.61</u>	<u>3.61</u>	<u>0.00</u>
52	<u>Oak View Center Park</u>	<u>N</u>	<u>17261 Oak Lane</u>	<u>1.31</u>	<u>1.31</u>	<u>0.00</u>
53	<u>O.C. Reg. (Wieder)</u>	<u>R</u>	<u>19251 Seapoint Street</u>	<u>45.72</u>	<u>4.00</u>	<u>41.72</u>
54	<u>Pattinson Park</u>	<u>N</u>	<u>6200 Palm Avenue</u>	<u>3.51</u>	<u>3.51</u>	<u>0.00</u>
55	<u>Perry Park</u>	<u>N</u>	<u>8166 Deauville Drive</u>	<u>2.03</u>	<u>2.03</u>	<u>0.00</u>
56	<u>Pleasant View Park</u>	<u>N</u>	<u>16650 Landau Lane</u>	<u>2.20</u>	<u>2.20</u>	<u>0.00</u>

Huntington Beach Park and Open Space Inventory (8/09)

	<i>Park Name</i>	<i>Park Type</i>	<i>Address/Location</i>	<i>Total Acreage</i>	<i>Improved Acreage</i>	<i>Unimproved Acreage</i>
57	Prince Park	M	3382 Ventura Drive	0.22	0.22	0.00
58	Robinwood Park	N	5180 McFadden Avenue	1.44	1.44	0.00
59	Schroeder Park	N	6231 Cornell Drive	2.48	2.48	0.00
60	Seabridge Park	N	16252 Countess Drive	3.70	3.70	0.00
61	Seeley Park	N	8711 Surfcrest Drive	3.37	3.37	0.00
62	Sowers Park	N	9272 Indianapolis Street	2.38	2.38	0.00
63	Sun View Park	N	16192 Sher Lane	2.45	2.45	0.00
64	Talbert Park	N	19222 Magnolia Street	5.67	5.67	0.00
65	Tarbox Park	M	16601 Wellington Circle	0.44	0.44	0.00
66	Terry Park	N	7701 Taylor Drive	5.44	5.44	0.00
67	Trinidad	M	3601 Sagamore Drive	0.75	0.75	0.00
68	Wardlow Park	N	19761 Magnolia Street	8.30	8.30	0.00
69	Wieder Park	N	16662 Lynn Street	4.81	4.81	0.00
70	Worthy Community Park	C	1831 17 th Street	11.84	11.84	0.00
<i>Subtotal of Parks</i>				<u>751.95</u>	<u>594.37</u>	<u>157.58</u>
Beaches						
71	City Owned	R	Beach Blvd. to Main St.	60.20		
72	City Leased		Main St. N to Seapoint Ave.	96.90		
<i>Subtotal of Beaches</i>				<u>150.82</u>		
Special Facilities						
73	Meadowlark Golf Course	S	16782 Graham St.	98.00		
<i>Subtotal of Golf Course</i>				<u>98.00</u>		
<i>Total of all Parks and Open Space</i>				<u>1007.05</u>		

Source: City of Huntington Beach Community Services Department, August 2009.

Page 4-170, Section 4.11.3 (Impacts)

The City has set its park standard at 5 acres per 1,000 people. The City’s current population is 202,250 people, according to the U.S. Census. The City currently has ~~1,001.16~~ 1,007.05 acres of parkland/park space. When measured against its population, the City is approximately ~~40~~ 4.2 acres short of the established standard for parkland/park space. The proposed DTSP Update project requires 7.8 acres of additional parkland/park space to be added to the overall city parkland inventory. The addition of these parks will bring the City within approximately ~~40~~ 4.2 acres of the City’s overall parkland/park space goal based on citywide population projections through 2030. The City Beach, which is included in the parks inventory, is in the DTSP area and provides

recreational/park opportunities for the hotels and visitor-serving commercial uses as well as residents in the downtown area. The City is examining additional options for expanding park space within the City, including utilizing former school sites for the development of future parkland. The City has met park requirements within the DTSP but cumulatively will not meet the standard citywide. New developments are required to comply with Code requirements for dedication of land or in-lieu fees to offset impacts to less than significant.

Page 4-177, Section 4.12 (Transportation and Parking)

Lake Street/3rd Street is a northeast-southwest roadway starting as Lake Street at Yorktown Avenue, changing to 3rd Street at Orange Avenue, and ending at Walnut Street. Lake Street is a two-lane roadway ~~with a painted median~~ and parking and bike lanes on both sides of the street between Yorktown Avenue and 6th Street.

Page 4-181, Section 4.12 (Transportation and Parking)

OCTA Route 173 operates between the City of Costa Mesa and the City of Huntington Beach. Route 173 starts at the South Coast Plaza Area in Costa Mesa, works its way south, passing the Orange County Fairgrounds via Fair Drive, and continues through Costa Mesa via Orange Avenue, and Newport Boulevard to access Victoria Street. Route 173 then heads westbound on Victoria Street into Huntington Beach where Victoria Street becomes Hamilton Avenue. It continues through Huntington Beach and turns around at Pacific Coast Highway and 1st Street. Route 173 operates Monday through Friday from 5:30 AM to 8:15 PM on mid-size or small buses with 45-minute headways throughout the day. No weekend service is provided.

Page 4-183, Section 4.12 (Transportation and Parking)

The public parking supply includes all on-street spaces, City-owned off-street parking facilities, privately owned off-street parking facilities that are available to the general public, and privately owned off-street parking lots that are available for use only by the employees and customers of some businesses. There are currently ~~1,875~~ 2700 parking spaces located within the ~~DTSP area and~~ 397 spaces downtown ~~downtown area~~. Of the total, 760 spaces are located on streets and ~~1,512~~ 1940 are located in off-street facilities. Analysis of the current parking demand did not include off-street parking spaces reserved for residential uses.

Page 4-186, Section 4.12 (Transportation and Parking)

Four existing parking structures are located downtown, and all are pay facilities available to the general public. All other off-street parking is privately-owned, with use generally restricted to the patrons of those businesses. A detailed analysis of existing parking conditions, as well as strategies and action items to address existing parking issues, is provided in Appendix D (Downtown Huntington Beach ~~Parking Master Plan Study~~ Revised Parking Study, dated ~~March~~ August 2009) of the Specific Plan.

~~Parking in the downtown area is seasonal in nature, with significant fluctuations throughout the day, week, and year influenced heavily by beach goers. The current parking supply generally accommodates the typical demand on weekdays and weekends during the non-peak seasons. The demand increases with at capacity or over capacity conditions occurring during peak summer days, particularly on weekends. The parking demand exceeds the supply on summer holidays and special event days. The demand for parking in the Downtown area varies greatly during different times of the day, and different times of the year. The variable demand is most associated with summer beach activities, special events with regional and national draw, and holidays. During these times, parking is in high demand, spaces are harder to find, traffic congestion increases while people look for parking, and some of the adjacent neighborhood streets are compromised. During the other times – approximately 70% of the time – there is available parking throughout the downtown in different locations. How many parking spaces are available is heavily influenced by how many people go to the beach and use their vehicles to drive there.~~

Page 4-187, Section 4.12 (Transportation and Parking)

In accordance with the General Plan, LOS D is the acceptable Level of Service for peak hour operation at city signalized intersections. No criteria exists for city unsignalized intersections.

For signalized intersections that are designated as part of the Congestion Management Program (CMP) Highway System, the acceptable Level of Service is LOS E.

- Intersections: If the signalized intersection in question exceeds the acceptable LOS and the impact of the development results in a v/c impact of 0.01 or more, the impact is considered to be significant. Project mitigation is typically required to achieve a v/c ratio of 0.90 or baseline, if baseline is greater than 0.90.

Page 4-193-4-194, Section 4.12 (Transportation and Parking)

Table 10.2.2 Project Trip Generation								
Land Use	Quantity	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
820 - Retail / Restaurant	305,799 sq.ft.	13,131	192	123	315	396	429	826
Internal Capture (20%/20%/19%)		(2,626)	(38)	(25)	(63)	(75)	(82)	(157)
Mode Shift (15%)		(1,970)	(29)	(18)	(47)	(59)	(64)	(124)
710 - General Office	92,784 sq.ft.	1,022	127	17	144	24	115	138
Internal Capture (15%/15%/13%)		(153)	(19)	(3)	(22)	(3)	(15)	(18)
Mode Shift (15%)		(153)	(19)	(3)	(22)	(4)	(17)	(21)
310 - Hotel	235 rooms	1,920	80	51	132	73	65	139
Internal Capture (28%/28%/42%)		(538)	(22)	(14)	(37)	(31)	(27)	(58)
Mode Shift (15%)		(288)	(12)	(8)	(20)	(11)	(10)	(21)
230 - Residential Condo/Townhome	648 dwelling units	3,797	48	237	285	226	111	337
Internal Capture (20%/20%/27%)		(759)	(10)	(47)	(57)	(61)	(30)	(91)
Mode Shift (15%)		(570)	(7)	(35)	(43)	(34)	(17)	(51)

**Table 10.2.2
Project Trip Generation**

Land Use	Quantity	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Cultural Arts Center: Live Theater	150 seats	264	0	0	0	2	2	3
Cultural Arts Center: Museum	30,000 sq.ft.	320	0	0	0	8	15	23
TOTAL TRIP GENERATION		20,454	447	428	876	729	737	1,465
NET TRAFFIC GENERATION		13,397	291	275	566	451	475	925

Source: Institute of Transportation Engineers (ITE) Trip Generation (7th Edition)

ADT = Average Daily Traffic

(xx%/yy%/zz%) = (Daily/AM Peak/PM Peak)

The Total column shows the sum of the In and Out values, expressed in whole numbers, and may be off by a value of one, due to rounding.

Page 4-201, Section 4.12 (Transportation and Parking)

Intersection operations for Year 2030 with Project Conditions were evaluated and the results are summarized on Table 4.12.7. The results indicate that the intersection of Goldenwest Street at Pacific Coast Highway will continue to operate at LOS E in the evening peak hour, and the intersection of Orange Avenue at Pacific Coast Highway Lake Street will worsen to LOS F levels of delay. At the intersection of Goldenwest Street and Pacific Coast Highway, the project will increase the ICU value by 0.02, to bring it to 0.94. At the intersection of Orange Avenue at Lake Street, the project traffic will cause the intersection to worsen from LOS E to LOS F in the evening peak hour.

Page 4-201, Section 4.12 (Transportation and Parking)

Table 10.2.3
Downtown Roadway Consistency with MPAH

Roadway Segment	Roadway Classification			Recommended Configuration
	Orange County MPAH	Huntington Beach Circulation Plan	Existing Configuration	
6 th Street - PCH to Orange Ave.	Primary (4D)	Primary (4D)	Two lanes, undivided with street parking on both sides of the street	Two lanes, undivided with parallel parking and bike lanes - both sides
- Orange Ave. to Main St.	Secondary (4U)	Secondary (4U)	Two lanes, with a wide painted divider, and street parking on both sides of the street	Two lanes, undivided with parallel parking and bike lanes - both sides
Lake Street - north of Orange	Primary (4D)	Primary (4D)	Two lanes, with a wide painted divider , and street parking on both sides of the street between <u>existing bike lanes between Yorktown and n/o Orange</u> , narrowing to two lanes undivided and street parking at Orange.	Two lanes, undivided with parallel parking and bike lanes - both sides
1 st Street - Orange / Atlanta to PCH	Primary (4D)	Primary (4D)	Two lanes divided, street parking on one side of the street <u>with bike lanes</u>	Two lanes divided, street parking on the west side of the street, bike lanes, both sides
Walnut Avenue - 6 th Street to 1 st Street	Secondary (4U)	Secondary (4U)	Two lanes, undivided with street parking on both sides of the street	Two lanes, undivided with parallel parking - both sides
1 st Street to Huntington/ Pacific View	Primary (4D)	Primary (4D)	Future roadway through Pacific City development.	Development plans reflect a 70-foot travelway, a 90-foot right-of-way, with 2 lanes divided and diagonal parking along the south side.
Orange Avenue - 6 th Street to 1 st Street	Primary (4D)	Primary (4D)	Two lanes undivided with street parking on both sides of the street, widening just before 1 st Street.	Two lanes, undivided, with street parking and bike lanes, both sides of the street.

Page 4-222, Section 4.12 (Transportation and Parking)

A detailed analysis of existing and future parking demand and strategies to address parking demand and supply has been prepared by Kimley-Horn and Associates. The Downtown Huntington Beach Parking ~~Master Plan~~ Study is dated ~~March~~ September 2009 and included as Appendix D of the DTSP.

Page 4-223, Section 4.12 (Transportation and Parking)

The number of additional off-site parking spaces that will be required was calculated from the maximum development potential estimated for the DTSP area and the on-street spaces that will be lost due to the redesign of Main Street. Zones are identified in the DTSP Update where the additional off-street parking will be provided and are also shown in Exhibit 4.12-10. The downtown is divided into three zones, with 50% of the needed parking proposed in zone A and 25% of the needed parking

proposed in zones B and C. Zone A includes the Cultural Arts Overlay area, which ~~will~~ may provide additional public parking in an underground structure.

Page 4-225, Section 4.12 (Transportation and Parking)

2. As all new DTSP development will be required to provide adequate parking and removal of any existing public parking will be required to be replaced at a one-to-one ratio, new development is not anticipated to result significant parking impacts. Strategies for addressing existing parking needs are described in the ~~Parking Master Plan~~ DTSP Update and are summarized below.

Visitors to the beach and Downtown and employees of downtown businesses often park on residential streets. On a typical day, this is an issue primarily on the streets closest to the downtown commercial businesses. On high demand days, such as summer weekends and downtown event days, parking encroachment into the neighborhoods extends further. Implementation of a parking meter/residential permit ~~stem~~ system would preserve the spaces for residents as long as they have a permit. The boundary area recommended for this program is described in Chapter 5 – Circulation and Parking of the DTSP.

Pages 4-229 and 4-230, Section 4.12 (Transportation and Parking)

MM4.12-1 Prior to Year 2020, one of the following mitigation measure options shall be implemented:

- Implement time-of-day signal timing options that would implement the pedestrian-only phase during peak pedestrian flow periods, such as summer weekends and special event days, and eliminate the pedestrian-only phases during the morning and evening commute peak periods. (Note: While this option would have the benefit of facilitating peak pedestrian traffic flows during peak activity periods, it would also result in additional delay for vehicular traffic movements during these same peak activity periods.)
- If the proposed pedestrian-only phase were to be implemented, and operational at all times, including the AM and PM commute peak periods, in order to achieve an acceptable Level of Service, a second southbound left-turn lane from Pacific Coast Highway onto 1st Street and a second southbound left-turn lane from Pacific Coast Highway onto 6th Street would be needed to mitigate the impact of the proposed pedestrian-only phases. This improvement at either intersection would involve roadway widening and right-of-way acquisition on Pacific Coast Highway, and would require Caltrans coordination and approval, ~~and may be found to not be feasible.~~
- Removal of the pedestrian-only phase altogether (which would mean not implementing the DTSP recommendation) would improve the Level of Service at both intersections to LOS D or better in both peak hours.

- MM4.2-2 Prior to Year 2030, ~~one of~~ the following mitigation measure options shall be implemented:
- Implement right-turn overlap signal phasing for southbound Goldenwest Street. This would bring the PM peak hour to LOS D. A right-turn overlap for southbound Goldenwest Street would require that u-turn movements on eastbound Pacific Coast Highway be prohibited.
AND
 - Provide two eastbound and westbound through lanes on Orange Avenue. This would achieve Level of Service D in the evening peak hour. This improvement would require the removal of street parking on both sides of Orange Avenue on either side of Lake Street.
AND/OR
 - Installation of a signal at this intersection would achieve acceptable Level of Service operation.

Page 4-234, Section 4.13 (Utilities and Service Systems)

Water supply is currently provided by the City of Huntington, which acts as its own water district. Regional wastewater collection and treatment for the City is provided by the Orange County Sanitation District (OCSD). The City owns, operates and maintains the local wastewater collection systems that flow to the OCSD trunk lines. The following addresses water and wastewater services:

The City of Huntington Beach acquires approximately 64% of its groundwater from groundwater reproduction and 36% from imported water purchased from the Metropolitan Water District of Southern California (~~MWD~~) (Metropolitan) and Metropolitan Water District of Orange County (MWDOC). This imported water...

The Metropolitan Water District of Southern California and the ~~Municipal~~ Metropolitan Water District of Orange County...

Page 4-236, Section 4.13 (Utilities and Service Systems)

...the First Street Storm Drain System (FSSDS), and the pipe system that reaches the beach at ~~6th~~ 7th Street.

Page 4-240, Section 4.13 (Utilities and Service Systems)

1. Water and Wastewater Services

The current water distribution system has been targeted for assessment to determine if adequate capacity exists to serve fire flows for potential development and redevelopment opportunities in the

City, although Huntington Beach promotes water conservation. Because the City is almost entirely developed, water infrastructure is in place; however, while there is a separate study by the City to estimate potential future infrastructure needs in the Downtown Specific Plan area, such as pipes and fire hydrants. As individual development occurs within the Downtown Specific Plan Area, additional hydraulic studies shall be performed to verify that water pipes are adequately sized to support both domestic and fire protection for each specific project. ~~some improvements will be required to accommodate new development.~~ To ensure adequate water supply for future developments, and to be consistent with Senate Bill 610 and Senate Bill 221, the ~~The~~ City is requiring a water supply assessment of all new development projects that are subject under the Water Code Section 10912 (a), which includes residential development of more than 500 dwelling units, a commercial building greater than 250,000 sq.ft, a hotel or motel with more than 500 rooms, or a project creating the equivalent demand of 500 residential units. ~~and may require further infrastructure depending on the findings of a water piping study currently underway.~~

...Santa Ana Regional Water Quality Control Board (SARWQCB) ~~will~~ with respect to discharges to the sewer system.

Page 4-243, Section 4.13 (Utilities and Service Systems)

Future development of the project will increase the demand for water and sewer services. The additional demand produced by redevelopment within the DTSP area will be ~~327,000~~ 331,154 gpd (or 230 gpm) average daily flow. Furthermore, using the peak factor of 2.8 from the City's 2005 Water Master Plan, against the average daily flow of 230 gpm, the estimated ~~with a~~ peak hour demand ~~would be of~~ approximately ~~400~~ 644 gpm. The proposed increase in density within the DTSP Update will increase water demand in the DTSP area by ~~369~~ 371 afy.

Page 4-244, Section 4.13 (Utilities and Service Systems)

c. Wastewater Generation

The following wastewater demand factors were used to determine the total anticipated maximum flow produced by the DTSP Update. These factors will be required to size pipes within developments in conjunction with City standards. The DTSP Update Area could increase flows to ~~0.67~~ 0.77 MGD during peak usage points, but average daily flow ~~should fall between 0.3 MGD and~~ should be approximately 0.4 MGD. A peak hour demand of 0.67 MGD will not surpass the estimated 1.95 MGD planned for by the OCSD.

Table 10.2.4 Summary of Wastewater Generation			
Land Use	Quantity Increase	Demand Factor	Estimated Flow Increase
Retail	213,467 sf	0.2 gpd/sf	42,693 gpd
Restaurant	92,332 sf	1.5 gpd/sf	138,498 gpd
Office	92,784 sf	0.2 gpd/sf	18,557 gpd
Residential	648	187 250 gpd/unit	162,000 gpd
Hotel	235 rooms	187 150 gpd/unit	35,250 gpd
Cultural facilities	30,000 sf	0.2 gpd/sf	6,000 gpd
Average discharge			402,998 gpd
Peak hour discharge	1.78 (Qave) \wedge 0.92		0.77 0.74 MGD

Page 4-245, Section 4.13 (Utilities and Service Systems)

~~Additional curb inlets, dry wells, and potentially some underground percolation pipes may be required within projects to alleviate a stormwater issue. Green roofs, urban bioswales, and rain gardens also minimize runoff and can be implemented by developers to reduce overall storm water generated on a site. Due to the close proximity to the Pacific Ocean, filtration of runoff water should be achieved whenever possible by increased soil contact prior to ocean discharge. A mMitigation mMeasure 4.6-2 has been added to address these storm drainage conditions. development incentives.~~

Page 4-246, Section 4.13 (Utilities and Service Systems)

MM 4.13-1 ~~To ensure that there are no adverse impacts associated with the future Downtown Specific Plan development projects during construction, Applicant/developer/builder/contractor shall coordinate with utility and service organizations prior to the commencement of construction. To ensure adequate water supply for future developments, and to be consistent with Senate Bill 610 and Senate Bill 221, a A separate water supply assessment will be required for individual projects at the time the project is submitted to the City, for all projects that are subject under the Water Code Section 10912 (a), which includes residential development of more than 500 dwelling units, a commercial building greater than 250,000 sq.ft, a hotel or motel with more than 500 rooms, or a project creating the equivalent demand of 500 residential units . A separate water supply assessment will be required for individual projects at the time the project is submitted to the City.~~

MM 4.13-2 ~~...City of Huntington Beach Public works Department. Connections to any OCSD sewer line shall be designed to OCSD standards. Such installations...~~

MM 4.13-3 ~~All connections to existing potable water and sewer infrastructure shall be designed and constructed per the requirements and standards of the City of Huntington Beach Public Works Department. The points of connection for all applicable water and sewer lines will need to be identified and agreed to by the City Engineer of the City of Huntington Beach prior to the start of development and any project construction.~~

MM 4.13-43

MM 4.13-54

MM 4.13-65

Page 4-248, Section 4.13 (Utilities and Service Systems)

4.13.6 Significant and Unavoidable Impacts

Water usage will increase as a result of implementation of the development allowed under the proposed DTSP Update. While the update project itself and its adoption will not create significant and unavoidable impacts per se, each development project proposed as a result of adoption of the Plan will need to be vetted with utility providers to ensure that adequate water supplies are available to support proposed development. With implementation of the recommended mitigation measures, the project's potentially significant impacts to utilities and services will be less than significant. The DTSP Update carries no significant and unavoidable impacts to utilities and services.

4.13.7 Cumulative Impacts

The City of Huntington Beach recognizes that there will be impacts, particularly with water supply and infrastructure issues, from cumulative development in the DTSP area. To ensure adequate water supply for future developments, and to be consistent with Senate Bill 610 and Senate Bill 221, the City is requiring a water supply assessment of all new development projects that are subject under the Water Code Section 10912 (a), which includes residential development of more than 500 dwelling units, a commercial building greater than 250,000 sq.ft, a hotel or motel with more than 500 rooms, or a project creating the equivalent demand of 500 residential units, and will require further infrastructure depending on the findings of a water piping study currently underway. In the context of other approved and pending projects and anticipated growth, cumulative impacts on water supply would be significant. However, additional water supply analyses conclude that the project's contribution to cumulative impacts, which represents approximately 1.1 % of the Citywide water demand, would not be significant. Therefore, cumulative impacts, in terms of water supply, are considered less than significant.

While there is a separate study by the City to estimate potential future infrastructure needs in the Downtown Specific Plan area, such as pipes and fire hydrants. As individual development occurs within the Downtown Specific Plan Area, additional hydraulic studies shall be performed to verify that water pipes are adequately sized to support both domestic and fire protection for each specific project. Water conservation measures and storm water runoff requirements will also ameliorate much of the cumulative impacts from the proposed DTSP Update. Any potential cumulative impacts from the DTSP Update should be limited by the proposed mitigation measures.

Page 5-2, Section 5.1 (Significant Unavoidable Adverse Impacts)

- ~~Utilities and Service Systems~~ Water usage will increase as a result of implementation of the development allowed under the proposed DTSP Update. While the update project itself and its adoption will not create significant and unavoidable impacts per se, each development project proposed as a result of adoption of the DTSP Update will need to be vetted with utility providers to ensure that adequate water supplies are available to support proposed development.

Page 5-3, Section 5.3 (Significant Irreversible Environmental Effects)

As indicated, future development of the project will increase the demand for water resources. According to the City's 2005 Urban Water Management Plan, during ~~During~~ a normal year, Huntington Beach was projected to use uses approximately ~~35,000~~ 36,090 acre-feet-year ~~acre feet~~ (afy) of water by year 2030, while under worst case ~~but~~ multiple dry years scenario could put projected demand closer to ~~37,000~~ 38,070 afy. City is required to update its Urban Water Management Plan every 5 years, with the next update due by 2010. Many changes have taken place in the City since the 2005 Urban Water Management Plan including a reduction in water supply and water demand. For instance, 2008 water demand in the City has steadily reduced to 31,691 afy from 2000 water demand of 35,738 afy, a difference of 4,047 afy over a period of 8 years. To maintain reliability...

Page 6-5, Section 6.1 (No Project Alternative)

In summary, the No Project Alternative would reduce impacts; including those that have been determined to be significant and unavoidable (including air quality and public services). The No Project Alternative would have fewer impacts on air quality, hydrology/water quality, noise, land use, public services, transportation/parking, recreation, and utilities and service systems than those associated with the proposed project. However, impacts to cultural resources (which have been determined to be a significant and unavoidable impact to historical resources) would not necessarily be reduced by the No Project Alternative. Development allowed per the existing DTSP could continue and could potentially impact historical resources. The potential impacts of the proposed project can be mitigated or have been found to be less than significant for many of the topical areas except for air quality, noise, cultural resources, and public services. Additionally, the No Project Alternative does not fulfill all of the project objectives identified for the proposed DTSP Update.

Page 6-13, Section 6.5 (Environmentally Superior Alternative)

The No Project Alternative would be environmentally superior to the proposed project due to the reduction or avoidance of physical environmental impacts. In cases like this where the No Project alternative is the environmentally superior alternative, CEQA requires that the second most environmentally superior alternative be identified. Comparison of the environmental impacts associated with each alternative as described above, indicates that each of the other "build" alternatives would lead to a complex mix of impacts that would be slightly lesser than the proposed project, depending on the topic. The Reduced Development alternative would generally represent the

next-best alternative in terms of the fewest impacts and would therefore be the environmentally superior alternative. ~~Although the Conservative Market Demand Alternative does reduce impacts (primarily due to the reduction of 400 residential units) in some topical areas as shown in Table 6.4.1 above, the alternative does not reduce or eliminate significant impacts. Therefore, for these reasons the Conservative Market Demand Alternative is not considered environmentally superior to the project. CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, “the EIR shall also identify an environmentally superior alternative among the other alternatives” (15126.6[e] [2]). However, the Reduced Development Alternative would not be considered the environmentally superior alternative, as summarized in Table 6.4.1 since this alternative would not necessarily reduce significant impacts to a level of less than significant or eliminate any unavoidable adverse impacts (i.e., cultural resources, construction pile driving, etc.). Therefore, the No Project Alternative would still be considered environmentally superior to the proposed project. The No Project Alternative, while meeting the project objectives to some degree, does not meet all the project objectives.~~

