ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 2015-007

1.0 PROJECT INFORMATION

PROJECT TITLE: PCH Mixed Use Development

Concurrent Entitlements: Coastal Development Permit No. 15-034
Conditional Use Permit No. 15-066
Variance No. 16-005
Special Permit No. 16-001
Tentative Tract Map No. 18008
Design Review No. 15-031

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

Contact Person: Tess Nguyen, Associate Planner
Phone: (714) 536-5271

PROJECT LOCATION: 602-620 Pacific Coast Highway (between 6th Street and 7th Street).

PROJECT PROPONENT: Euro26, Inc.
Contact Person: Houshang Moghimi
Address: 3124 Dona Sofia Drive, Studio City CA 91604
Phone: 818.370.8582

GENERAL PLAN DESIGNATION: M–sp (Mixed Use – Specific Plan Overlay – 30-50 du/acre)

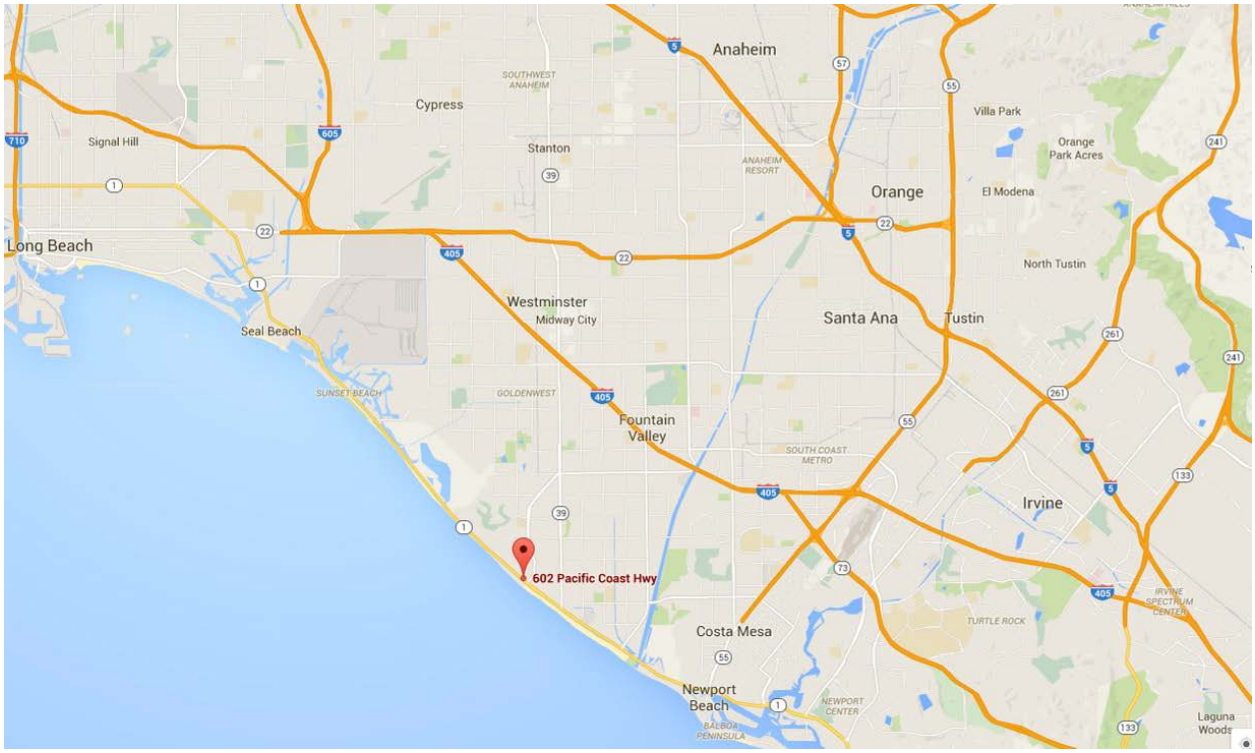
ZONING CLASSIFICATION: SP5–CZ (Downtown Specific Plan – Coastal Zone Overlay)

PROJECT DESCRIPTION:

The project proposes to construct a 109,892 sq. ft. four-story mixed-use retail/condominium project on a 0.58 acre (25,403 sq. ft.) lot located at 602 Pacific Coast Highway (**Figure 1, *Vicinity Map***). The project includes commercial uses on the ground floor and residential uses on the three floors above. The 10,495 sq. ft. commercial portion consists of 6,895 sq. ft. of retail use and 3,600 sq. ft. of restaurant use with a 400 sq. ft. patio for outdoor dining adjacent to the restaurant. The residential portion consists of 29

condominium units, ranging from 1,424 sq. ft. to 2,062 sq. ft. of living space with two to three bedrooms each. Private open space for each unit is provided on the balcony minimum of 150 sq. ft. Common open space is provided on the rooftop deck (3,126 sq. ft.) with a secure entrance for the use of residents only.

Figure 1—Vicinity Map



The project provides 117 parking spaces, including 3 ADA accessible spaces, on the ground floor and two levels of subterranean parking (one level of commercial/guest parking, one level of residential parking). Vehicular access to the site is from the alley in the rear of the property. The project has been designed so that service and loading areas do not impede vehicular flow in alleys and truck deliveries do not interfere with parking or vehicular travel through the alleys. The project is designed so that visibility within and around the alley remains open. The entrance/exit to the proposed parking structure is printed with distinctive patterns to identify pedestrian links, entrances, and exits along the alleyway.

The proposed building height is 53.5 ft. To accommodate for mezzanines and decks for two residential units, a Variance is requested to exceed the maximum allowable building height of 45 ft. by 8.5 ft. The project is designed with a central courtyard/paseo in the middle of the development as required by the Downtown Specific Plan. The paseo is required to be a minimum of 8 ft. wide and completely open to the sky. The project proposes a 2,558 sq. ft. paseo that is partially open to the sky. Therefore, a Special Permit is required to deviate from the fully open to the sky requirement. The proposed paseo area, which is 1,730 sq. ft. more than the required 828 sq. ft., would benefit the commercial/restaurant tenants by providing a secondary access point. The courtyard/paseo area features art work, decorative lighting, distinctive paving, water features, planter boxes, and seating area.

Construction Scenario

Construction of the proposed project would be completed in one phase and would take approximately 36 months. Demolition would involve the removal of the existing structure, parking lot, and billboard onsite. Demolition, site preparation and grading for the project would be accomplished in one phase approximately 4 months in duration. The project site is relatively flat and slopes towards the east. Drainage from the site either percolates to the soil or sheet flows to 6th Street, 7th Street, or PCH. There are no connections to any existing storm drain. Grading operations would include excavation of an estimated 24,000 cubic yards of earth material to construct the subterranean parking garage. It is anticipated that the soil will be hauled offsite.

Project Entitlements

The Proposed project requires the following entitlement requests:

- Conditional Use Permit: to permit the construction of a 109,892 sq. ft. mixed-use project consisting of 4-levels, 10,495 sq. ft. commercial area (restaurant & retail) on level 1; 29 condominium units (levels 2-4);
- Coastal Development Permit: to construct a 109,892 sq. ft. mixed-use project consisting of 4-levels, 29 condominium units in the coastal zone.
- Variance: to allow the building height at 53.5 ft. in lieu of the maximum building height of 45 ft.;
- Special Permit: to allow a paseo at 50% open to the sky in lieu of a paseo fully open to the sky;
- Tentative Tract Map: to merge lots 1 through 10 into one lot and subdivide the property for 29 residential condominium units and 6 commercial units;
- Design Review: to review the design, colors, and materials for the proposed mixed use project

SURROUNDING LAND USES AND SETTING:

The project site is bound by 6th Street to the east, PCH to the south, 7th Street to the west, and an alley to the north. The site was historically used for a former service station, which was last known to have been in business in 1967 or 1968. Currently, there is an existing structure currently used for commercial eating and drinking establishment uses, a parking lot, and a billboard, as well as vacant land on-site.

Below are the General Plan designations, Zoning designations, and land uses of the surrounding properties:

	General Plan	Zoning	Uses
North	M-sp (Mixed Use – Specific Plan)	SP5 (Downtown Specific Plan)	single-family residential, multi-family residential
South	OS-S-sp (Open Space-Shore – Specific Plan)	SP5	multi-family residential, parking lot, Pacific Ocean
East	M-sp	SP5	commercial/hotel
West	M-sp	SP5	commercial/gas station, single-family residential

OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

Downtown Specific Plan No. 5 Program Environmental Impact Report No. 08-001 (State Clearinghouse Number 2008011124).

OTHER AGENCIES WHO'S APPROVAL IS REQUIRED (AND PERMITS NEEDED):

- Orange County Health Care Agency (Environmental Health – Site Redevelopment).
- South Coast Air Quality Management District (Construction and Operations Air Quality).
- California Department of Transportation (Caltrans, District 12) – Pacific Coast Highway.

HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? IF SO, HAS CONSULTATION BEGUN?

Pursuant to Assembly Bill 52 (AB52), a letter was mailed to 16 Tribes on June 24, 2017. Consultation was held on September 9, 2017 with the Gabrieleno Band of Mission Indians - Kizh Nation. Please refer to Section 5.17, Tribal Cultural Resources, of this Initial Study.

2.0 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.

	Aesthetics		Hazards and Hazardous Materials		Recreation
	Agricultural Resources	**X**	Hydrology and Water Quality		Transportation and Traffic
	Air Quality		Land Use and Planning	**X**	Tribal Cultural Resources
	Biological Resources		Mineral Resources	**X**	Utilities and Service Systems
X	Cultural Resources	**X**	Noise	**X**	Mandatory Findings of Significance
X	Geology and Soils		Population and Housing		
	Greenhouse Gas Emissions		Public Services		

3.0 DETERMINATION

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.	X
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.**	

Tess Nguyen
Signature

February 20, 2018
Date

TESS NGUYEN
Printed Name

Associate Planner
Title

4.0 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 California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XIX at the end of the checklist.

6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XIX. Other sources used or individuals contacted have been cited in the respective discussions.

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

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

5.0 ENVIRONMENTAL ANALYSIS

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.1 AESTHETICS *Would the Project:*				
a) Have a substantial adverse effect on a scenic vista?			**X**	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			**X**	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

a) Would the Project have a substantial adverse effect on a scenic vista? (Source(s): 4, and Figures 5.1-1 through 5.1-7)

Less Than Significant Impact

The Downtown Specific Plan (DTSP) Environmental Impact Report's analysis of aesthetics impacts identified that most significant changes would occur in District 1 on the Pacific Coast Highway from 6th Street to 9th Street where allowable building heights were, at the time, proposed to increase from 35 feet to potentially 55 feet.

According to Section 3.3.1.8 of DTSP, the maximum height of a building shall be 45 feet with a maximum of 4 stories. The proposed building height is at 53.5 feet and remains at 4 stories. A variance is being requested for mezzanines and decks for two units to exceed the maximum height by 8 feet 6 inches. Mezzanines, with decks above, will be provided on the roof level. These will be centrally located on the roof and will not be visible from the street level. Seating, umbrellas, railings, and glass windbreaks will be located in this area. The third and fourth floors will be set back an additional 10 feet above the first and second floors along Pacific Coast Highway and will have staggered setbacks along 6th and 7th Streets.

The DTSP provides criterion for increased height variances. The DTSP refers to Chapter 241 (Conditional Use Permits and Variances; Temporary Use Permits; Waiver of Development Standards) of the HBSZO. Variances may be granted to resolve practical difficulties or unnecessary physical hardships that may result from the size, shape, or dimensions of a site or the location of existing structures thereon; from geographic, topographic, or other physical conditions on the site or in the

immediate vicinity; or from street locations or traffic conditions in the immediate vicinity of the site.

The project will be less than 55 feet in height, which was the maximum height anticipated to result in a less than significant impact under the DTSP Program EIR. **Figures 5.1-1** through **5.1-4, *Renderings 1 through 4,*** respectively, below, demonstrate that the project adherences to design requirements and development standards of the DTSP. The proposal to deviate from the maximum height will not result in the development being disproportionate to the size and scale of existing developments within the DTSP area. The deviation will not result in significant environmental impacts such as increased noise, traffic and lighting (refer to these sections in this document). Implementation of these design requirements and development standards, including upper story setbacks and residential buffer requirements, have been included to insure compliance with the DTSP.

The project, at its current location, and in its current setting will affect a scenic vista – the Pacific Ocean. The project, as designed is consistent with the DTSP, which anticipated changes to this scenic vista and concluded that these impacts would no result in any substantial adverse effects on a scenic vista. Therefore, based on this analysis, less than significant impacts would occur.

Figure 5.1-1
Rendering 1 – South View

Figure 5.1-2
Rendering 2 – Main View

Figure 5.1-3
Rendering 3 – West View

Figure 5.1-4
Rendering 4 – East View

Several view corridor examples have been generated for the proposed project. **Figure 5.1-5a, *6th Street/PCH Existing View Corridor***, and **Figure 5.1-5b, *6th Street/PCH Proposed View Corridor***, show the existing and proposed view corridor for 6th Street and PCH. **Figure 5.1-6a, *7th Street/PCH Existing View Corridor***, and Figure **5.1-6b, *7th Street/PCH Proposed View Corridor***, show the existing and proposed view corridor for 7th Street and PCH. **Figure 5.1-7, *Overall Birds Eye View of View Corridors***, shows an overall bird's eye view of the view corridors. As shown on these view corridor examples, implementation of the proposed project would not reduce any of the view corridors from 6th and 7th Streets with respect to views of the beach, and Pacific Coast Highway. Less than significant impacts would occur.

Figure 5.1-5a
6th Street/PCH--Existing View Corridor

Figure 5.1-5b
6th Street/PCH--Proposed Corridor

* Please note that the mezzanines, with decks above, will be provided on the roof level. These will be centrally located on the roof and will not be visible from the 6th Street at the street level. This rendering depicts both the "before" and "after" scenario due to this lack of visibility.

Figure 5.1-6a
7th Street/PCH--Existing View Corridor

Figure 5.1-6b
7th Street/PCH--Proposed Corridor

* Please note that the mezzanines, with decks above, will be provided on the roof level. These will be centrally located on the roof and will not be visible from the 7th Street at the street level. This rendering represents both the "before" and "after" scenario due to this lack of visibility.

Figure 5.1-7
Overall Birds Eye View of View Corridors

The above conclusions would remain applicable to the proposed project. Therefore, implementation of the project will not have a substantial adverse effect on a scenic vista. The project will result in impacts that are consistent with those anticipated in the DTSP EIR. Less than significant impacts would occur.

b) *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source(s): 4, and Figures 5.1-1 through 5.1-7)*

Less Than Significant Impact

No state designated scenic highways are located within the DTSP project boundaries. Pacific Coast Highway is listed as eligible to be a state scenic highway due to its proximity to the Pacific Ocean and available views of the ocean from the highway. There are no trees, rock outcroppings and/or historic buildings on the project site. Due to the project's location being adjacent to Pacific Coast Highway, and the lack of any of these resources, less than significant impacts would occur.

c) *Would the Project substantially degrade the existing visual character or quality of the site and its surroundings? (Source(s): 4, Figures 5.1-1 through 5.1-7)*

Less Than Significant Impact

See discussion under item a pertaining to existing visual character or quality of the site and its surroundings. Implementation of the project will not substantially degrade the existing visual character or quality of the site and its surroundings. Less than significant would occur.

d) *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source(s): 4)*

Less Than Significant Impact

There may be impacts from additional sources of light and glare associated with construction activities. These would be associated with headlights from workers' vehicles driving from the site before dawn and after dusk, as well as from any security lighting required during construction. Construction impacts are temporary and will be of limited duration. Less than significant would occur.

New sources of light will be created during the operations of the site. Vehicle headlights will create new sources of light and glare along the project's ingress/egress in the alley, when accessing the subterranean parking garage. In addition, there will be new light and glare sources from walkways, decorative landscape lighting, and the building itself. Adherence to *DTSP EIR* Code Requirement CR 4.1-1, below, will reduce any potential impacts from new source of substantial light or glare which would adversely affect day or nighttime views in the area to a less than significant level. This is a code requirement and is not considered unique mitigation under CEQA.

CR 4.1-1 *Prior to the issuance of any building permit for new structures and/or site improvements subject to the DTSP, a project lighting/photometric plan shall be prepared and submitted to the Community Development Department for review and approval. The City requires that the project's lighting effects shall maintain the minimum illumination level required for security, while limiting spill onto adjacent properties to the maximum extent practicable. Lighting design – including sizes, wattage, photometric, and distances for lighting elements – will be subject to review and approval by the City. The light fixtures shall include shields and side shields to prevent light trespass.*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.2 AGRICULTURAL RESOURCES *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?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
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?				**X**

a) *Would the Project 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? (Source(s): 4)*

No Impact

The project site is not currently designated for, or developed with agricultural uses. The proposed project does not propose the conversion of farmland to non-agricultural uses, as no agricultural uses exit on-site. No impacts would occur.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source(s): 4)

No Impact

The proposed project does not propose agricultural uses. The zoning on the site is SP5-CZ (Downtown Specific Plan). There is no Williamson Act contract on the project site. No impacts would occur.

c) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Source(s): 4)

No Impact

The entire Specific Plan area does not include any sites currently designated for, or developed with agricultural uses. The zoning on the site is SP5 – CZ (Downtown Specific Plan). Surrounding zoning is SP5 – CZ (Downtown Specific Plan) to the north, south, east and west. There are no agricultural uses adjacent to the project site. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.3 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?			**X**	
b) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
c) Create objectionable odors affecting a substantial number of people?			**X**	
d) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
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)?			**X**	

a) Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source(s): 4, and 5)

Less Than Significant Impact

The City of Huntington Beach is located within the South Coast Air Basin, which is regulated by the South Coast Air Quality Management District (SCAQMD). The entire Basin is designated as a national-level nonattainment area for Ozone and fine particulate matter ($PM_{2.5}$). The Basin is also a State-level nonattainment area for Ozone, PM_{10} and $PM_{2.5}$. Population groups such as children, the elderly, and acutely and chronically ill persons, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others. Sensitive receptors in the area include residents in nearby developments to the north and west. The closest existing sensitive receptors are residential units located approximately 82 feet (adjacent) to the north of the project.

The construction of the project may result in short-term air pollutant emissions from the following activities: the commute of workers to and from the project site; grading activities, delivery and hauling of construction materials and supplies to and from the project site; fuel combustion by on-site construction equipment; and dust generating activities from soil disturbance. **Table 5.3-1, *Short-***

Term Construction Emissions and **Table 5.3-2, *Long-Term Operational Emissions***, below, provide the proposed project's construction and operational emissions and compare them to the regional and localized significance thresholds of the SCAQMD.

Table 5.3-1
Short-Term Construction Emissions

	Total Regional Pollutant Emissions, lbs/day					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition	1.12	9.81	8.25	0.01	0.85	0.64
Site Preparation	1.83	20.76	8.28	0.02	3.23	2.02
Grading	2.01	36.88	14.76	0.07	2.64	1.30
Building Construction	3.35	24.00	20.31	0.04	1.97	1.48
Paving	1.32	11.46	10.47	0.02	0.84	0.65
Architectural Coating	58.71	2.04	2.21	0.00	0.25	0.18
Peak Daily Emissions	**58.71**	**36.88**	**20.31**	**0.07**	**3.23**	**2.02**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**
LST Emissions	**N/A**	**36.88**	**20.31**	**N/A**	**3.23**	**2.02**
LST Threshold	**N/A**	**647**	**92**	**N/A**	**4**	**3**
Significant?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

CO = carbon monoxide
CO_2e = carbon dioxide equivalent
lbs./day = pounds per day
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SOx = sulfur oxides
VOC = volatile organic compounds
SCAQMD = South Coast Air Quality Management District

Table 5.3-2
Long-Term Operational Emissions

	Pollutant Emissions, lbs/day					
	VOC	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	1.01	0.51	2.62	0.00	0.05	0.05
Energy	0.05	0.43	0.32	0.00	0.03	0.03
Mobile	2.50	9.07	26.22	0.08	6.17	1.71
Total Project Emissions	**3.56**	**10.01**	**29.16**	**0.08**	**6.25**	**1.80**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
LST Emissions	**N/A**	**1.38**	**4.25**	**N/A**	**0.39**	**0.17**
LST Threshold	**N/A**	**92**	**647**	**N/A**	**1**	**1**
Significant?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

As shown in **Tables 5.3-1** and **5.3-2**, the project would not result in an exceedance of any regionally significant thresholds or localized significance thresholds (LST) during either the summer or winter (utilizing the most impactful results). LSTs are developed based on the ambient concentrations of a pollutant for each source receptor area and the distance to the nearest sensitive receptor to determine a project's localized air quality impacts. A less than significant impact would occur.

b) *Would the Project expose sensitive receptors to substantial pollutant concentrations? (Source(s): 4, and 5)*

Less Than Significant Impact

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD, in its Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2), considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools.

The closest existing sensitive receptors are residential units located approximately 82 feet (adjacent) to the north of the project.

Local and regional project construction and operational impacts are less than significant, as discussed in Section a, above. Therefore, implementation of the proposed project will not expose sensitive receptors to substantial pollutant concentrations. Less than significant impacts would occur.

c) *Would the Project create objectionable odors affecting a substantial number of people? (Source(s): 4, and 5)*

Less Than Significant Impact

Heavy-duty equipment in the project area during construction will emit odors. The project is required to comply with SCAQMD Rule 402 during construction. Rule 402 requires that a person not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the proposed project. While the project may create objectionable odors during construction, these are of short-duration, and will cease once the construction phase of development is completed.

Operations from the restaurant uses may emit odors; however, the use does not fall within the category of having a potential odor issue. The project will be required to comply with standard building code requirements related to exhaust ventilation as well as comply with SCAQMD Rule 402. Odors from restaurant activity and operations are not expected to meet the criteria of being a nuisance. Based on this information, less than significant impacts would occur.

d) *Would the Project conflict with or obstruct implementation of the applicable air quality plan? (Source(s): 4, and 5)*

Less Than Significant Impact

An Air Quality Master Plan (AQMP) describes air pollution control strategies to be taken by a City, County, or Region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For a project to be consistent with the AQMP adopted by SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. The AQMP uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the AQMP is based on the local General Plan, projects that are deemed consistent with the General Plan are found to be consistent with the AQMP. The project is also consistent with the DTSP, which is also consistent with the General Plan.

The proposed project would accommodate the growth that has been projected for the project vicinity and sub-region through the construction of needed infrastructure, thus removing an impediment to growth within the project area. Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans. Therefore, the emissions associated with the proposed project are within the amounts already accounted for in the AQMP, and no significant inconsistency with the AQMP would occur. Less than significant impacts would occur.

e) Would the Project 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)? (Source(s): 4, and 5)

Less Than Significant Impact

"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. As shown in the analysis in response under item a, local and regional project construction and operational impacts are less than significant. Therefore, implementation of the proposed project will not result in a cumulatively considerable net increase of any criteria pollutant.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.4 BIOLOGICAL RESOURCES *Would the Project*:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S, Fish and Wildlife Service?				**X**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				**X**
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?				**X**
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?				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
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?				**X**

a) *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S, Fish and Wildlife Service? (Source(s): 4)*

No Impact

According to *Appendix A: Environmental Checklist Form, Notice of Preparation and Initial Study* for the *DTSP EIR* (p. 26):

> "*The Specific Plan property is located in an area that is predominantly developed with urbanized uses. The Specific Plan area is not subject to any applicable habitat conservation plan or natural community conservation plan. Additionally, no habitat areas are designated as being located in the Specific Plan area.*"

Half of the proposed project site is developed with an existing structure, parking lot, and billboard and the other half is vacant. The project site is void of vegetation and therefore, does not contain any species identified as a candidate, sensitive, or special status species. Therefore, no impacts are anticipated.

b) *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Source(s): 4)*

No Impact

According to *Appendix A: Environmental Checklist Form, Notice of Preparation and Initial Study* for the *DTSP EIR* (pp. 27 and 28):

> "*The existing DTSP includes a Conservation Overlay intended to regulate areas that have been preliminarily identified as wetlands. The California Department of Fish and Game (CDFG) identified and area within District 8B (per the existing Specific Plan) as containing .8 acres of existing wetland and 1.4 acres of restorable wetland. This area was restored as wetlands in in 2004 in conjunction with the Waterfront Residential development. The 2.2 acre area is immediately adjacent to Beach Boulevard (inland side of Pacific Coast Highway).*"

The project is located within District 1 of the DTSP and is not located in immediate proximity of Beach Boulevard (inland side of Pacific Coast Highway). In addition, the proposed project site is partially developed with an existing structure, parking lot, and billboard, and does not contain any riparian habitat or other sensitive natural community. No impacts would occur.

c) *Would the Project 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(s): 4)*

No Impact

Refer to discussion under item b. The proposed project site is partially developed with an existing structure, parking lot, and billboard and does not contain any wetlands. No impacts would occur.

d) Would the Project 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(s): 4)

No Impact

According to *Appendix A: Environmental Checklist Form, Notice of Preparation and Initial Study* for the *DTSP EIR* (p. 28):

> "*The Specific Plan area is not part of a major or local wildlife corridor/travel route, as it does not serve to connect two significant habitats. It is located within a developed urban landscape, surrounded by existing commercial, residential, and roadway uses.*"

Since the project is located within District 1 of the DTSP and it was determined that the Specific Plan area is not part of a major or local wildlife corridor/travel route, as it does not serve to connect two significant habitats. No impacts would occur.

e) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source(s): 4)

No Impact

According to *Appendix A: Environmental Checklist Form, Notice of Preparation and Initial Study* for the *DTSP EIR* (p. 28):

> "*The site does not contain any trees protected by a tree preservation policy or ordinance.*"

Since the project is located within District 1 of the DTSP, and it was determined that the Specific Plan area does not contain any trees protected by a tree preservation policy or ordinance. No impacts would occur.

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Source(s): 4)

No Impact

According to *Appendix A: Environmental Checklist Form, Notice of Preparation and Initial Study* for the *DTSP EIR* (pp. 28 and 29):

> "*There is no Habitat Conservation Plan or Natural Community Conservation Plan adopted for the City of Huntington Beach.*"

Since the project is located within District 1 of the DTSP, and it was determined that there is no Habitat Conservation Plan or Natural Community Conservation Plan adopted for the City of Huntington Beach. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.5 CULTURAL RESOURCES *Would the Project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?		**X**		
d) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Source(s): 4)

No Impact

There are four (4) historic resources and twenty-four (24) local landmarks within the boundaries of the DTSP. The proposed project site is not located on any of the identified sites. No impacts would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Source(s): 4, 17, and 18)

Potentially Significant Impact

The potential for archaeological resources may be present at the project site. In addition, based on consultation pursuant to Assembly Bill 52 (AB52), the Gabrieleno Band of Mission Indians - Kizh Nation indicated that archaeological resources may be present on the site. To ensure that impacts to archeological resources encountered during construction would be less than significant, Mitigation Measures MM CUL-1, MM CUL-2, and MM CUL-3 provided by the Gabrieleno Band of Mission Indians - Kizh Nation shall be incorporated into the project. Refer to Section 5.17 (Tribal Cultural Resources) for additional discussion.

MM CUL-1 *Prior to commencement of construction involving any ground disturbance, retain a Qualified Principal Investigator. A qualified principal investigator, defined as an archaeologist, who meets the Secretary of the Interior's Standards for professional archaeology and has previous experience working in the Los Angeles basin within the ancestral tribal territory of the Kizh Gabrieleno. Previous experience must contain professional and/or academic expertise of prehistorical and historical (Mission era) Gabrieleno culture including but not limited to Gabrieleno place-names and locations, political and social structure, economic organization and trade, village catchment and use areas, foraging and hunting areas, identification of traditional tools and jewelry, religious beliefs and ritual practices, games, recreation, etc. The archaeologist shall provide a curriculum vitae and project experience to the Kizh Gabrieleno Tribe for concurrence of approval. The archaeologist (hereafter referred to as qualified archaeologist) shall be retained to carry out all mitigation measures related to any archaeological historic or prehistoric tribal cultural resources.*

MM CUL-2 *Prior to commencement of construction involving any ground disturbance activities, the project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians-Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, weed abatement, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the Tribal Representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources.*
***Hazwoper is needed only if the site has hazardous concerns.*

MM CUL-3 *All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist and Native Monitor.* If evidence of an archaeologic*al site or other suspected historical resource are discovered during any project-related earth-disturbing activities, all earth-disturbing activity within 100 feet of the find shall be halted. If the resources are Native American in origin, the Tribe shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If a resource is determined by the Qualified Archaeologist to constitute a*

"historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or has a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Therefore, with incorporation of Mitigation Measures MM CUL-1, MM CUL-2, and MM CUL-3, implementation of the project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

c) *Would the Project directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Source(s): 4, 17, and 18)*

Potentially Significant Impact

The potential for paleontological resources may be present at the project site. These resources are sub-surficial and are not visible above ground. DTSP EIR Mitigation Measure MM 4.3-2, below, shall be, shall be implemented.

MM 4.3-2 *During construction activities, if paleontological resources are encountered, the contractor shall be responsible for immediate notification and securing of the site area immediately. A qualified archaeologist and/or paleontologist approved by the City of Huntington Beach Community Development Director shall be retained to establish procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of cultural resource finds. If major paleontological resources are discovered that require long-term halting or redirecting of grading, a report shall be prepared identifying such findings to the City and the County of Orange. Discovered cultural resources shall be offered to the County of Orange or its designee on a first-refusal basis.*

With incorporation of DTSP EIR Mitigation Measure MM 4.3-2, any impacts to paleontological resources will be reduced to a less than significant level.

d) *Would the Project disturb any human remains, including those interred outside of formal cemeteries? Source(s): 4, 17, and 18)*

Potentially Significant Impact

Based on historic disturbance of the project site, the potential for encountering human remains is very low. Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of associated cultural resources (Funerary objects) with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. The Native American Graves Protection and Repatriation Act (NAGPRA) guidance specifically states that the federal agencies will consult with organizations on whose aboriginal lands the remains and cultural items might be discovered, who are reasonably known to have a cultural relationship to the human remains and other cultural items. Therefore, for this project site, it is appropriate to consult with the Gabrieleno Band of Mission Indians – Kizh Nation as recommended by the NAHC.

If human remains are exposed during site grading, Section 7050.5 of the California Health and Safety Code requires a contractor to immediately stop work in the vicinity of the discovery and notify the Orange County Coroner. The Coroner must then determine whether the remains are human and if such remains are human, the Coroner must determine whether the remains are or appear to be of a Native American. If deemed potential Native American remains, the Coroner contacts the Native American Heritage Commission to identify the most likely affect tribe and to initiate property recovery of such remains.

With incorporation of Mitigation Measure MM CUL-4 below, any impacts will be reduced to a less than significant level.

MM CUL-4 *Prior to the start of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Any discoveries of human skeletal material shall be immediately reported to the County Coroner. The monitor will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The monitor will then notify the Qualified Archaeologist and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is*

not available, a 24 hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes 4 or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities are to be submitted to the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

If the coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the coroner. Reburial will be in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location mitigated between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Tribal Cultural Resources in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.6 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?				**X**
ii) Strong seismic ground shaking?		**X**		
iii) Seismic-related ground failure, including liquefaction?		**X**		
iv) Landslides?		**X**		
b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?		**X**		
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?		**X**		
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?		**X**		
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?				**X**

a.i) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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? *(Source(s): 4, 6, 7)*

No Impact

The project site is not located within any State of California fault hazard zone and no active or potentially active faults are known to exist at the site. The potential for surface fault rupture at the site is therefore considered low." No impacts would occur.

a.ii) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking? (Source(s): 4)

Potentially Significant Impact

According to Section 4.4 (Geology and Soils) of the *DTSP EIR* (p. 4-78):

> "*Regional faults create the potential for ground shaking impacts within the DTSP area. The entire area is at risk for damage caused by ground shaking and seismic activity.*"

Preliminary soil investigation information are found in the Preliminary Soil Investigation Report by Soil Exploration Company, Inc. (June 2011) and Geotechnical Report Update by Soil Pacific Inc. (April 2015). According to soil report by Soil Exploration Company, Inc., the project site is underlain by alluvial soils consisting of interbedded silty sand, sandy silty clay/silty clay and clay. The granular materials are medium dense to very dense and fine grained soils are stiff. The project site is not mapped in an area of potential liquefaction. The possibility of seismically induced settlement within upper predominantly clayey and underlying dense sandy site soils are considered low. Still, seismic ground shaking (associated with seismic activity) is expected to occur on site (since Southern California is a seismically active region).

Therefore, *DTSP EIR* Mitigation Measure MM 4.4-1 below, will be implemented by the project to mitigate project impacts from strong seismic ground shaking:

MM 4.4-1 *Future development in the DTSP area shall prepare a grading plan, subject to review and approval by the City's Development Services Departments, to contain the recommendations of the required final soils and geotechnical report. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soils stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.*

With adherence to *DTSP EIR* Mitigation Measure MM 4.4-1 and the recommendations contained in the *Geotechnical Report Update (2015)* and the *Preliminary Soil Investigation (2011)*, any impacts from strong seismic ground shaking will be mitigated to a less than significant level.

a.iii) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction? (Source(s): 4, 6, and 7)

Potentially Significant Impact

Seismically induced settlement generally occurs within areas of loose cohesionless soils with relatively low density. The possibility of seismically induced settlement within upper predominantly clayey and underlying sandy site soils is considered low.

Still, seismic related ground failure, including liquefaction (associated with seismic activity) may occur on site (since Southern California is a seismically active region).

Therefore, *DTSP EIR* Mitigation Measure MM 4.4-1*,* above, and *DTSP EIR* Code Requirement CR 4.4-1, below, will be implemented by the project to mitigate impacts from seismic-related ground failure, including liquefaction:

CR 4.4-1 *A California-licensed Civil Engineer (Geotechnical) shall prepare and submit to the City a detailed soils and geotechnical analysis with the first submittal of a grading plan. This analysis shall include Phase II Environmental soils sampling and laboratory testing of materials to provide detailed recommendations for grading, chemical and fill properties, liquefaction, and landscaping.*

With adherence to *DTSP EIR* Mitigation Measure MM 4.4-1 and *DTSP EIR* Code Requirement CR 4.4-1, as well as to the recommendations contained in the *Geotechnical Report Update (2015)* and the *Preliminary Soil Investigation (2011),* any impacts from seismic-related ground failure, including liquefaction, will be mitigated to a less than significant level.

a.iv) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides? (Source(s): 6 and 7)

Potentially Significant Impact

According to the Preliminary Soil Investigation (2011) (p. 3):

> "*Considering the flat topography, the absence of significant slopes in the vicinity and the medium dense to dense underlying earth materials, the potential for landsliding and lateral spreading is considered low*."

With adherence to *DTSP EIR* Mitigation Measure MM 4.4-1 and *DTSP EIR* Code Requirement CR 4.4-1, as well as to the recommendations contained in the *Geotechnical Report Update (2015) and* the *Preliminary Soil Investigation (2011),* any impacts from risk of loss, injury, or death involving landslides, will be mitigated to a less than significant level.

b) Would the Project result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Source(s): 4, 6, and 7)

Potentially Significant Impact

Half of the proposed project site is partially developed with an existing structure, parking lot, and a billboard and the other half is vacant. Therefore, it is assumed that approximately 50 percent of the site contains topsoil. This equates to 0.29 acres or 12,632 square feet, which is not considered a substantial amount. Development of the project will include grading excavation for foundations and parking.

The project will be required to adhere to *DTSP EIR* Mitigation Measure MM 4.4-1 and *DTSP EIR* Code Requirement CR 4.4-1, above, as well as to the recommendations contained in the *Geotechnical Report Update (2015) and the Preliminary Soil Investigation (2011),* applicable NPDES regulations, and best management practices (BMPs, as discussed below in Section 5.9 (Hydrology and Water Quality). Any impacts from changes in topography or unstable soil conditions from excavation, grading, or fill will be mitigated to a less than significant level.

c) *Would the Project 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? (Source(s): 4, 6, and 7)*

Potentially Significant Impact

Refer to discussion under items a and b as it pertains to off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

With adherence to *DTSP EIR* Mitigation Measure MM 4.4-1 and *DTSP EIR* Code Requirement CR 4.4-1, above, as well as to the recommendations contained in the *Geotechnical Report Update (2015)* and the *Preliminary Soil Investigation (2011)*, any impacts from the project being 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 will be mitigated to a less than significant level.

d) *Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial risks to life or property? (Source(s): 4, 6, and 7)*

Potentially Significant Impact

According to the *Soil Report by Soil Exploration Company, Inc. (2011) (*p. 3):

> "*Based on observations and soil classification, the expansion potential of the near surface soils at the site is expected to be low. This would require further verification during grading and construction.*"

With adherence to *DTSP EIR* Mitigation Measure MM 4.4-1 and *DTSP EIR* Code Requirement CR 4.4-1, as well as to the recommendations contained in the *Geotechnical Report Update (2015) and* the *Preliminary Soil Investigation (2011)*, any impacts that could create substantial risks to life or property from a project being located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), will be mitigated to a less than significant level.

e) *Will the Project 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? (Source(s): 22)*

No Impact

The project does not include the use of septic tanks or alternative wastewater disposal systems. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.7 GREENHOUSE GAS EMISSIONS *Would the Project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source(s): 5)*

Less Than Significant Impact

The SCAQMD has adopted a 10,000 metric tons (MT) significance threshold for industrial facilities where SCAQMD is the lead agency. However, this 10,000 MT significance threshold is not applicable to the proposed project because the project is not an industrial facility. Neither the City nor the SCAQMD have adopted quantitative thresholds for GHG emissions from development projects; however, the SCAQMD has proposed screening levels such that projects that fall below 3,000 MT CO_2e annually are considered to comply with the GHG emission reduction strategy as mandated by AB 32 (SCAQMD 2003). The screening thresholds represent the level of GHG emissions under which a project would be considered to have a less-than-significant impact on the environment without the need for further mitigation.

CalEEMod was used to estimate onsite and offsite emissions. Greenhouse gas emissions from project construction equipment and worker vehicles and project operations are shown in **Table 5.7-1, *Cumulative Greenhouse Gas Emissions***, below. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 15 metric tons of carbon dioxide equivalent (CO_2e) per year. CalEEMod output calculations are provided in Appendix A of the *AQ/GHG Study*.

Table 5.7-1
Cumulative Greenhouse Gas Emissions

Category	Pollutant Emissions, MT/year					
	Bio-CO_2	**NBio-CO_2**	**Total CO_2**	**CH_4**	**N_2O**	**CO_2e**
Construction Emissions						
Total Construction (On-site + Off-Site)	0.00	348.40	348.40	0.10	0.00	350.00
Construction emissions amortized over 30 years	0.00	11.60	11.60	0.00	0.00	11.70
Operational Emissions						
Area	0.00	7.46	7.46	0.00	0.00	7.51
Energy	0.00	285.97	295.97	0.01	0.00	297.24
Mobile	0.00	1,153.63	1,153.63	0.06	0.00	1,155.08
Waste	N/A	N/A	15.17	0.90	0.00	37.57
Water	N/A	N/A	22.17	0.12	0.00	26.15
Total Annual Emissions	**0.00**	**1,467.67**	**1,506.00**	**1.09**	**0.01**	**1,532.22**

Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two significant digits.
Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/year = metric tons per year
N^2O = nitrous oxide
NBio-CO_2 = non-biologically generated CO_2

Operational or long-term emissions occur over the life of the project. The operational emissions for the project are 1,523.55 metric tons of CO_2e per year as shown in **Table 5.7-1.** **T**he project's operational GHG emissions are below the SCAQMD's Tier 3 significance threshold. Cumulative annual emissions are 1,532.22 metric tons of CO_2e per year. Therefore, the project will not result in significant greenhouse gas emissions.

b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source(s): 5)

Less Than Significant Impact

The project will promote the goals of Assembly Bill 32 (AB 32) and the 2017 California Air Resources Board (ARB) Climate Change Scoping Plan Update by complying with the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Thresholds and the latest California Building Code requirements. SCAQMD's objective in providing the GHG guidelines is to establish a performance standard or target GHG reduction objective that will ultimately contribute to reducing GHG emissions to stabilize climate change and reducing GHG emissions to 1990 levels, thus achieving the requirements of AB 32. In the absence of a formal threshold established by the State, SCAQMD's interim GHG threshold has been established for use by lead agencies in determining significance of GHG emissions in CEQA.

The 2017 CARB Scoping Plan provides goals and strategies for achieving the 2030 target goal to reduce emissions by 40% below 2020 levels established in Executive Order B-30-15 and SB 32. As they relate to this project, the policy objectives of the 2017 Scoping Plan include increasing building efficiency and encouraging walkable/bikeable communities with transit. The project will comply with

the scoping plan by conforming to the latest CalGreen building requirements and by providing the pedestrian and bicycle facilities described in the project design features. Furthermore, the project contributes to the development of a vibrant urban environment which is an essential goal in the scoping plan's land use development objectives.

The City of Huntington Beach, within the DTSP, which outlines specific policies for projects that occur within the area to reduce the project's GHG emissions impact. With implementation of the DTSP, required Title 24 building standards, and state and federal vehicle emission reduction programs, the proposed project would be consistent with the goals of AB 32, the 2017 California ARB Climate Change Scoping Plan Update and the DTSP. It should be noted that The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption.

The project would not exceed the GHG emission thresholds outlined in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold with the recommendations listed in said report. Less than significant impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.8 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?			**X**	
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?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
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?			**X**	

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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 pubic use airport, would the Project result in a safety hazard for people residing or working in the Project area?				**X**
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?				**X**
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
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?				**X**

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Source(s): 8, 9, and 10)

Less Than Significant Impact

The site was historically used for a former service station, which was last known to have been in business in 1967 or 1968. Two (2) underground storage tanks (USTs) were abandoned in place in the early 1960's. The five USTs on-site were identified as: two (2) 6,000-gallon capacity, two (2) 1,000-gallon capacity, and one (1) 550-gallon capacity USTs. All of the underground storage tanks were constructed of steel and were single-walled. The original contents of the underground storage tanks are not known. No piping was observed leading from the underground storage tanks to other facilities such as a building or a pump island. The underground storage tanks were located in the southern portion of the project site, near the intersection of 6th Street and PCH. In addition, five (5) fifty-five gallon sized drums were unearthed on the site (located south of the USTs). The underground storage tanks and drums were removed in 2003.

According to page 1 of the *Underground Storage Tank Closure Report, Java Jungle/Supreme Donuts 602 Pacific, Coast Highway S. Huntington Beach, California,* May 12, 2003, prepared by Wolverine Environmental, Inc.:

"*UST closure activities were performed in general accordance with the Orange County Health Care Agency (OCHCA) and the City of Huntington Beach Fire Department (HBFD) requirements and guidelines.*"

The underground storage tanks were removed in compliance with the required regulations, and a determination by the Orange County Health Care Agency found that no further action related to petroleum release(s) at the site is required.

Phase I and Phase II Environmental Site Assessments would be required to be submitted to the City for analysis of the potential contaminants of the site. Discovery of soil contamination during ground disturbing and construction activities is required to be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification No. 431-92 – Soil Cleanup Standards. All on-site fill soil shall meet City Specification No. 431-92 and would be submitted to the Fire Department for review and approval prior to issuance of a grading permit. Compliance with City Specification #431-92 ensures that less than significant impacts would occur.

Although less than significant impacts would occur, DTSP EIR Mitigation Measure MM 4.5-1 and MM 4.5-2 below will be implemented to ensure that potential contaminants of the site are analyzed:

MM 4.5-1 *The City of Huntington Beach shall require a Phase One assessment on properties within the Downtown Specific Plan area, including properties utilized for oil production activities, proposed for development to assure that any hazardous materials/contaminated soils present on the property are identified and remediated in accordance with City specifications 422, 429 and 431-92. All native and imported soils associated with a project shall meet the standards outlined in City Specification No. 431-92 prior to approval of grading and building plans by the Huntington Beach Fire Department. Additionally, all work at a project site shall comply with the City's Public Works Department requirements (e.g., haul route permits).*

MM 4.5-2 *In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the project area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that 1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and 2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Huntington Beach Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.*

The proposed commercial and residential uses do not represent uses that involve the routine use or transport of hazardous materials beyond typical household wastes and cleaning products. Hazardous or flammable substances that would be used during the construction phase include vehicle fuels and oils in the operation of heavy equipment for onsite excavation and construction. Construction vehicles may require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the proposed construction operation would be required to comply with all State and local regulations to minimize risks associated with accident conditions involving the release of hazardous materials.

With incorporation of Mitigation Measures MM 4.5-1 and MM 4.5-2 and implementation of standard City specifications and other applicable State and federal requirements, less than significant impacts would occur.

b) *Would the Project 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? (Source(s): 8, and 9)*

Less Than Significant Impact

Refer to discussion under item a. Implementation of the proposed project will not 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.

c) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Source(s): 8, 9).*

No Impact

The project is a mixed used commercial and residential development. Neither the proposed residential units nor the commercial uses represent uses that involve the routine use or transport of hazardous materials beyond typical household/commercial wastes and cleaning products. In addition, the project site is not located within ¼-mile of an existing or proposed school. No impacts would occur.

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? (Source(s): 8, 9, 10, 11 and 12)*

Less Than Significant Impact

As discussed under item a, work was performed to remove five (5) underground storage tanks and five (5) drums. The underground storage tanks and drums were removed in compliance with the required regulations, and it was determined by the Orange County Health Care Agency that no further action related to petroleum release(s) at the site is required.

In addition, according to the GeoTracker and EnviroStor websites, the project site is not located on a hazardous materials site. Less than significant impacts would occur.

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(s): 4)*

No Impact

The project site is not located within an airport land use plan. No impacts would occur.

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

No Impact

There are no private airstrips in the vicinity of the project area. No impacts would occur.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source(s): 4)*

No Impact

The City of Huntington Beach has prepared emergency response plans for a broad range of disasters ranging from earthquakes and floods to airplane crashes and industrial accidents. The Police Department and the Fire Department has reviewed the project as part of the development review process and have determined that the project is compatible with Police and Fire requirements and emergency response plans. No impacts would occur.

h) *Would the Project 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? (Source(s): 4)*

No Impact

The project is not located adjacent to wildland areas. The project is located in an urban environment with no potential fire hazards from wildland fires. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.9 HYDROLOGY AND WATER QUALITY *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?		**X**		
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)?			**X**	
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?			**X**	
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 or surface runoff in a manner which would result in flooding on- or off-site?			**X**	
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?		**X**		
f) Otherwise substantially degrade water quality?		**X**		
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?				**X**
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				**X**

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				**X**
j) Inundation by seiche, tsunami, or mudflow?				**X**
k) Potentially impact stormwater runoff from construction activities?		**X**		
l) Potentially impact stormwater runoff from post-construction activities?		**X**		
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?		**X**		
n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?		**X**		
o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm?		**X**		
p) Create or contribute significant increases in erosion of the Project site or surrounding areas?		**X**		

a) *Would the Project violate any water quality standards or waste discharge requirements? (Sources: 4, 13)*

Potentially Significant Impact

The existing site is relatively flat and only half of the site is developed. According to the Water Quality Management Plan (WQMP), prepared by York Consulting Inc. (February 2016), currently all the drainage from storm water is either percolated into the soil or sheet flows to 6th Street, 7th Street, or PCH. There are currently no connections to any existing storm drain. After construction, the project site would consist of approximately 100% impervious surface (building and paved area) and would connect via underground storm piping, directly to the back of the catch basin on 7th Street.

Construction Runoff and Erosion

The City's Municipal Code requires erosion and sediment controls for construction projects with land disturbance. Implementation of applicable City standard Best Management Practices (BMPs) for erosion/sedimentation control, would ensure that runoff from construction of the project will not result in substantial erosion or flooding on- and off-site and impacts would be less than significant.

Post-construction Runoff and Erosion

As part of the project application, a WQMP was prepared in accordance with the approved Model *WQMP* and incorporated low impact development (LID) principles. The WQMP includes BMPs for source control, pollution prevention, site design, LID implementation and structural treatment control BMPs. The WQMP prepared for the project takes into account the water quality treatment of the drainage area from the project site. Runoff from the roof would drain into proposed planters and be filtered by "flow through planter by Filterra system" and be conveyed to the existing catch basin on 7th Street once treated.

The following are the proposed "structural source control BMPs":

- Storm drain stenciling;
- Design of trash and storage areas; and
- Efficient irrigation systems and landscape design, water conservation, smart controllers and source control.

The following are the proposed "non-structural source control BMPs":

- Education for property owners, tenant and occupants (see Section VII of the *WQMP*);
- Activity restrictions;
- Common area landscape management;
- Local industrial permit compliance;
- Common area litter control;
- Employee training;
- Common area catch basin inspection; and
- Street sweeping private streets and parking lots.

Less than significant impacts would occur with the implementation of the project Erosion and Sediment Control Plan BMP's adherence to the WQMP.

Waste discharge is discussed in greater detail under item a in Section 5.18 (Utilities and Sewer Systems). All connections to existing wastewater infrastructure will be designed and constructed in accordance with the requirements and standards of the City of Huntington Beach and the Orange County Sanitation District (OCSD). Compliance with applicable Waste Discharge Requirements, as monitored and enforced by the OCSD, would ensure that the proposed project would not exceed applicable wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (SARWQCB) with respect to discharges to the sewer system. With the incorporation of *DTSP* Mitigation Measure MM 4.13-2, less than significant impacts would occur.

b) *Would the Project 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(s): 4)*

Less Than Significant Impact

If the Project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells will no longer be able to operate, a potentially significant impact could occur. As discussed in Section 5.18.b (Utilities and Service Systems), below, the Public Works Department has reviewed the project plans and did not identify any concerns regarding impacts to water supplies as a result of the project. The project would not result in an increase in water consumption such that it would present a significant impact to water supplies.

Groundwater at the site is more than 29 feet below ground surface (bgs). Project-related grading will may reach these depths during construction; however, minimal disturbance of groundwater is anticipated. The proposed building footprints, roadways and other hardscape will increase on-site impervious surface coverage thereby reducing the total amount of infiltration on-site. However, these Project impacts will not be at depths sufficient to deplete groundwater supplies or interfere substantially with groundwater recharge. This site is not managed for groundwater supplies; and this change in infiltration will not have a significant effect on groundwater table level. The Project will not result in a net deficit in aquifer volume or a lowering of the local groundwater table level.

Due to the relatively small size of the proposed project (0.58 acres), the potential to substantially deplete groundwater supplies is minimal. Impacts will be less than significant.

c) *Would the Project 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(s): 4)*

Less Than Significant Impact

The existing drainage pattern on the project site will not be substantially altered in order to facilitate the project. There is no stream or river on the project site, nor are there any adjacent to the project site. Implementation of applicable standard City BMPs for erosion/sedimentation control, and State *Water* Resources Control Board (SWRCB) requirements would ensure that runoff from construction of the project will not result in substantial erosion or flooding on- and off-site. Less than significant impacts would occur.

d) *Would the Project 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 or surface runoff in a manner which would result in flooding on- or off-site*? *(Source(s): 4)*

Less Than Significant Impact

In its current condition, half of the project site is developed with a commercial building and associated parking lot and the other half is vacant and all the drainage from storm water is either percolated to the soil or sheet flows to 6th Street, 7th Street, or Pacific Coast Highway. Drainage for the proposed project will be conveyed directly to the catch basin on 7th Street, which is sized adequately to accept the project's drainage. As a result of project site improvements, the drainage pattern of the proposed project would not result in flooding on- or off-site. Less than significant impacts would occur.

e) Would the Project 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(s): 4)

Potentially Significant Impact

Because the proposed project may have the potential to contribute additional runoff, the following mitigation measure shall be implemented to address any potentially significant impact to existing or planned stormwater drainage systems.

MM 4.6-2 *Prior to issuance of any grading or building permits, a hydrology and hydraulic analysis shall be submitted to the Department of Public Works for review and approval (10-, 25-, and 100-year storms and back-to-back storms shall be analyzed). In addition, this study shall include 24-hour peak back-to-back 100-year storms for onsite detention analysis. 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.*

With the incorporation of *DTSP EIR* Mitigation Measure MM 4.6-2, the applicant would be required to mitigate any increased in runoff by either detaining runoff on site or upgrading downstream public stormwater systems (if necessary), which would reduce the impact to a less than significant level.

f) Would the Project otherwise substantially degrade water quality? (Source(s): 4, 13)

Potentially Significant Impact

Refer to discussion under item a.

g) Would the Project 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(s): 4)

No Impact

The Environmental Hazards Element of the City's General Plan identifies flood zone areas based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). The proposed project site is designated as Flood Zone X, which is not subject to Federal Flood Development restrictions. The project site is not situated within the 100-year flood hazard areas mapped on the FIRM. No impacts would occur.

h) *Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source(s): 4)*

No Impact

As discussed in item g, the project site is located in FEMA Flood Zone X and would not place housing or structures within a 100-year flood zone hazard area. No impacts would occur.

i) *Would the Project 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? (Source(s): 4)*

No Impact

The project does not expose people or structures to a significant risk involving flooding, or flooding as a result of the failure of a levee or dam. No impacts would occur.

j) *Would the Project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? (Source(s): 1, 4, 6, and 7)*

No Impact

According to the Tsunami Evacuation Map (Figure HAZ-5) in the General Plan, the project site is not located in an identified tsunami evacuation area. Due to the lack of land-locked bodies of water (i.e. ponds or lakes) in proximity to the project site, the potential for seiches is considered to be non-existing. The project site and vicinity are not identified as areas with the potential for mudflows. Therefore, no impacts would occur.

k) *Would the Project potentially impact stormwater runoff from construction activities? (Source(s): 4, and 13)*

Potentially Significant Impact

Refer to discussion under item a. During construction, the project would implement the Erosion and Sediment Control Plan BMP's and abide with all applicable city Codes and regulations to address construction site runoff. Less than significant impacts would occur.

l) *Would the Project potentially impact stormwater runoff from post-construction activities? (Source(s): 4, and 13)*

Potentially Significant Impact

Refer to discussion under item a.

m) Would the Project 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? (Source(s): 4, and 13)

Potentially Significant Impact

Refer to discussion under item a. The project's design as well as required standard City BMPs for erosion/sedimentation control, WQMP, and hydrology and hydraulic studies, to be submitted in accordance with City of Huntington Beach standard development requirements, will identify project design features and BMPs for ensuring no significant impacts associated with polluted runoff would occur. Less than significant impacts would occur.

n) Would the Project result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Source(s): 4, and 13)

Potentially Significant Impact

Refer to discussion under item a. Implementation of the project's WQMP would ensure that no significant impacts associated with the discharge of stormwater to affect the beneficial uses of the receiving waters would occur.

o) Would the Project create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Source(s): 4, 13, 14)

Potentially Significant Impact

Refer to discussion under item e. *DTSP EIR* Mitigation Measure MM 4.6-2, shall be implemented as it pertains to the project creating or contributing significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm. The project design and drainage system would function to address the Project's contribution to additional runoff and discharge into downstream waters. With the implementation of *DTSP EIR* Mitigation Measure 4.6-2, the project would not result in substantial increases in the rate and volume of construction and post construction runoff. Less than significant impacts would occur.

p) Would the Project create or contribute significant increases in erosion of the Project site or surrounding areas? (Source(s): 4, and 13)

Potentially Significant Impact

Refer to discussion under item a. Construction of the proposed project could potentially result in erosion of soils. Erosion will be minimized by compliance with the Erosion Control Plan approved by the Public Works Department. Less than significant impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.10 LAND USE AND PLANNING *Would the Project:*				
a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	
b) Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**
c) Physically divide an established community?				**X**

a) Would the Project 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? (Source(s): 1 and 4)

Less Than Significant Impact

Applicable plans and policies regulating the subject site include the Downtown Specific Plan (SP-5), Huntington Beach Zoning and Subdivision Ordinance (HBZSO), Huntington Beach Municipal Code, Huntington Beach General Plan, and the City's certified Local Coastal Program (LCP), which consists of the Coastal Element of the General Plan and an Implementation Program. The Local Coastal Program carries out the policies and requirements of the California Coastal Act. The project is proposing a one-lot subdivision in accordance with the Subdivision Map Act. The tentative tract map is also subject to Title 25 of the HBZSO and is required to be reviewed by the City's Subdivision Committee to ensure compliance with the Subdivision Map Act, Title 25 pf the HBZSO, and any related applicable codes. The project complies with the applicable requirements of the Downtown Specific Plan and HBZSO with the exception of requested deviations to the maximum building height and openness of the paseo.

The proposed development project would be consistent with the following General Plan goals, policies, and objectives:

LAND USE

Goal LU-1: New commercial, industrial, and residential development is coordinated to ensure that the land use pattern is consistent with the overall goals and needs of the community.

Policy A: Ensure that development is consistent with the land use designations presented in the Land Use Map, including density, intensity, and use standards applicable to each land use designation.

Policy D: Ensure that new development projects are of compatible proportion, scale, and character to complement adjoining uses.

The proposed project would be consistent with surrounding land uses within the DTSP. The project is proposing to build a four-story mixed use development in an area with existing four-story commercial and three-story residential uses. The proposed four-story building is designed to be at 53.5 feet high to accommodate mezzanines and decks for two units. Because the maximum building height is 45 feet, a variance must be approved to allow the increased building height of 8.5 feet. Although the project proposes to deviate from the maximum height, it will not result in the development being disproportionate to the size and scale of existing developments within the DTSP area. The requested deviation to an existing code requirement would not result in the physical adverse environment effects according to the DTSP EIR analysis of building heights up to 55 feet.

ENVIRONMENTAL RESOURCES AND CONSERVATION

Goal ERC-12: New buildings are increasingly energy efficient and ultimately equipped to support zero net energy performance.

Goal ERC-16: Water conservation efforts are maximized in every aspect of use.

Goal ERC-17: Enhance and protect water quality of all natural water bodies including rivers, creeks, harbors, wetlands, and the ocean.

The Project will be subject to Title 24 requirements that will increase energy efficient design and low water usage. Drought tolerant plant species are included as part of the project design. The project specific Water Quality Management Plan (WQMP) ensures that any runoff will be treated prior to discharge from the site.

NATURAL AND ENVIRONMENTAL HAZARDS

Goal HAZ-1: Structures are designed and retrofitted to be more resilient to earthquakes and other geologic and seismic hazards, protecting against injury while also preserving the structural integrity of the structure.

Goal HAZ-3: Residents, businesses, visitors, and resources are adequately protected from risks associated with flood and tsunami hazards.

Goal HAZ-4: The risk of urban fires is reduced through effective building design and effective fire services.

The project will be subject to the construction requirements mandated by City Ordinance and the California Building Code, as well as the recommendations contained in the project-specific geotechnical study. This will address any potential hazards from seismic events or potential urban fires. Tsunami hazards will be addressed through preparedness and public education.

NOISE

Goal N-2: Land use patterns are compatible with current and future noise levels.

> *Policy A:* Require an acoustical study for proposed projects in areas where the existing or projected noise level exceeds or would exceed the maximum allowable levels identified in Table N-2. The acoustical study shall be performed in accordance with the requirements set forth in this Noise Element.
>
> *Policy D:* Encourage new mixed-use development projects to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from residential portions of the development, to the extent feasible.

Goal N-4: Noise from construction activities associated with discretionary projects, maintenance vehicles, special events, and other nuisances is minimized in residential areas and near noise-sensitive land uses.

> *Policy C:* Encourage shielding for construction activities to reduce noise levels and protect adjacent noise-sensitive land uses.
>
> *Policy D:* Limit allowable hours for construction activities and maintenance operations located adjacent to noise-sensitive land uses.

A Noise Impact Analysis was prepared for the Project (reference Section 5.12 -- Noise). Design features, conditions of approval, and mitigation measures have been included to reduce any impacts from the project to a less than significant level. The building has been designed (through siting of noise sources) to minimize impacts to adjacent residential development. The project will be required to comply with City Ordinance requirements during construction.

PUBLIC SERVICES AND INFRASTRUCTURE

Goal PSI-6: The costs of water and sewer infrastructure improvements are addressed by benefitting development projects.

Policy B: Ensure that the costs of water and wastewater infrastructure improvements are borne by those who benefit, through adequate fees and charges or the construction of improvements.

Goal PSI-7: The flood control system supports permitted land uses while preserving public safety.

Policy E: Control surface runoff water discharge into the stormwater conveyance system to comply with the City's National Pollutant Discharge Elimination System Permit and other regional permits issued by the Santa Ana Regional Water Quality Control Board.

The project will be required to pay any requisite fees for water and sewer usage. The project design, which implements the project-specific WQMP will ensure compliance with local, regional and state water quality regulations.

COASTAL ELEMENT

Policy C 1.1.5: New residential development should be sited and designed in such a manner that it maintains and enhances public access to the coast.

Goal C4: Preserve and, where feasible, enhance and restore the aesthetic resources of the City's coastal zone, including natural areas, beaches, harbors, bluffs and significant public views.

Objective C 4.1.1: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas.

Objective C 4.2.3: Promote the preservation of significant public view corridors to the coastal corridor, including views of the sea and the wetlands through strict application of local ordinances, design guidelines and related planning efforts, including defined view corridors.

The project, as designed, would protect view corridors along 6th Street and 7th Street with respect to views of the ocean as required by the DTSP requirements. Refer to discussion in Section 5.1—Aesthetics for view corridor examples from the view analysis.

In addition, the proposed development project would be consistent with the following Downtown Specific Plan objectives and policies:

DTSP Objective 1: Create a healthy mix of land uses that are geared toward creating an urban village that serves as a destination to both residents and visitors.

DTSP Objective 2: Implement development standards and design guidelines that encourage development of underused parcels with a mix of uses and unique architecture.

DTSP Objective 2 Policy: Include "quality standards" that will exchange increased development potential for quality architecture, including green design methods.

DTSP Objective 3: Ensure that adequate parking is available with existing and new development and is integrated into the framework of pedestrian pathways within the downtown, taking into account Pacific City and the Strand.

The project is a mixed-use development that is located in an urban setting with a mix of residential, retail, and restaurant uses that serves as a destination to both residents and visitors. Required parking for the commercial and residential components of the project are proposed to be provided onsite. The project complies with the DTSP development standards with the exception of the requested deviations to the maximum allowable building height and openness of the paseo. The proposed project is designed to provide quality architecture through variations in building massing, roof forms, wall planes and articulations, and building materials. The project proposes to provide a paseo/plaza, partially open to the sky, to create a safe and convenient pedestrian connection to the downtown area.

The proposed project is consistent with the City's General Plan and Downtown Specific Plan, as it serves to implement these documents. Based on the discussion above, the project will not conflict with applicable land use plans and regulations in the City of Huntington Beach. Any impacts are considered less than significant.

b) *Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan? (Source(s): 4)*

No Impact

There is no Habitat Conservation Plan or Natural Community Conservation Plan adopted for the City of Huntington Beach. Therefore, implementation of the proposed project will not conflict with any applicable habitat conservation plan or natural community conservation plan. No impacts would occur.

c) *Would the Project physically divide an established community? (Source(s): 4)*

No Impact

The project is a mixed-use retail/condominium development on a 0.58 acre parcel. There will be 29 residential units, 10,495 sq. ft. of commercial uses, and 2 levels of subterranean parking containing 23,857 gross square feet each with a total of 117 spaces including 3 ADA accessible spaces. The project does not propose new streets or infrastructure that would physically divide existing developed areas or require changes in access or services to existing developments. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.11 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?				**X**
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?				**X**

a) Would the Project 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(s): 4)

No Impact

Historically, there were oil production facilities located on the project site. Although Huntington Beach has been the site of oil and gas extraction since the 1920s, oil production has decreased over the years, and today, oil producing wells are scattered throughout the City. There are no oil production facilities currently on site and no facilities are proposed as part of the proposed project. No impacts would occur.

b) Would the Project 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? (Source(s): 4)

No Impact

The project site is not designated as a mineral recovery site. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.12 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?		**X**		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		**X**		
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?		**X**		
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?		**X**		
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?				**X**
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?				**X**

a) *Would the Project result in 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? (Source(s): 4, and 14)*

Potentially Significant Impact

An Acoustical Study was performed by RK Engineering Group, Inc. (2017) for the proposed project.

Existing Noise Environment

Noise measurement data indicates that the existing site experiences noise levels of approximately 62.3 dBA Leq (A weighted decibel + Equivalent Sound Level) during daytime hours. The site is exposed to typical traffic noise from the local roadway network. The City's daytime stationary noise level limit is currently exceeded based on the existing ambient conditions.

The calculated existing noise contours demonstrate that the noise level at 100 feet from the centerline for the analyzed roadways ranges from 45.6 to 68.2 dBA CNEL. The existing traffic noise level at 100 feet from the centerline of Pacific Coast Highway, which is the main roadway closest to the proposed project and adjacent residential units, is approximately 68.1 dBA CNEL. The existing traffic noise conditions are in exceedance of the City's 60 dBA CNEL residential standard.

Construction Noise

Construction noise is expected to be at its worst during the demolition, grading and concrete phases of construction; therefore, this study assesses noise levels during the respective phases. The estimated loudest heavy construction equipments to be utilized during grading are an excavator and a grader. The combined noise level during construction activity would be 82.4 dBA Leq at 50 feet from the property line. The maximum noise level from any single piece of equipment is 85.0 dBA Lmax (A weighted decibel + highest values measured by the sound level meter).

Construction operations must follow the City's noise ordinance from the Municipal Code (Section 8.40.090d). Section 8.40.090d of the Municipal Code indicates the following with regard to construction noise: "Noise sources associated with construction, repair, remodeling, or grading of any real property, provided a permit has been obtained from the City as provided herein and provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday."

The following conditions of approval will be implemented during the grading phase of development to help further reduce noise levels during construction:

- *During all phases of construction, idling equipment shall be turned off when not in use.*
- *Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.*
- *Locate staging area generators and stationary equipment as far from the easterly property line, as reasonably feasible.*

In addition, *DTSP EIR* Mitigation Measure 4.8-1 and *DTSP EIR* Code Requirement CR 4.8-1, below, will be implemented by the project to help further reduce noise levels during construction:

MM 4.8-1 *Noise attenuation devices shall be used on all construction equipment, and construction staging areas shall be located as far as possible from any residences or other noise sensitive receptors.*

CR 4.8-1 *All construction activities shall be limited to the hours between 7:00 a.m. and 8:00 p.m. Monday through Saturday. Construction and demolition shall be prohibited on Sundays or federal holidays.*

Lastly, Mitigation Measure MM NOI-1 shall be implemented to ensure that construction noise thresholds are not exceeded:

MM NOI-1: A noise monitoring program shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the 8-hour Leq exceedance threshold (80 dBA) along the residential property line. Construction activity will cease prior to noise levels exceeding the 8-hour threshold.

Based on this information construction noise impacts would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Any impacts would be considered less than significant with mitigation, conditions of approval, and code requirements incorporated.

Operations Noise

a. Traffic Source Noise

Traffic noise along the adjacent roadways will be the main source of noise impacting the project site and the surrounding area. The project was analyzed based on the change of existing roadway noise scenario and projected Year 2030 roadway noise.

According to the Acoustical Study, noise levels are expected to increase by a maximum of 1.3 dBA CNEL as a result of the project. The project is anticipated to have a minimal impact to the existing traffic noise levels. Typically, human ear can barely perceive the change in noise level of 3 dB, and the minor increase in noise is considered less than significant. Therefore, the project is anticipated to have a minimal impact to the existing traffic noise levels. The minor increase in noise is considered less than significant.

Noise levels are expected to increase by a maximum of 1.6 dBA CNEL (at 7th Street – east of Pacific Coast Highway) as a result of the project in Year 2030 conditions. Typically, the human ear can barely perceive the change in noise level of 3 dB. Therefore, the project is anticipated to have a minimal impact to the future traffic noise levels. The minor increase in noise would be considered less than significant.

The estimated future exterior noise levels at the project building will range from approximately 71.8 dBA CNEL on the ground floor to 73.1 dBA CNEL on the second floor residential balconies facing Pacific Coast Highway. The City's Exterior Noise standard, as described in Section 8.40.050 of the Municipal Code, does not apply to the establishment of multi-family residence private balconies and patios. Multi-family developments with balconies or patios that do not meet CNEL standards are required to provide occupancy disclosure notices to all future tenants regarding potential noise impacts.

b. Stationary Source Noise

The main source of stationary noise impacting the adjacent residential uses would be noise from loading/unloading and delivery activities, and rooftop HVAC equipment. Loading and delivery activities are expected to take place adjacent to the alley, approximately 21.5 feet from the nearest

residential units. The closest HVAC units will be approximately 35 feet from the nearest residential units. The subterranean parking structure is not expected to be significant source of noise since it will be underground and shielded from the adjacent uses.

The change in noise level as a result of the stationary noise sources would be approximately 0.5 dBA Leq during the daytime and 0.4 dBA Leq during the nighttime. As previously described, the City's stationary noise standard is exceeded by the existing ambient noise conditions, and therefore, the project must not further increase the ambient noise level beyond perceptible levels. The change in noise levels of less than 3 dBA would be considered less than significant.

Stationary Source Noise Conditions of Approval and Mitigation Measures

With the incorporation of conditions of approval and *DTSP EIR* Mitigation Measure MM 4.8-2, *DTSP EIR* Mitigation Measure MM 4.8-3, below, stationary source impacts will be reduced to a less than significant level.

MM 4.8-2 *Prior to issuance of building permits for residences located within the 65 CNEL noise contour, a detailed noise assessment with noise reduction measures specified shall be prepared to show that noise levels in those areas will not exceed the 65 CNEL outdoor noise criteria. Prior to issuance of permits, a detailed noise assessment with noise reduction measures specified shall be prepared to show that noise levels in the residences will not exceed the 45 CNEL indoor noise standard. The assessment will be based on the architectural plans for each specific project. The reports by a qualified acoustical consultant and shall document the sources of noise impacting the areas and describe any measures required to meet the standard. These measures will be incorporated into the project plans. The report be completed and approved by the City prior to issuance of building permits.*

MM 4.8-3 *Prior to issuance of building permits, a detailed noise assessment shall be prepared for mixed-use and commercial project within 50 feet of any residence to ensure that these sources do not exceed the City's Noise Ordinance limits. The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest residential use. Compliance with the City's Noise Ordinance shall be demonstrated and any measures required to comply with the Noise Ordinance and reduce impacts to less-than-significant levels shall be included in the project plans. The report shall be completed and approved by the City prior to issuance of project approval.*

The following conditions of approval shall be added to minimize noise levels during the operations of the proposed project:

- *During operations, delivery and loading/unloading activity hours should be limited to daytime (7AM-10PM) hours only.*
- *All rooftop mechanical equipment shall be located as far away from neighboring residential units as possible and a 4-foot parapet wall along rooftop to shield equipment shall be provided.*

c. Future Interior Noise

The future interior noise level was calculated for the sensitive receptor locations using a typical "windows open" and "windows closed" condition. Based on industry standards, a "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. Using these same standards, a "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level.

The Acoustical Study indicates the first through fourth floor interior noise levels for the project site will range from 59.9 to 61.1 dBA CNEL with the windows open and 51.9 to 53.1 dBA CNEL with the windows closed in the "unmitigated" condition. The City's interior standard is 45 dBA CNEL.

The City's interior noise thresholds will be exceeded for all interior areas when windows and operable doors are open. To meet the City's interior 45 dBA CNEL standard, a "windows closed" condition is required for all the units within the project site. In addition, all residential windows and sliding glass doors facing PCH will require a STC (Sound Transmission Class) of 33-34 or higher. Under a "windows closed" condition, a means of mechanical ventilation is required. With the incorporation of conditions of approval, and *DTSP EIR* Mitigation Measures MM 4.8-2, and MM 4.8-3, above, impacts to future interior noise will be reduced to a less than significant level.

With the incorporation of the following project design features, below, future interior noise impacts will be reduced to a less than significant level.

- *The project site will require a "windows closed" condition for residential units. Per CBC requirements, the project must supply a means of fresh air mechanical ventilation (e.g. air conditioning) for buildings that require the windows closed condition. Ventilation shall be shown on plans at building plan check stage.*
- *Upgraded windows with an STC 33 or higher are required to be installed for all residential windows and sliding glass doors facing Pacific Coast Highway. Upgraded windows shall be shown on plans at building plan check stage.*
- *At occupancy, all exterior windows, doors, and sliding glass doors must have a positive seal and leaks/cracks must be kept to a minimum.*
- *Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.*

b) *Would the Project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Source(s): 14)*

Potentially Significant Impact

<u>Construction Vibrations</u>

To determine the vibratory impacts during construction, construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest sensitive receptors. For the project, the nearest sensitive receptors are residential homes located approximately 25 feet west of the site. For purposes of assessing structural impacts from vibration, the nearest sensitive receptors are

considered "older residential structures". No historical or fragile buildings are known within the vicinity of the project site.

The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary source vibration during construction will be from a caisson drill, also known as cast-in-place piles, for the subterranean parking structure.

The construction vibration assessment utilizes the referenced vibration levels and methodology set forth within the Caltrans Transportation and Construction Induced Vibration Guidance Manual.

According to the Acoustical Study, the vibratory impact from the site is estimated to be 0.089 PPV (in/sec) at the nearest sensitive receiver. The annoyance potential of vibration from construction activities would be within the "distinctly perceptible" threshold. The damage potential to the nearest structure would be within the "extremely fragile historic buildings, ruins or ancient monuments" category and no potential damage would be expected to the older residential structures in the nearby vicinity.

With the incorporation of the project conditions of approval, below, project related construction vibration impacts on adjacent residential dwelling units will be considered less than significant.

- *Vibration monitoring shall occur at the adjacent residential structures during construction phases when heavy earthmoving equipment is in use and report incidents over 0.25 PPV (in/sec). Construction activity shall cease prior to vibration levels reaching the damage potential for older residential structures of 0.3 PPV in/sec.*

Operational Vibrations

Based on the nature of the proposed project and permitted and conditionally permitted uses, no operational vibrational impacts are anticipated.

c) *Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (Source(s): 14)*

Potentially Significant Impact

A change in noise levels of less than 3 dBA is considered less than significant. As shown in the analysis in item a, project construction and operational noise impacts would be less than significant through adherence to conditions of approval, the inclusion of design features, mitigation incorporated from the *DTSP EIR* and project specific mitigation. Therefore, implementation of the proposed project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

d) *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (Source(s): 14)*

Potentially Significant Impact

Temporary or periodic noise sources will be due to equipment during the construction phase. As shown in the analysis in response to item a, project construction and operational noise impacts are less than significant through adherence to conditions of approval, the inclusion of design features, and mitigation incorporated from the *DTSP EIR*. Therefore, implementation of the proposed project will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

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? (Source(s): 14)

No Impact

The project site is not located within an Airport Land Use Plan (ALUP). Therefore, implementation of the proposed project will not expose people residing or working in the project area to excessive noise levels due to being within two miles of a public airport or public use airport. No impacts would occur.

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? (Source(s): 14)

No Impact

The project site is not located within the vicinity of a private airstrip. Therefore, implementation of the proposed project will not expose people residing or working in the project area to excessive noise levels due to proximity to a private airstrip. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.13 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)?			**X**	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**

a) *Would the Project 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(s): 4, 24)*

Less Than Significant Impact

The project proposes 29 condominium residential units on 0.58 acres, and would have a build-out population of approximately 76 persons (2.6 persons per household). The proposed 29 dwelling units will directly induce population growth to the area. The current population of the City is 202,413. This represents 0.04 percent of the total population of Huntington Beach, which would not be considered substantial population growth.

The project also proposes 10,495 square feet square feet of commercial development. While this will increase employment opportunities, it is not considered a significant impact. The project is consistent with the DTSP. The project is proposing an intensification of population and housing that was anticipated under the DTSP.

The maximum density allowed in District 1 of the DTSP is 50 dwelling units per net acre. The project is proposing a density of approximately 50 units per acre. There is no maximum site coverage or floor area ratio limitations in District 1. The proposed project would not result in substantial population growth in the context of allowed General Plan growth. In addition, the project will be required to comply with the City's affordable housing ordinance, which requires the provision of 10 percent of the total units to be affordable. Therefore, a less than significant impact would occur.

b) *Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Source(s): 4)*

No Impact

There is no housing located on the project site. No impacts would occur.

c) *Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Source(s): 4)*

No Impact

There is no housing located on the project site. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.14 PUBLIC SERVICES *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?			**X**	
b) Police Protection?		**X**		
c) Schools?			**X**	
d) Parks?			**X**	
e) Other public facilities or governmental services?			**X**	

a) *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 fire protection? (Source(s): 4, 24)*

Less Than Significant Impact

The Huntington Beach Fire Department (HBFD) provides fire protection, rescue, emergency medical and hazardous materials control and response services to the City. The project proposes 29 multi-family residential units on 0.58 acres, and would have a build-out population of approximately 76 persons (2.6 persons per household). The proposed 29 dwelling units will directly induce population growth to the area. The current population of the City is 202,413. This represents 0.04 percent of the total population of Huntington Beach. The project would result in an incremental increase in the need for fire protection. The Fire Department has reviewed the proposed development and have not indicated that the project would impact acceptable service levels.

Although the proposed project would not create a substantial increase in demand for public services, the project would be required to pay development impact fees (DIF) for fire suppression and facilities to offset any additional increase in demand for services. Therefore, with the payment of DIF, less than significant impacts would occur.

b) *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 police protection? (Source(s): 4, 24)*

Potentially Significant Impact

The Huntington Beach Police Department (HBPD) provides law enforcement/police services to the City and to the DTSP area. The project proposes 29 multi-family units on 0.58 acres, and would have a build-out population of approximately 76 persons (2.6 persons per household). The proposed 29 dwelling units will directly induce population growth to the area. The current population of the City is 202,413. This represents 0.04 percent of the total population of Huntington Beach. The project would result in an incremental increase in the need for police protection. The Police Department has reviewed the proposed development and have not indicated that the project would impact acceptable service levels.

Although the proposed project would not create a substantial increase in demand for public services, the project would be required to pay development impact fees (DIF) for police facilities to offset any additional increase in demand for services.

In addition, *DTSP EIR* Mitigation Measure MM 4.10-1, below, shall be implemented by the project to mitigate impacts to police protection:

MM 4.10-1 *New construction within the Downtown Specific Plan Area shall be designed to provide for safety measures (e.g., alarm systems, security lighting, other on-site security measures and crime prevention through environmental design policies) and subject to the review and approval of the City Community Development Department and Huntington Beach Police Department.*

With the payment of DIF and incorporation of Mitigation Measure MM 4.10-1, less than significant impacts would occur.

c) *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 schools? (Source(s): 4, 16)*

Less Than Significant Impact

The project is located within and serviced by the Huntington Beach City School District (HBCSD), which provides elementary and middle schools for students. The Huntington Beach Union High School District (HBUHSD) provides high schools for student attendance.

The following student generation factors are utilized by HBCSD:

- Elementary school: 0.10 students/multi-family dwelling unit
- Middle school: 0.04 students/multi-family dwelling unit

The following student generation factor is utilized by HBUHSD:

- High school: 0.2 students/multi-family dwelling unit

Based on 29 residential units, the project will generate the following number of students, below. In practical terms, these numbers would be added to other projects; since you cannot have a "fraction" of a student.

- Elementary school: 2.9
- Middle school: 1.16
- High school: 5.8

DTSP EIR Code Requirements CR 4.10-2 and CR 4.10-3, below, shall be implemented by the project to mitigate impacts to schools:

CR 4.10-2 *Project applicants for future development located within the HBCSD shall pay all applicable development impact fees in effect at the time of building permit issuance to the HBCSD to cover additional school services required by the new development. These fees are currently $3.20 per square foot for any new multi-family attached residential unit and $0.31 per square foot of commercial/industrial development.*

CR 4.10-3 *Future project applicants shall pay all applicable development impact fees in effect at the time of building permit issuance to the HBUHSD to cover additional school services required by the new development. These fees are currently $3.48 per square foot of accessible interior space for any new residential unit and $0.56 per square foot of covered floor space for new commercial/industrial development.*

Therefore, with adherence to code requirements requiring the payment of applicable mitigation fees, less than significant impacts would occur.

d) 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 parks? (Source(s): 4)

Less Than Significant Impact

Refer to discussion under item c in Section 5.15 (Recreation). Less than significant impacts would occur.

e) 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 other public facilities or governmental services? (Source(s): 4, 24)

Less Than Significant Impact

The City of Huntington Beach currently features five library facilities, including the Main Street Branch Library in the DTSP Update area. The project proposes 29 multi-family residential units on 0.58 acres, and would have a build-out population of approximately 76 persons (2.6 persons per household). The proposed 29 dwelling units will directly induce population growth to the area. The current population of the City is 202,413. This represents 0.04 percent of the total population of Huntington Beach.

DTSP EIR Code Requirement CR 4.10-5, below, will be implemented by the project to mitigate impacts to libraries:

CR 4.10-5 *The applicant of individual development projects shall pay required development impact fees, pursuant to City Council Resolution No. 2012-23, prior to issuance of building permits.*

Therefore, with adherence to code requirements, less than significant impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.15 RECREATION *Would the Project:*				
a) Increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	
c) Affect existing recreational opportunities?			**X**	

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? (Source(s): 4, 24)

Less Than Significant Impact

Refer to discussion under item c.

b) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Source(s): 4, 24)

Less Than Significant Impact

Refer to discussion under item c.

c) Would the Project affect existing recreational opportunities? (Source(s): 4, 24)

Less Than Significant Impact

The project does have the potential to increase usage of recreational facilities in the City due to the introduction of new housing and potentially new residents to the area. The established standard for parks per the City's General Plan is five acres for every 1,000 residents. Based on the number of proposed dwellings (29) and average household size in the City (2.6 residents per unit), the project could add approximately 76 people to the City's population of 202,413, which equated to approximately 0.04 percent of the total population of the City. The proposed project would require 0.38 acres of parkland to meet the established standard for the project (76 x .005). The General Plan has an anticipated year 2040 buildout population of 211,051 residents. Under this population scenario, assuming no net loss of parkland acreage, the City would have a parkland level of service of 5.1 acres per 1,000 residents, which would degrade the existing level of service, but still meets the established standard of 5 acres per 1,000 residents without the addition of new parkland.

The project would contribute to this degradation of level of service, but will be within the assumptions just mentioned. *DTSP EIR* Code Requirement CR 4.11-1, below, shall be implemented by the project to mitigate impacts to recreation:

CR 4.11-1 *Prior to the issuance of building permits, the Applicant shall demonstrate compliance with city parkland requirements identified in Chapter 254.08 of the City of Huntington Beach Zoning Ordinance, either through the dedication of on- site parkland or through payment of applicable fees. Any on-site park provided in compliance with this section shall be improved prior to final inspection (occupancy) of the first residential unit (other than the model homes).*

The project is required to pay park fees to offset the increased demand and use created by the project and ensure established General Plan park acreage standards are maintained.

In addition, the Community Services Department has reviewed the proposed project and has indicated that the project would not present a significant impact in terms of existing or planned parks and recreational facilities. Therefore, the project's impacts on parks and recreational facilities, including existing recreational opportunities, would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.16 TRANSPORTATION AND TRAFFIC *Would the Project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			**X**	
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?			**X**	
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?				**X**
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?			**X**	
e) Result in inadequate emergency access?			**X**	
f) Result in inadequate parking capacity?				**X**
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?			**X**	

a) *Would the Project 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(s): 4, 16)*

Less Than Significant Impact

A Traffic Impact Analysis was prepared by RK Engineering Group, Inc. (2017) to analyze potential traffic impacts to the circulation system from the proposed project. The traffic study included evaluating the level-of-service (LOS) of seven intersections within the vicinity of the project utilizing Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies. Existing and future years (LOS) scenarios were evaluated which included cumulative projects analysis. The proposed project is located at 602-620 Pacific Coast Highway, between Seventh Street and Sixth Street. The project will have one (1) full access driveway from the adjacent alley to the north.

The project's vehicle trip generation was estimated using trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation,* Ninth Edition (2012). The proposed project is anticipated to generate 1,406 vehicle trips per day, 139 during the a.m. peak hour, and 92 during the p.m. peak hour.

Results of the LOS analysis indicate that the study area intersections are projected to operate within city acceptable LOS standards for each analysis scenario with project. The results of the project evaluation are summarized in the table below. Less than significant impacts are anticipated.

Project Summary LOS Analysis

INTERSECTION	EXISTING PLUS PROJECT				OPENING YEAR PLUS PROJECT				HORIZON YEAR PLUS PROJECT			
	ICU/Delay, sec		LOS		ICU/Delay, sec		LOS		ICU/Delay, sec		LOS	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
PCH/9TH	0.658	0.528	B	A	0.682	0.549	B	A	0.570	0.641	A	B
PCH/7TH	12.0	17.3	B	C	12.4	18.2	B	C	13.1	24.8	B	C
PCH/6TH	0.501	0.500	A	A	0.519	0.548	A	A	0.486	0.687	A	B
PCH/Main	0.700	0.675	B	B	0.716	0.693	C	B	0.717	0.865	C	D
PCH/1ST	0.528	0.510	A	A	0.545	0.540	A	A	0.554	0.712	A	C
Walnut/7TH	10.0	12.3	B	B	10.0	12.5	B	B	10.3	10	B	B
Walnut/6TH	8.1	9.3	A	A	8.1	9.4	A	A	8.4	8.5	A	A

Construction related traffic may have an impact on existing parking, vehicle circulation, and pedestrians by construction vehicles entering or exiting the project site during the various stages of the project. As a result, vehicle delays may result along Pacific Coast Highway and the surrounding streets adjacent to the project site. However, project construction would be temporary lasting up to 36 months and be required to implement a traffic control plan, subject to review and approval by the Department of Public Works and Caltrans, during construction to minimize disruption to motorists within the project area. A maximum of 209 daily construction trips would be expected during peak times. Additionally, haul trips, vendor trips, and worker trips would be considered in the required traffic control plan. Because project construction would be temporary, less than significant traffic impacts would occur during construction.

b) *Would the Project 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(s): 4, 17)*

Less Than Significant Impact

In June 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a Congestion Management Program (CMP). The goals of Orange County's CMP are to support regional mobility and air quality objectives by reducing traffic congestion; provide a mechanism for coordinating land use and development decisions that support the regional economy; and determine gas tax fund eligibility.

The proposed project is adjacent Pacific Coast Highway, which is part of the CMP highway system. However, the project is not anticipated to generate more than the 2,400 average daily trips threshold required to perform a CMP Traffic Analysis, and therefore a CMP Traffic Impact Analysis is not required. There are no CMP Intersections within the study area.

Therefore, implementation of the proposed project will not 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. Less than significant impacts would occur.

c) *Would the Project 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(s): 4)*

No Impact

The project site is not located within an airport land use plan. There are no private airstrips in the vicinity of the project. Based on this information, implementation of the proposed project will not 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. No impacts would occur.

d) *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Source(s): 4)*

Less Than Significant Impact

The project does not propose any off-site improvements that would change the existing circulation pattern on 6th Street, 7th Street, and Pacific Coast Highway. The proposed site access and driveway configuration do not propose sharp curves or dangerous intersections and are designed to comply with City standards. The project, as proposed, complies with City standards for street design and sight distances at project access points. Less than significant impacts would occur.

e) Would the Project result in inadequate emergency access? (Source(s): 4)

Less Than Significant Impact

The proposed site access, driveway configuration, and gates for the garage have been designed to comply with City standards. In addition, the project has been reviewed by the Huntington Beach Fire Department for adequate access and is required to comply with City Specification 401, Minimum Standards for Fire Apparatus Access. Less than significant impacts would occur.

f) Would the Project result in inadequate parking capacity? (Source(s) 4)

No Impact

The project proposes to provide 2 levels of subterranean parking with a total of 117 spaces including 3 ADA accessible spaces are provided on-site. A total of 117 parking spaces are required by the DTSP for the commercial and residential components of the project. All parking space dimensions have been designed per Section 231.14 and Section 231.16 of the Huntington Beach Zoning and Subdivision Ordinance. No impacts would occur.

g) Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Source(s): 4, 16)

Less Than Significant Impact

The project is anticipated to increase pedestrian, bicycle, and transit use within the vicinity of the site, however, the project would not conflict with existing City policies or plans such as the Circulation Element of the General Plan or Bicycle Master Plan. The proposed project is located on Pacific Coast Highway within the downtown area of the City. The Orange County Transportation Authority (OCTA) operates several bus routes throughout the City of Huntington Beach and within the downtown area. The following bus routes provide regular service near within the vicinity of the project: OCTA Route 1, OCTA Route 25, OCTA Route 29, OCTA Route 172, and OCTA Route 173. An existing bus stop, serving OCTA Route 1, is located immediately adjacent to the site on Pacific Coast Highway and would provide direct public transit access to the project.

The City of Huntington Beach promotes bicycling as a means of mobility and way in which to improve the quality of life within its community. The DTSP recognizes the needs of bicycle users and aims to create a complete and safe bicycle network throughout the City. The project is located adjacent to several Class II roadways (striped lanes), including Pacific Coast Highway. Sixth Street is also designated as a Class II bikeway in the City's bikeway plan. The project incorporates 36 bicycle parking spaces (30 spaces for residential uses and 6 spaces for commercial uses).

The proposed project will include pedestrian walkways on the adjacent surface streets. In addition, consistent with the DTSP, in order to assure a predominantly visitor serving and pedestrian orientation, a core ground floor paseo is proposed. It is located in the middle of the building totaling

2,558 square feet. The area will be accessible to general public and has its own amenities including landscaping, shade trees, designed hard surface, seating area, decorative lighting, fountain and public art works.

Implementation of the proposed project will not conflict with adopted policies, plans, or programs regarding public transit facilities, or otherwise decrease the performance or safety of such facilities. No impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.17 TRIBAL CULTURAL RESOURCES				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		**X**		
ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.?		**X**		

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Source(s): 17 and 18)

Potentially Significant Impact

Pursuant to the requirements of Assembly Bill 52 (AB52), codified at Public Resources Code Section 21080.3.1(d)-(e), the City provided formal notification to the designated contact of the tribes that have requested notice from the City. The City utilizes a list of Tribes provided by the Native American Heritage Commission (NAHC). This list identifies 16 tribes recommended for notification of the project and the City's desire for consultation. Notifications were sent out to (16) tribes**,** pursuant to Assembly Bill 52 (AB 52):

1. Ewiiaapaayp Band of Kumeyaay Indians
2. La Posta Band of Diegueno Mission Indians
3. Manzanita Band of Kumeyaay Nation
4. San Pasqual Band of Diegueno Mission Indians
5. Sycuan Band of Kumeyaay Nation
6. Viejas Band of Mission Indians of the Viejas Reservation
7. Campo Band of Diegueno Mission Indians
8. Jamul Indian Village of California
9. Mesa Grande Band of Diegueno Mission Indians
10. Juaneno Band of Mission Indians Acjachemen Nation
11. Gabrielino/Tongva San Gabriel Band of Mission Indians
12. Gabrielino/Tongva Nation
13. Juaneno Band of Mission Indians Acjachemen Nation
14. Juaneno Band of Mission Indians
15. Gabrieleno-Tongva Tribe
16. Gabrieleno Band of Mission Indians-Kizh Nation

The Gabrieleno Band of Mission Indians-Kizh Nation requested consultation. On September 9, 2017, Tess Nguyen (City) and Andrew Salas (Gabrieleno Band of Mission Indians - Kizh Nation) conducted consultation. As a result of this conversation, the City was informed that that the project site at 602-620 Pacific Coast Highway lies within an area of inhabitation by two Native American villages/tribes (Lukupangna and Montuucheyngna). The area is within the ancestral tribal territory of the Gabrieleno Band of Mission Indians –Kizh Nation (see attached documents for more information). Therefore, this area is highly sensitive in terms of archaeological finds and cultural resources. Mitigation Measures MM 4.3-2 and MM-CUL-1 through MM CUL-4, above, were deemed to be adequate mitigations by the Gabrieleno Band of Mission Indians - Kizh Nation.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.18 UTILITIES AND SERVICE SYSTEMS *Would the Project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		**X**		
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?		**X**		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		**X**		
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?		**X**		
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?		**X**		
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?			**X**	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			**X**	
h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?)			**X**	

Would the Project:

a) *Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Source(s): 4, and 19)*

Potentially Significant Impact

Regional wastewater collection and treatment for the City is provided by the Orange County Sanitation District (OCSD). OCSD facilities would receive wastewater generated from the proposed project. Wastewater from the project site would be treated at OCSD's Reclamation Plant No. 2 in Huntington Beach. This facility is responsible for disposal of treated wastewater. The Santa Ana Regional Water Quality Control Board (SARWQCB) regulates the treatment of wastewater at treatment plants and the discharge of treated wastewater into receiving waters. Reclamation Plant No. 2 has been designed to treat typical wastewater flows from different land uses in Orange County, including the City of Huntington Beach. The estimated average daily effluent received at Plant No. 2 is 129 million gallons per day (mgd). This facility currently has a total primary treatment capacity of 168 mgd, with an average daily treatment of approximately 129 mgd.

Therefore, there is an excess primary treatment capacity of approximately 41 mgd at OCSD Plant No. 2. Plant No. 2 also has 90 mgd of secondary treatment capacity.

No existing capacity issues have been identified in the OCSD system and OCSD has developed plans and commenced plant improvements anticipated to meet area demands to the year 2050. Based on current OCSD flow factors, the proposed project would generate approximately 18,925 gallons of wastewater per day (GPD) per acre.

DTSP EIR Mitigation Measure MM 4.13-2 will be implemented by the project to mitigate impacts from exceeding wastewater treatment requirements of the applicable Regional Water Quality Control Board:

MM 4.13-2 *Individual development projects within the Downtown Specific Plan Area will require connections to existing water, sewer, and utility lines in the City and may require construction of new water pipeline facilities. All connections to existing water and wastewater infrastructure will be designed and constructed per the requirements and standards of the City of Huntington Beach Public Works Department. Connections to any OCSD sewer line shall be designed to OCSD standards. Such installation shall be coordinated, reviewed, and approved by the appropriate City departments and applicable agencies.*

All connections to existing wastewater infrastructure will be designed and constructed in accordance with the requirements and standards of the City of Huntington Beach and the OCSD. Compliance with applicable Waste Discharge Requirements, as monitored and enforced by the OCSD, would ensure that the proposed project would not exceed applicable wastewater treatment requirements of the SARWQCB with respect to discharges to the sewer system. With the incorporation of *DTSP* Mitigation Measure MM 4.13-2, less than significant impacts would occur.

b) *Would the Project 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? (Source(s): 4)*

Potentially Significant Impact

Water supply is currently provided by the City of Huntington Beach, which acts as its own water district. Regional wastewater collection and treatment for the City is provided by the OCSD. Project water usage during operations is anticipated to be approximately 5,284,799 gallons per year.

The Public Works Department has reviewed the project plans and did not identify any concerns regarding impacts to water supplies as a result of the project. The project would not result in an increase in water consumption such that it would present a significant impact to water supplies. In addition, the project is subject to compliance with the City's Water Ordinance, including the Water Efficient Landscape Requirements, as well as Title 24 conservation measures such as low flow fixtures, which ensure water consumption is minimized. In addition, the project is proposing the homes to be Energy-star rated, which maximizes appliance efficiency. The water demand for the proposed project can be accommodated by the City's water service capacity.

DTSP EIR Mitigation Measures MM 4.13-1 through 4.13-4 will be implemented by the project to mitigate impacts that could 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:

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.*

MM 4.13-2 *Individual development projects within the Downtown Specific Plan Area will require connections to existing water, sewer, and utility lines in the City and may require construction of new water pipeline facilities. All connections to existing water and wastewater infrastructure will be designed and constructed per the requirements and standards of the City of Huntington Beach Public Works Department. Connections to any OCSD sewer line shall be designed to OCSD standards. Such installation shall be coordinated, reviewed, and approved by the appropriate City departments and applicable agencies.*

MM 4.13-3 *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.*

- *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 new residential and commercial spaces and encouraged in existing developed properties.*
- *Water efficient kitchen and laundry room appliances should be encouraged 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.*

MM 4.13-4 *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. 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.*

In addition to the mitigation measures from the DTSP EIR, the following code requirement from the Downtown Specific Plan addresses the construction of new water facilities:

> *A 12-inch public water line shall be constructed on the northeast side of Pacific Coast Highway. In addition, a 12-inch public water line shall be constructed in Pacific Coast Highway along the property frontage and connect to an existing 6-inch public water line along 7th Street. All water facilities shall satisfy the latest Department of Public Works Standards and Policies.*

Refer to discussion under item a pertaining to wastewater treatment facilities.

With the incorporation of *DTSP* Mitigation Measures MM 4.13-1 through MM 4.13-4 and adherence to the DTSP code requirement, the project will not 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. Less than significant impacts would occur.

c) *Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Source(s): 4)*

Potentially Significant Impact

Refer discussion under item a in Section 5.9 (Hydrology and Water Quality). *In addition, DTSP EIR* Mitigation Measure MM 4.6-2 shall be implemented. Less than significant impacts would occur.

d) *Would the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Source(s): 4)*

Potentially Significant Impact

Refer to discussion under item b.

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? (Source(s): 4)*

Potentially Significant Impact

Refer to discussion under item a.

f) Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (Source(s): 4, and 19)

Less Than Significant Impact

Republic Services is the exclusive hauler of all solid waste for the City of Huntington Beach. Republic Services operates a Transfer Station, located at 17121 Nichols Street within the City of Huntington Beach, and two Materials Recovery Facilities (MRFs) through which all solid waste is processed. Republic Services' Transfer Station has a design capacity of 2,800 tons per day, and current utilization ranges between 53 and 71 percent. In addition, the two MRFs sort and separate all waste and recycle appropriate materials further reducing the waste generation going to the landfills.

Prior to 2008, Assembly Bill (AB) 939 required a 50 percent diversion of solid waste by the year 2000. Based on 2006 data, the City of Huntington Beach maintained a 71 percent diversion rate from the Orange County landfills, which exceeded the AB 939 requirement. In 2008, California enacted Senate Bill (SB) 1016, which established a per capita disposal rate target of 10.4 pounds per person per day (PPD). According to the City's annual reports to CalRecycle, the City's PPD rate was 5.4 in 2015, demonstrating compliance with SB 1016.

The Orange County Integrated Waste Management Department (IWMD) currently owns and operates three active landfills that serve the Orange County region, including: Frank R. Bowerman Landfill in Irvine; Olinda Alpha Landfill in Brea; and Prima Deshecha Landfill in San Juan Capistrano. All three landfills are permitted as Class III landfills and have a combined design capacity of 20,500 tons per day.

Solid waste from the project site would be sent to the Frank R. Bowerman Landfill in Irvine. Permitted capacity for the landfill is limited to 8,500 tons per day. However, if the per day capacity is reached at the Bowerman Landfill, trucks are diverted to one of the other two landfills: Olinda Alpha in Brea (capacity 8,000 tons/day) and Prima Deshecha in San Juan Capistrano (capacity 4,000 tons/day) in the County.

Annual average project solid waste generation during operations would be about 74.71 tons per year (.204 tons per day). CalRecycle requires a mandatory 50% recycling rate which would result in 37.38 tons of project solid waste generation per year (0.102 tons per day). This is approximately a 0.0012 percent increase in tons per day at the landfill. Thus, the proposed project will consume some capacity of the existing landfill, but the level of impact is considered less than significant. There is adequate capacity at the area landfill to accommodate the solid waste generated by the proposed project. The project is subject to compliance with all federal, state, and local statutes and regulations related to solid waste and no exceptions to those standards are proposed. With sufficient current and future landfill capacity, the solid waste impacts resulting from the proposed project would be less than significant.

g) *Would the Project comply with federal, state, and local statutes and regulations related to solid waste? (Source(s): 4, and 19)*

Less Than Significant Impact

Refer to discussion under item f. Less than significant impacts would occur.

h) *Would the Project include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Source(s): 4)*

Less Than Significant Impact

Refer to discussion under item a in Section 5.9 (Hydrology and Water Quality). As part of the project application, a *WQMP* was prepared in accordance with the approved Model *WQMP* and incorporated LID principles. The *WQMP* includes BMPs for source control, pollution prevention, site design, LID implementation and structural treatment control BMPs. The proposed storm drain system and identified BMPs would not create additional environmental impacts. Less than significant impacts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5.19 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?		**X**		
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.)		**X**		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

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? (Source(s): 1-23)

Potentially Significant Impact

The proposed project can be implemented, without causing significant adverse environmental effects, without implementation of mitigation measures. Based on the analysis contained in this Section 5.4 (Biology) of this Initial Study, implementation of the project does not 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. Development of the project site would result in potential impacts to cultural and archaeological resources. However, *DTSP EIR* Mitigation Measures MM-CUL-1 through MM-CUL-4 and Mitigation Measure MM 4.3-2 would reduce proposed project's impacts to a less than significant level.

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.) (Source(s): 1-23)

Potentially Significant Impact

As discussed in Sections 5.1- 5.18, the proposed project does not have impacts which are individually limited, but cumulatively considerable. Mitigation Measures, code requirements, and conditions of approval will apply to the proposed project.

Aesthetics

Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. The project proposes several design measures to minimize light pollution. This project and other projects in the City are required to comply with the City's light pollution ordinance, which is designed to eliminate cumulative light pollution impacts. Compliance with CR 4.1-1 would reduce any potential impacts from new source of substantial light and glare to a less than significant level. The project is in compliance with the DTSP zoning and design standards and guidelines, which

regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. A variance application has been submitted for an increase in building height. Even with the variance request, the project is still below the 55-foot height limitation that was analyzed in the DTSP Environmental Impact Report. Thus, the proposed project would have a less than cumulatively considerable impact to aesthetics.

Agricultural Resources
Implementation of the proposed project would not result in any impacts to agricultural or forestry resources and would therefore not contribute to cumulative impacts to these resources.

Air Quality
The South Coast Air Quality Management District's (SCAQMD) approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under item a in Section 5.3 (Air Quality) describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the Plan. As such, the project would have a less than cumulatively considerable impact on air quality.

Biological Resources
Implementation of the proposed project would not result in any impacts to biological resources and would therefore not contribute to cumulative impacts to these resources.

Cultural Resources
Development of the project site would contribute to a cumulative increase in potential impacts to cultural and archaeological resources. However, Mitigation Measures MM-CUL-1 through MM-CUL-4 and *DTSP EIR* Mitigation Measure MM 4.3-2 would reduce proposed project's impacts to a less than significant level. Thus, the project would have a less than cumulatively considerable impact.

Geology and Soils
Project-related impacts on geology and soils associated with development on the project site are site-specific, and development on the site would not contribute to seismic hazards or soil erosion. Compliance with *DTSP EIR* Mitigation Measure MM 4.4-1 and Code Requirement CR 4.4-1 would result in decreased exposure to the risks associated with seismic activity. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions
The greenhouse gas discussion provided in Section 5.7 (Greenhouse Gas Emissions) analyzed the proposed project's cumulative contribution to global climate change and determined that the project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions. The proposed project would not result in a potentially significant cumulative impact associated with greenhouse gas emissions.

Hazards and Hazardous Materials
The proposed project is not expected to utilize or contribute to hazards associated with the routine use or accidental release of hazardous materials. Compliance with *DTSP EIR* Mitigation Measures MM 4.5-1 and MM 4.5-2 will ensure that these impacts are reduced to a less than significant level. Furthermore, compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality
Water quality measures included in the proposed project and the WQMP prepared for the project would protect the quality of water discharged from the site during both construction and operational activities. Therefore, the project would have a less than cumulatively considerable impact on water quality. The site is not located within a flood hazard zone. The project has the potential for inundation due to tsunami. Compliance with *DTSP EIR* Mitigation Measures MM 4.6-2 through MM 4.6-5 will ensure that these impacts are reduced to a less than significant level. Therefore, the proposed project would have a less than cumulatively considerable impact related to hydrology.

Land Use and Planning
The proposed project is consistent with the General Plan (including the Costal Element) and the DTSP. Therefore, the project would have a less than cumulatively considerable impact related to land use and planning.

Mineral Resources
The proposed project would have no impact related to mineral resources and would therefore not contribute to any cumulative impacts to such resources.

Noise
As discussed in Section 5.12 Noise, operation of the proposed project would comply with all applicable noise standards and would have less than significant direct impacts related to noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to conform to the City Noise Ordinance standards, Project Design Standards, Mitigation Measures (DTSP EIR MM 4.8-1 through MM 4.8-3, MM-NOI-1) and Code Requirement (*DTSP EIR* CR 4.8-1). In addition, best management practices (including Project Design Standards) shall be implemented to reduce construction and operational related noise. When the project noise sources are added to the ambient noise sources in the project area, any cumulative impacts will remain below established noise thresholds for construction and operation.

Population and Housing
Since the project site is currently vacant, no housing units or people would be displaced and the construction of replacement housing is not required. The project would not displace any houses or people requiring the construction of new housing elsewhere. The project is consistent with the General Plan and the DTSP. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

Public Services

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection, schools and libraries. However, the project will be required to comply with *DTSP EIR* Mitigation Measure 4.10-1, and *DTSP EIR* Code Requirements CR 4.10-2, CR 4.10-3, and CR 4.10-5. With the implementation of these Mitigation Measures and Code Requirements, the proposed project would have a less than cumulatively considerable impact on public services.

Recreation

The proposed project will use existing neighborhood or regional parks or other recreational facilities. The established standard for parks per the City's General Plan is five acres for every 1,000 residents. Based on the number of proposed dwellings (29) and average household size in the City (2.6 residents per unit), the project could add approximately 76 people to the City's population of 202,413, which equated to approximately 0.04 percent of the total population of the City. The proposed project would require 0.38 acres of parkland to meet the established standard for the project. The project is required to pay park fees to offset the increased demand and use created by the project and ensure established General Plan park acreage standards are maintained (*DTSP EIR* Code Requirement CR 4.11-1). With the implementation of this Code Requirement, the proposed project would have a less than cumulatively considerable impact on recreational resources.

Transportation/Traffic

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. Cumulative traffic impacts are created as a result of a combination of the proposed project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project. The project's contribution to a cumulatively significant impact shall be reduced to less than significant because the project funds its fair share of improvements designed to alleviate the potential cumulative impact.

Tribal Cultural Resources

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and archaeological resources. This was identified during consultation, pursuant to AB 52. Mitigation Measures MM 4.3-2 and MM-CUL-1 through MM-CUL-4 would reduce the potential impacts associated with development on the project site. Thus, the project would have a less than cumulatively considerable impact to Tribal Cultural Resources.

Utilities and Service Systems

Implementation of the proposed project would increase demand for public utilities. Construction activities related to development of the project site may result in impacts to utilities and service systems, including solid waste. With the incorporation of *DTSP EIR* Mitigation Measure 4.13-1 though Mitigation Measure 4.13-4 any impacts would be less than cumulatively considerable.

c) *Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Source(s): 1-23)*

Potentially Significant Impact

As discussed in Sections 5.1 - 5.18, the proposed project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts are considered less than significant (with mitigation incorporated), less than significant, or as having no impact, as analyzed in the above referenced Sections.

6.0 EARLIER ANALYSIS/SOURCE LIST

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

Reference #	Document Title	Available for Review at:
1	City of Huntington Beach General Plan	City of Huntington Beach Community Development Department, 2000 Main Street, 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 Street, Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	City of Huntington Beach Downtown Specific Plan (DTSP)	City of Huntington Beach Community Development Department, 2000 Main Street, Huntington Beach and at http://www.huntingtonbeachca.gov/government/departments/planning/major/DTSP.cfm
4	City of Huntington Beach Downtown Specific Plan Environmental Impact Report (DTSP EIR)	City of Huntington Beach Community Development Department, 2000 Main Street, Huntington Beach and at http://www.huntingtonbeachca.gov/government/departments/planning/major/DTSP.cfm
5	*602-620 PCH Mixed Use Development Air Quality and Greenhouse Gas Impact Study, City of Huntington Beach*, August 25, 2017, prepared by RK Engineering Group, Inc. (*AQ/GHG Study*)	"
6	*Geotechnical Report Update, Proposed Commercial Building, 602-612-620 Pacific Coast Hwy, Huntington Beach, California*, April 16, 2015, prepared by Soil Pacific, Inc. (*GEO Update)*	"

7	*Preliminary Soil Investigation Report, Proposed Mixed Use Development Site, The Coral, 602 Pacific Coast Highway, NEC Pacific Coast Highway and 5th Street, City of Huntington Beach, Orange County, California*, June 15, 2011, prepared by Soil Exploration Company, Inc. (*2011 PSI*)	"
8	*Underground Storage Tank Closure Report, Java Jungle/Supreme Donuts 602 Pacific, Coast Highway S. Huntington Beach, California,* May 12, 2003, prepared by Wolverine Environmental, Inc. (*USTCR*)	"
9	*Remedial Action Completion Certification*, *Underground Storage Tank (UST) Case Java Jungle*, January 5, 2005, from County of Orange Health Care Agency. (*2005 RACC*)	"
10	*Remedial Action Completion Certification*, Underground *Storage Tank (UST) Case Java Jungle*, September/October 2004, from County of Orange Health Care Agency. (*2004 RACC*)	"
11	Geotracker Site	http://geotracker.waterboards.ca.gov/map/
12	Envirostor Site	http://www.envirostor.dtsc.ca.gov/
13	*Water Quality Management Plan (WQMP),* Updated February 25, 2016, prepared by YMK Consulting, Inc.	"
14	*602-620 Pacific Coast Highway Mixed Use Development Acoustical Study, City of Huntington Beach,* August 25, 2017 May 16, 2016, prepared by RK Engineering Group, Inc. (*Acoustical Study*)	"
15	*Telephone conversation with the Huntington Beach School Districts on 9-7-17*	714-903-7000 (Pam Ogden)
16	*602-620 PCH Mixed Use Development Traffic Impact Study, City of Huntington Beach*, August 18, 2017, prepared by RK Engineering Group, Inc. (*TIS*)	"

17	*AB52 Notice of Opportunity to Consult for the PCH Mixed-Use Development,* City of Huntington Beach, July 24, 2017	"
18	*AB52 Consultation Request Kizh Nation,* July-25, 2017	"
19	*Refuse Collection Will Serve Letter*, April 5, 2016, from Rainbow Environmental Services	"
20	Summary of Mitigation Measures	Attachment No. 1
21	Project Narrative	Attachment No. 2
22	Project Plans	Attachment No. 3
23	Code Requirements	Attachment No. 4
24	City of Huntington Beach Demographics	City of Huntington Beach Community Development Department, 2000 Main Street, Huntington Beach and at https://www.huntingtonbeachca.gov/business/demographics/