

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

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

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

THE FOLLOWING CONDITIONS SHALL BE MAINTAINED DURING CONSTRUCTION:

- a. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with City Specification #426, Fire Safety Requirements for Construction Sites. **(FD)**

OTHER:

- a. Discovery of additional soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards. **(FD)**

ATTACHMENT NO. 6.14

- b. **Outside City Consultants.** The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party. **(FD)**

Fire Department City Specifications may be obtained at:
Huntington Beach Fire Department Administrative Office
City Hall 2000 Main Street, 5th floor
Huntington Beach, CA 92648

or through the City's website at **www.surfcity-hb.org**

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

S:\Prevention\1-Development\1-Planning Department - Planning Applications, CUP's\2007 CUP's\PCH 612-620 New Mixed Use Building (former DAT) Second review 4-2-08 LC.doc

Gas-Fueled Decorative Commercial Fire Pit

For Fire Department approval, a separate submittal (three sets of plans) is required for commercial decorative fire pits. Plans shall demonstrate the following:

- For a UL or other listing agency rated device, provide information, specification, or cut sheets to support the safe installation and operation of this fire pit appliance in this application. Rated devices must demonstrate the same safety concepts as a scratch-built on-site fire pit.
- If this fire pit is to be scratch-built on-site, it must conform to the following:
 - Fire pit shall be sufficiently designed so as to prevent accidental contact by patrons with flames or hot objects. Specific consideration shall be given to wind or air currents/eddies and the horizontal laying-down of the flames or convected heat. Radiant heating of the surrounding area shall also be considered.
 - By sound design the fire pit shall prevent the possibility of tripping, stumbling or falling into the fire pit by adults or children through the use of railing, shielding or other design considerations.
 - For fire pits covered by a roof structure, a listed hood system shall safely convey products of combustion away from the area through the roof per recognized building and mechanical code standards and practices.
 - The gas supply system shall supply a regulated set pressure to the burners and by design shall limit the amount of flame production to a safe, standardized level. All gas related piping, valves, and regulators shall conform to the building, mechanical, and fire codes and shall utilize sound industry practices.
 - An emergency shut-off to the gas system shall be located in the vicinity so as to provide rapid manual shutdown of the fire pit and shall have a wall-mounted sign identifying the valve as "Emergency Fire Pit Shut-Off". Provision shall be made so that the gas can not be turned back on without relighting the flame.
 - Construction of the fire pit shall be of concrete or a non-combustible material and shall prevent patron contact with hot surfaces. CFC/HBFC 1102.5.2.1
 - Fire Pit shall not be located within 10 feet of combustible walls, roofs, or other combustible materials. CFC/HBFC 1102.5.2.2
 - A 2a-10bc fire extinguisher, located within thirty feet (30'), shall be provided per CFC/HBFC 1102.5.2.3



HUNTINGTON BEACH PLANNING DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: APRIL 10, 2008

PROJECT NAME: PACIFIC VIEW MIXED USE BUILDING

PLANNING APPLICATION NO. PLANNING APPLICATION NO. 2008-0050

ENTITLEMENTS: COASTAL DEVELOPMENT PERMIT NO. 2008-005, CONDITIONAL USE PERMIT NO. 2008-011, DESIGN REVIEW NO. 2008-011 AND SPECIAL PERMIT NO. 2008-002

DATE OF PLANS: MARCH 3, 2008

PROJECT LOCATION: 620 PACIFIC COAST HIGHWAY (NORTHEAST CORNER OF PACIFIC COAST HIGHWAY AND 7TH STREET)

PLAN REVIEWER: RAMI TALLEH, SENIOR PLANNER

TELEPHONE/E-MAIL: (714) 374-1682 /rtalleh@surfcity-hb.org

PROJECT DESCRIPTION: TO PERMIT THE DEVELOPMENT OF A 12,751 MIXED USE DEVELOPMENT CONSISTING OF RETAIL ON THE FIRST FLOOR AND RESIDENTIAL ON THE SECOND AND THIRD FLOOR.

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

COASTAL DEVELOPMENT NO. 2008-005/CONDITIONAL USE PERMIT NO. 2008-0011/ SPECIAL PERMIT NO. 2008-002:

1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design with the following modifications:
 - a. Parking lot striping shall comply with Chapter 231 of the Zoning and Subdivision Ordinance and Title 24, California Administrative Code.
 - b. Depict all utility apparatus, such as but not limited to, back flow devices and Edison transformers on the site plan. Utility meters shall be screened from view from public right-of-ways. Electric transformers in a required front or street side yard shall be enclosed in subsurface vaults. Backflow prevention devices shall be prohibited in the front yard setback and shall be screened from view.

- c. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing proposed screening must be submitted for review and approval with the application for building permit(s).
- d. Depict the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and similar items on the site plan and elevations. If located on a building, they shall be architecturally integrated with the design of the building, non-obtrusive, not interfere with sidewalk areas and comply with required setbacks.
- e. All parking area lighting shall be energy efficient and designed so as not to produce glare on adjacent residential properties. Security lighting shall be provided in areas accessible to the public during nighttime hours, and such lighting shall be on a time-clock or photo-sensor system. **(HBZSO 231.18(C))**
- f. All setback areas fronting on or visible from an adjacent public street, and all recreation, leisure and open space areas shall be landscaped and permanently maintained in an attractive manner and shall be consistent with the adopted Design Guidelines. **(SP5 4.2.12a)**
- g. On-site trees shall be provided in all developments as follows: One (1) thirty-six (36) inch box tree for each residential unit or for each 2,500 square feet of gross site area for commercial or office space. Alternatively, the equivalent of thirty-six (36) inch box trees may be provided where feasible (except when palm trees are required). **(SP5 4.2.12c)**
- h. All parking lots shall provide a decorative masonry wall or landscaped berm installed in the setback area. All landscaping shall be installed within the parking lot area, in accordance with the Huntington Beach Ordinance Code. Parking structures must screen all street-level parking areas from the public ROW. Such screening must be approved by the Director. The setback area shall be landscaped in accordance with the following guidelines and a landscape plan shall be submitted to and approved by the Director **(SP5 4.2.12e)**:
 - i. Where feasible, planting material shall include a minimum three (3) five (5) gallon size shrubs for each seventy-five (75) square feet of landscaped area and at least one (1) thirty-six (36) inch box tree or palm for each one hundred and fifty (150) square feet of landscaped area (except when palm trees are required).
 - ii. The setback area shall be planted with suitable ground cover.
 - iii. The landscaped area shall be provided with an irrigation system which conforms to the standards specified for landscaped medians by the Department of Public Works.
 - iv. All landscaping shall be maintained in a neat and attractive manner.
- i. An on-site lighting system shall be installed on all vehicular access ways and along major walkways. Such lighting shall be directed onto driveways and walkways within the development and away from adjacent properties. Lighting shall also be installed within all

covered and enclosed parking areas. A lighting plan shall be submitted to and approved by the Director. **(SP5 4.2.18)**

- j. A minimum of one hundred (100) cubic feet of outside storage space shall be provided for each residential unit. **(SP5 4.2.19)**
 - k. Refuse collection areas shall be provided within two hundred (200) feet of the units they are to serve. In all developments, trash areas shall be enclosed or screened with a masonry wall, and shall be situated in order to minimize noise and visual intrusion on adjacent property as well as to eliminate fire hazard to adjacent structures. Residents shall be provided with collection areas that are separate and distinct from the collection area of offices and other commercial activities. **(SP5 4.2.22)**
 - l. Bicycle parking facilities shall be provided in accordance with the provisions of **HBZSO Section 231.20 – Bicycle Parking.**
2. Prior to issuance of grading permits, the following shall be completed:
- a. Blockwall/fencing plans (including a site plan, section drawings and elevations, depicting the height and material of all retaining walls, freestanding walls and fences) consistent with the grading plan, shall be submitted to and approved by the Planning Department. Double walls shall be prohibited. Prior to construction of any new property line walls or fences, a plan, approved by the owners of adjacent properties, and identifying the removal of any existing walls, shall be submitted to the Planning Department for review and approval. The plans shall identify proposed wall and fence materials, seep holes and drainage.
3. Prior to submittal for building permits, the following shall be completed:
- a. Zoning entitlement conditions of approval, code requirements identified herein and code requirements identified in separately transmitted memorandum from the Departments of Fire and Public Works shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
 - b. Submit three (3) copies of the site plan and floor plans and the processing fee to the Planning Department for addressing purposes. The address assignment shall be reviewed and approved prior to submittal for building permits.
 - c. Residential type structures on the subject property, whether attached or detached, shall be constructed in compliance with the State acoustical standards set forth for units that lie within the 60 CNEL contours of the property. Evidence of compliance shall consist of submittal of an acoustical analysis report and plans, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for building permit(s).
 - d. Contact the United States Postal Service for approval of mailbox location(s).
4. Prior to issuance of building permits, the following shall be completed:
- a. A Lot Line Adjustment consolidating the underlying parcels shall be submitted and approved pursuant to Title 25 of the Huntington Beach Zoning and Subdivision Ordinance. Said lot line adjustment shall be recorded prior to issuance of a building permit.
 - b. The Downtown Specific Plan fee of \$831 per acre shall be paid.

- c. All new commercial and industrial development and all new residential development not covered by Chapter 254 of the Huntington Beach Zoning and Subdivision Ordinance, except for mobile home parks, shall pay a park fee, pursuant to the provisions of HBZSO Section 230.20 – Payment of Park Fee. The fees shall be paid and calculated according to a schedule adopted by City Council resolution (City of Huntington Beach Planning Department Fee Schedule).
 - d. A landscape and irrigation plan in conformance with the adopted Design Guidelines shall be subject to approval by the Director and the Department of Public Works prior to the issuance of building permits. **(SP5 4.2.12d)**
5. During demolition, grading, site development, and/or construction, the following shall be adhered to:
- a. Construction equipment shall be maintained in peak operating condition to reduce emissions.
 - b. Use low sulfur (0.5%) fuel by weight for construction equipment.
 - c. Truck idling shall be prohibited for periods longer than 10 minutes.
 - d. Attempt to phase and schedule activities to avoid high ozone days first stage smog alerts.
 - e. Discontinue operation during second stage smog alerts.
 - f. Ensure clearly visible signs are posted on the perimeter of the site identifying the name and phone number of a field supervisor to contact for information regarding the development and any construction/ grading activity.
 - g. An Affordable Housing Agreement in accord with Section 230.26 of the ZSO.
 - h. All Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays.
6. The structure cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released until the following has been completed:
- a. All improvements must be completed in accordance with approved plans, except as provided for by conditions of approval.
 - b. Compliance with all conditions of approval specified herein shall be verified by the Planning Department.
 - c. All building spoils, such as unusable lumber, wire, pipe, and other surplus or unusable material, shall be disposed of at an off-site facility equipped to handle them.
 - d. A Certificate of Occupancy must be approved by the Planning Department and issued by the Building and Safety Department.
7. The Development Services Departments (Building & Safety, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement

reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18.

8. The applicant and/or applicant's representative shall be responsible for ensuring the accuracy of all plans and information submitted to the City for review and approval.
9. Coastal Development Permit No. 2008-005, Conditional Use Permit No. 2008-011, and Special Permit No. 2008-002 shall not become effective until the ten calendar day appeal period following the approval of the entitlements has elapsed.
10. Coastal Development Permit No. 2008-005, Conditional Use Permit No. 2008-011, and Special Permit No. 2008-002 shall become null and void unless exercised within one year of the date of final approval or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning Department a minimum 30 days prior to the expiration date.
11. The Planning Commission reserves the right to revoke Coastal Development Permit No. 2008-005, Conditional Use Permit No. 2008-011, and Special Permit No. 2008-002 pursuant to a public hearing for revocation, if any violation of the conditions of approval, Huntington Beach Zoning and Subdivision Ordinance or Municipal Code occurs.
12. The project shall comply with all applicable requirements of the Municipal Code, Building & Safety Department and Fire Department, as well as applicable local, State and Federal Fire Codes, Ordinances, and standards, except as noted herein.
13. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays.
14. The applicant shall submit a check in the amount of \$50 for the posting of a Notice of Exemption or Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning Department within two (2) days of the Planning Commission's action. If a Notice of Determination is required an additional check in the amount of \$1,800 for California Department of Fish and Game shall be made out to County of Orange and submitted within two (2) days of the Planning Commission's action.
15. All landscaping shall be maintained in a neat and clean manner, and in conformance with the HBZSO. Prior to removing or replacing any landscaped areas, check with the Departments of Planning and Public Works for Code requirements. Substantial changes may require approval by the Planning Commission.
16. All permanent, temporary, or promotional signs shall conform to Chapter 233 of the HBZSO. Prior to installing any new signs, changing sign faces, or installing promotional signs, applicable permit(s) shall be obtained from the Planning Department. Violations of this ordinance requirement may result in permit revocation, recovery of code enforcement costs, and removal of installed signs.

**ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 2008-011**

- 1. PROJECT TITLE:** Pacific View/ Paseo Pacific
- Concurrent Entitlements:** Coastal Development Permit No. 2008-005, Conditional Use Permit No. 2008-011, Variance No. 2008-006, Special Permit No. 2008-002, Design Reivew No. 2008-011
- 2. LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Rami Talleh, Senior Planner
Phone: (714) 536-5271
- 3. PROJECT LOCATION:** 620 Pacific Coast Highway (Northeast Corner of Pacific Coast Highway and 7th Street)
- 4. PROJECT PROPONENT:** Otis Architecture
16871 Sea Witch Ln.
Huntington Beach, CA 92649
- Contact Person:** Karen Otis
Phone: (714) 846-0177
- 5. GENERAL PLAN DESIGNATION:** MV-F8-d-sp (Mixed Use Vertical – maximum floor area ratio 1.5 – Design Overlay – Specific Plan)
- 6. ZONING:** SP5 (Downtown Specific Plan – District One)
- 7. PROJECT DESCRIPTION**
- The project proposes to construct a four-story, 35 ft. tall, 12,922 sq. ft. mixed-use, visitor-serving/residential development. The proposed uses within the project would include 4,082.8 sq. ft. of commercial space on the ground floor and seven residential units consisting of 4,472 sq. ft. on the second floor (four units) and 4,367 sq. ft. on the third floor (three units). The project includes a request for a variance to allow a fourth floor in lieu of the maximum allowed number of three floors for purposes of providing common open space within a roof top deck. In addition, the project includes four special permit requests to allow the following:
- A 15 ft. front yard setback in lieu of the minimum required 25 ft. landscaped setback,
 - A 10 ft. street side yard setback in lieu of the minimum required 15 ft. landscaped setback,

- A 5 ft. interior side yard setback in lieu of the minimum required 7 ft. setback, and
- A slope of 15% in lieu of the maximum allowed slope of 10% for parking garages transition ramps.

Parking would be provided in a two-level, 40-space subterranean parking garage located beneath the proposed structure. Additionally six spaces of surface level parking would be provided at the rear of the building along the alley. Construction of the proposed project is expected to begin in November of 2008 and last approximately 12 months.

8. SURROUNDING LAND USES AND SETTING:

The project site is located at the southeast corner of Pacific Coast Highway and Seventh Street. The project site is currently vacant and previously developed with an automobile service station. The site is approved for the construction of a temporary parking lot as an interim use. An automobile service station exists to the west, across Seventh Street. A café and doughnut shop exist to the east. Multi-family residential uses exist to the north, and beach parking exists to the south across Pacific Coast Highway.

8. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

None.

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

Encroachment Permit is required from Cal Trans.

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.

- Land Use / Planning
- Transportation / Traffic
- Public Services
- Population / Housing
- Biological Resources
- Utilities / Service Systems
- Geology / Soils
- Mineral Resources
- Aesthetics
- Hydrology / Water Quality
- Hazards and Hazardous Materials
- Cultural Resources
- Air Quality
- Noise
- Recreation
- Agriculture Resources
- Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature Fanni Talley

Date 8/5/08

Printed Name Fanni Talley

Title Senior Planner

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 from Section XVIII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII 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 XVIII. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach’s requirements.

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

SAMPLE QUESTION:

| <i>ISSUES (and Supporting Information Sources):</i> | <i>Potentially Significant Impact</i> | <i>Potentially Significant Unless Mitigation Incorporated</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|---|-------------------------------------|-------------------------------------|
| <p><i>Would the proposal result in or expose people to potential impacts involving:</i></p> <p><i>Landslides? (Sources: 1, 6)</i></p> <p><i>Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ISSUES (and Supporting Information Sources):

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

I. LAND USE AND PLANNING. Would the project:

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

Discussion: The proposed mixed use building will not conflict with any land use plan in the City of Huntington Beach, including the Downtown Specific Plan (SP5), Local Coastal Program, and the General Plan. The project proposal is permitted within District 1 (Visitor Serving Commercial district) of the Downtown Specific Plan subject to the approval of a conditional use permit by the Planning Commission.

While the use complies with the base zoning district and all applicable land use plans, the proposed building exceeds the maximum number of stories allowed by the specific plan and does not meet the minimum required front, side and street side yard setbacks. The project proposes three floors of habitable space and a fourth floor deck. District 1 of SP5 allows a maximum of three floors; therefore, the proposed project would not be consistent with the maximum allowed building height, which limits the number of floors to three. However, the project includes a request for a variance to exceed the maximum number of floors. Furthermore, while the building exceeds the maximum number of floors, it remains compliant with the maximum allowed building height of 35 feet. The project is also subject to a 25-foot front yard setback, 15-foot street yard setback, and 7-foot interior side yard setback. The project proposes a minimum 15-foot front yard setback, 10-foot street side yard setback, and a 5-foot street side yard setback. The proposed project would not, therefore, comply with the setback requirements of the specific plan. However, the proposed project includes a request for Special Permits to encroach upon the required setbacks, as allowed by the Downtown Specific Plan, and obtaining these Special Permits would bring the project into compliance with the intent of the Specific Plan. The proposal complies with all other provisions of the base zoning district and other applicable provisions in the HBZSO such as maximum lot coverage, building height, and parking requirements.

Furthermore, the project is consistent with the following goals and policies of the General Plan:

Goal LU 4: Achieve a diversity of land uses that sustain the City’s economic viability, while maintaining the City’s environmental resources and scale and character.

The design of the project promotes development for a mixed use building that conveys a unified, high-quality visual image and character, with integrated landscaping, that is intended to expand the existing pattern of Downtown Huntington Beach. The City’s Design Review Board has reviewed the proposed architecture, colors and materials and recommends approval of the design concept with modifications. The building will be oriented toward the intersection of Pacific Coast Highway and Seventh Street. Additionally, public areas and open space included with the project incorporate enhanced hardscape materials. The proposed project would, therefore, be consistent with this policy of the Land Use Element.

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

The proposed project utilizes mixed-vertical uses in accordance with the patterns and distribution of use and

ISSUES (and Supporting Information Sources):

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

density within the Land Use Map of the City of Huntington Beach General Plan. Commercial uses such as retail establishments will be located within the first story, while two and three-bedroom residential units will occupy the second and third floors. The project will be consistent with this policy.

Policy C 1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such area are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individual or cumulative, on coastal resources.

The proposed project would develop a mix of commercial and residential uses on parcels contiguous to similar uses in an established, urban, downtown core area. Public services are currently available to the project site, as well as the surrounding parcels, and the project includes improvements to existing infrastructure to ensure adequate service after the project implementation, as described in Utilities Section. Additionally, as will be discussed in Aesthetics the proposed project would not have a significant effect on public views of the coast. Therefore the proposed project would be consistent with Policy C 1.1.1.

Policy HE 2.1.2: Facilitate the development of mixed-use projects containing residential and non-residential uses which can take advantage of shared land costs to reduce the costs of land for residential uses through General Plan designation and the Specific Plan process.

Policy HE 2.1.4: Plan for residential land uses which accommodate anticipated growth from new employment opportunities.

The 2008-2012 Housing Element update indicates that almost the entire City's household growth between the years of 1990 and 2000 was due to increases in single-person households and married couples without children. These growth trends support the need for smaller, higher density and mixed use units close to transportation and services. The proposed development is consistent with the types of development identified in the Housing Element update necessary to satisfy the City's housing needs. The project is consistent with the policies of the General Plan Land Use Element which encourage the provision of housing and commercial opportunity within the city.

As discussed above the proposed project would be consistent with applicable Goals and Policies of the Huntington Beach General Plan, and with the Downtown Specific Plan, assuming that Special Permits and Variance requested for the project are obtained. Also, the uses proposed are consistent with the General Plan Land use and zoning designations for the project site. The proposed project would, therefore, result in a less than significant land use impact.

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

Discussion: The project site is not located within an area designated as a wildlife habitat area. The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan as none exists in the City. No impacts are anticipated.

- c) Physically divide an established community? (Sources: 3,4)

ISSUES (and Supporting Information Sources):

| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
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Discussion: The proposed project would not disrupt or physically divide an established community. The subject site is located at the southeast corner of Pacific Coast Highway and Seventh Street and is located within an established urban area; therefore, it will not divide any established communities. The project would not impact access to surrounding development. No impacts are anticipated.

II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 1,4)
-

Discussion: The requested entitlements will provide for the construction of a mixed use development with seven multi-family dwellings on 0.29 gross acres of land. The proposed housing density of 22.6 units per net acre is less than the maximum 25 units per net acre provided for in the General Plan, based on the project site's Mixed Use Vertical General Plan designation. Based on the City of Huntington Beach 2008-2014 Housing Element update average persons per household data for existing multi-family residential developments in the vicinity and Citywide, the proposed development is expected to house approximately 18 additional residents. The resulting population increase represents less than 0.1 percent of the City's current population. The proposed residential project was considered during the update of the City's housing element and growth projections. The project is subject to the City's Affordable Housing Ordinance, which requires that affordable housing units be provided at a ratio of one unit per 10 constructed or payment of an in-lieu fee. The applicant proposes to pay an in lieu fee for one affordable unit in satisfaction of the City's Affordable Housing Ordinance. No impacts would occur.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 4)
-

Discussion: The project site is currently vacant. No residential uses exist on the subject site. Therefore, the proposed project will not displace existing housing. No impacts are anticipated.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: 4)
-

Discussion: The project site does not currently support any housing. Therefore, the project will not displace existing people or housing. No impacts are anticipated.

III. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the
-

ISSUES (and Supporting Information Sources):

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| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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area or based on other substantial evidence of a known fault? (Sources: 1, 13)

Discussion: The project site is not known to be traversed by an active fault and is not located within the Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. The nearest active fault is the Newport-Inglewood fault located approximately 1.75 miles northeast of the project site. No impacts are anticipated.

ii) Strong seismic ground shaking? (Sources: 1,13)

Discussion: The project site is located in a seismically active region of Southern California. Therefore, the site could be subjected to strong ground shaking in the event of an earthquake. Structures built in Huntington Beach are required to comply with standards set forth in the California Building Code (CBC) and standard City codes, policies, and procedures which require submittal of a detailed soils analysis prepared by a Licensed Soils Engineer. Conformance with CBC requirements and standard City code requirements will ensure potential impacts from seismic ground shaking are less than significant.

iii) Seismic-related ground failure, including liquefaction? (Sources: 1,6)

Discussion: Although the site is located within an area identified by the City's General Plan as having a very high potential for liquefaction, the project site is not located within a liquefaction zone, according to Seismic Hazard Zones maps of the California Division of Mines and Geology (CDMG). Additionally, the potential for liquefaction of the subsurface soils at the site is considered low, due to the absence of loose sandy soils above the groundwater level as is typical in the vicinity of the project site. Therefore liquefaction impacts associated with seismic related ground failure to people and structures on-site would be less than significant.

iv) Landslides? (Sources:1,6)

Discussion: According to the City of Huntington Beach General Plan, the site is not in an area susceptible to slope instability. The project site is located on a flat parcel of land and no slopes or other landforms susceptible to landslides exist in the vicinity of the property. Moreover, the California Division of Mines and Geology has not mapped any earthquake-induced landslides at, or in the vicinity of, the site that would be indicative of the potential for slope instability at or in the vicinity of the site. No impacts from landslides are anticipated.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1,6,15)

Discussion: The project site and vicinity are urbanized and have relatively flat topography. Construction of the proposed project would require grading of the entire site which could potentially result in erosion of soils. In addition, grading for the proposed subterranean parking structure is expected to be substantial and may result in erosion during construction. Erosion will be minimized by compliance with standard City requirements for submittal of an erosion control plan prior to issuance of building permits, for review and approval by the Department of Public Works. In the event that unstable soil conditions occur on the project site due to grading, or placement of fill materials, these conditions would be remedied pursuant to the recommendations in the required geotechnical study prepared by Soil Pacific Inc. in July of 2008. A less than

ISSUES (and Supporting Information Sources):

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| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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significant impact is anticipated.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 1,6)
-

Discussion: Refer to Responses III.a iii) and III.a iv) for discussion of liquefaction and landslides, respectively. Subsidence is large-scale settlement of the ground surface generally caused by withdrawal of groundwater or oil in sufficient quantities such that the surrounding ground surface sinks over a broad area. The project site has not been identified as an area with the potential for subsidence. In addition, withdrawal of oil or other mineral resources would not occur as part of the proposed project and, therefore, subsidence is not anticipated to occur. However, in the event of an earthquake in the Huntington Beach area, the site may be subject to ground shaking. The CBC and associated code requirements address lateral spreading and subsidence. Less than significant impacts are anticipated.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1,6,15)
-

Discussion: The site is located within an area identified by the City's General Plan as having a low to moderate (6% -27%) probability for expansion. The surface soils (0 to 5 feet) in the area generally possess low expansion potential. However, the geotechnical report states that a medium potential exists at the foundation level (below the subterreanean parking structure). Existing fill soils that are not compacted properly could result in unstable foundations. Furthermore, differential settlement of soils could occur on site, and affect the foundation materials. Unstable soils could create substantial risks to life and property. Although preparation of a grading plan for the proposed project is a City code requirements, these soil impacts could still occur with project development. Therefore, impacts related to soil expansion potential, unstable soils, and settlement would be potentially significant unless mitigated. Implementation of Mitigation Measure GEO 1 would reduce these impacts to a less than significant level.

GEO 1 The grading plan prepared for the new proposed project shall implement all of the recommendations included in the Geotechnical Engineering Report for the site prepared by Soil Pacific, Inc., dated July 2004 and updated July 2008. These recommendations shall be implemented in the design of the project and include measures associated with site preparation, dewatering, fill placement and compaction, seismic design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, cement type, surface drainage, trench backfill, and geotechnical observation.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 1)
-

Discussion: The project site is located in an urbanized area in which wastewater infrastructure is currently in place. Therefore, the capability of the soils to support septic tanks or alternative waste water systems is not relevant to the proposed project. No impact would occur related to septic tanks or alternative waste water disposal systems.

ISSUES (and Supporting Information Sources):

| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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IV. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? (Sources: 1,16)

Discussion: Water quality standards and waste discharge requirements will be addressed in the project design and development phase pursuant to a Storm Water Pollution Prevention Program (SWPPP) and Water Quality Management Plan (WQMP) prepared by a Licensed Civil or Environmental Engineer in accordance with the National Pollutant Discharge Elimination System (NPDES) regulations and approved by the City of Huntington Beach Department of Public Works. The SWPPP and WQMP will establish Best Management Practices (BMPs) for construction and post-construction operation of the facility, including source, site and treatment controls to be installed and maintained at the site. The WQMP and SWPPP are standard requirements for development in the City of Huntington Beach, and with implementation, will ensure compliance with water quality standards and waste discharge requirements, which will reduce project impacts to a level that is less than significant.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Sources: 1, 15, 16)

Discussion: In 2005, the Huntington Beach Public Works Department prepared an Urban Water Management Plan (UWMP), which analyzed the City's past and future water pipeline infrastructure, sources, supplies, reliability and availability. Based on the number of units and size of the commercial component, the water demand required for this project would not result in a significant increase in water demand consumption that was not previously planned for in the Water Master Plan and UWMP. Therefore, this project would not present a substantial impact to the groundwater supply. Implementation of Mitigation Measure GEO 1 stated above in Section III(d) would reduce these impacts to a less than significant level.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources: 1,16)

Discussion: The site is a flat piece of vacant property that drains toward a catch basin at the northeast corner of Pacific Coast Highway and 7th Street. The proposed project is expected to also drain to this catch basin. The project will be subject to standard code requirements necessitating submittal of grading plans and a Hydrology and Hydraulic Study for review and approval by the Public Works Department to determine the amount of the runoff generated by the proposed project. The proposed project will be required to provide detention to keep drainage flow to current levels. Storm water runoff increase from pre to post development are expected to be detained on-site within landscaped swales and pipes installed underground within the space

ISSUES (and Supporting Information Sources):

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| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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between the property line and the underground parking structure. The pipes would discharge into smaller outlets which would not increase runoff from pre development levels. Therefore, less than significant impacts are anticipated.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources: 1,16)
-

Discussion: The site is a flat piece of vacant property that drains toward a catch basin at the northeast corner of Pacific Coast Highway and 7th Street. The proposed project is expected to also drain to this catch basin. The project will be subject to standard code requirements necessitating submittal of grading plans and a Hydrology and Hydraulic Study for review and approval by the Public Works Department to determine the amount of the runoff generated by the proposed project. However, the project proposal consists of a two level subterranean parking structure. Per the Geotechnical Engineering Report prepared by Soil Pacific Inc. in July of 2008, groundwater was encountered at 15 feet below grade. Excavation during construction of the parking structure may expose groundwater during times of high tide. As identified in the geotechnical report an adequate sump pump is necessary and shall be designed by the civil engineer of the project to accommodate the potential for excessive water infiltration to occur within the subterranean parking lot. Therefore, impacts related to groundwater table would be potentially significant unless mitigated. Therefore, less than significant impacts are anticipated.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: 1,16)
-

Discussion: The project would increase the impermeable surface area of the project site, contributing to an increase in runoff water. This would include runoff that may contain pollutants which could potentially degrade surface water quality. A Hydrology and Hydraulics Study, subject to review and approval by the Public Works Department, will evaluate the amount from runoff generated by the proposed project. The project will be designed such that runoff for the proposed development shall not exceed the pre-development condition. The site is a flat piece of vacant property that drains toward a catch basin at the northeast corner of Pacific Coast Highway and 7th Street. The proposed project is expected to also drain to this catch basin. Any such increase in stormwater runoff shall be managed via onsite detention as discussed previously in Section IV(c). Although the existing drainage pattern is expected to be altered during the construction phase, erosion and siltation during construction will be minimized to less than significant level by employing Best Management Practices (BMPs) for erosion control, pursuant to a City approved Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Required SWPPP and WQMP, to be submitted in accordance with City of Huntington Beach standard development requirements, will identify BMPs for ensuring a less than significant impact associated with polluted runoff.

- f) Otherwise substantially degrade water quality? (Sources: 1,16)
-

Discussion: The Public Works Department requires a Water Quality Management Plan (WQMP) to be

ISSUES (and Supporting Information Sources):

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| | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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prepared in accordance with National Pollution Discharge Elimination System (NDPES) regulations in order to control the quality of water runoff and protect downstream areas. NDPES requirements assure compliance with water quality standards and water discharge requirements. The project will be designed to drain entirely into the City's storm drain system. The WQMP shall be submitted to the Public Works Department for review and approval prior to issuance of a precise grading permit for the project. Therefore, less than significant impacts are anticipated.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources: 1,7)

Discussion: The proposed project is a mixed use development consisting of visitor serving commercial and residential uses. The subject site is designated as Flood Zone X, a 500-year flood hazard area, on the Flood Insurance Rate Map (FIRM), which is not subject to Federal Flood Development restrictions. Therefore, no impacts are anticipated.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 1,7)

Discussion: The proposed project site is designated as Flood Zone X on the Flood Insurance Rate Map (FIRM), which is not subject to Federal Flood Development restrictions. The project site is not situated within the 100-year flood hazard area as mapped in the FIRM. Therefore, no impacts are anticipated.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 1,7)

Discussion: The project site is not located within a flood hazard zone. In addition, the site is not in the immediate vicinity of a levee or dam. Therefore, no impacts are anticipated.

- j) Inundation by seiche, tsunami, or mudflow? (Sources: 1)

Discussion: According to the Moderate Tsunami Run-up Area map in the City of Huntington Beach General Plan, the project site is not located in an identified moderate tsunami run-up 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-existent. The project site and vicinity are urbanized and have relatively flat topography. The project site and vicinity are not identified as areas with the potential for mudflows. Therefore, no impacts are anticipated.

- k) Potentially impact stormwater runoff from construction activities? (Sources: 1,16)

Discussion: Refer to discussion under item IV (a) above.

- l) Potentially impact stormwater runoff from post-construction activities? (Sources: 4)

ISSUES (and Supporting Information Sources):

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| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion: Refer to discussion under item IV (a), (c), and (d) above.

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| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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- m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 4)

Discussion: The proposed project will not include any of the activities described above. Commercial developments with less than 20,000 sq. ft. of gross floor area are not required by the HBZSO to provide delivery areas and/or loading docks. The development does not propose any loading area. Therefore, no impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
- n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 4)

Discussion: See discussion under Sections IV (a) and IV (e).

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
- o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 4)

Discussion: See discussion under Section IV (e).

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
- p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 4)

Discussion: See discussion under Section III (b).

V. **AIR QUALITY.** The city has identified the significance criteria established by the applicable air quality management district as appropriate to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
- a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 9)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
- b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 9)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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- c) Create objectionable odors affecting a substantial

ISSUES (and Supporting Information Sources):

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

number of people? (Sources: 9)

- d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 9)
- e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 9)

Discussion: a) – e) Short-term: The construction of the project may result in a short-term air pollutant emissions from the following activities: the commute of workers to and from the project site; grading activities including the transport of any necessary soil import and/or export, 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. Emissions during construction were calculated using URBEMIS2007 program (version 9.2.4). The allotment of equipment to be utilized during each phase was based on defaults in the URBEMIS2007 program and was modified as needed to represent the specifics of the proposed project. The amount of soil excavation (11,000 cubic yards) and the truck trips necessary to haul the excavated soil (550 trips) was taken into consideration. The default level of detail was used to calculate fugitive dust emissions from activity on the approximately 0.29 acre site.

The URBEMIS model calculates total emissions, on-site and offsite, resulting from each construction activity which are compared to the SCAQMD Regional Thresholds. A comparison of the project's total emission with the regional thresholds is provided below. A project with daily construction emission rates below these thresholds is considered to have a less than significant effect on regional air quality.

| SCAQMD Regional Pollutant Emission Thresholds of Significance | | | | | | |
|---|---|-------|-------|------|------|------|
| | Regional Significance Threshold (Lbs/day) | | | | | |
| | CO | VOC | NOx | PM10 | PM25 | SOx |
| Estimated Construction Emissions for proposed project | 16.95 | 29.81 | 34.12 | 7.10 | 2.67 | 0.01 |
| Significance Threshold | 550 | 75 | 100 | 150 | 55 | 150 |
| Exceed Threshold? | NO | NO | NO | NO | NO | NO |

Based on the aforementioned table construction emission from the proposed project would not exceed the regional thresholds. Therefore a less than significant impact is anticipated.

ISSUES (and Supporting Information Sources):

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

Long-term: Air pollutant emissions due to the project were also calculated using the URBEMIS2007 program version (9.4.2). The program was set to calculate emission for a 12,922 sq. ft. mixed-use building with 4082 sq. ft. of retail square footage and 7 multi-family residential units. The default URBEMIS2007 variables were used for the calculations.

| SCAQMD Regional Pollutant Emission Thresholds of Significance | | | | | | |
|---|---|------|------|------|------|------|
| | Regional Significance Threshold (Lbs/day) | | | | | |
| | CO | VOC | NOx | PM10 | PM25 | SOx |
| Estimated project Emissions for proposed project | 26.18 | 2.60 | 2.48 | 3.43 | 0.67 | 0.02 |
| Significance Threshold | 550 | 75 | 55 | 150 | 55 | 150 |
| Exceed Threshold? | NO | NO | NO | NO | NO | NO |

Based on the aforementioned table construction emission from the proposed project would not exceed the regional thresholds. Therefore a less than significant impact is anticipated.

VI. TRANSPORTATION/TRAFFIC. Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?) (Sources: 1,9)

Discussion: The proposed development will generate 349 new vehicle daily trips, of which 32 will occur in the AM peak hour and 65 in the PM peak hour. The intersection of 6th Street and Pacific Coast Highway was analyzed for potential impacts during the peak periods. The existing level of service (LOS) for the AM and PM peak hour was determined to be LOS A. The existing plus project traffic was analyzed and determined to be LOS A for both the AM peak hour and the PM peak hour. No significant impacts result from the trips generated by the proposed project.

Construction related traffic may have an impact on existing parking, vehicle circulation, and pedestrians by construction vehicles along side, entering, or exiting the project site. Vehicle delays or inaccessibility may result in the adjacent alley used to access the site.

These potential impacts may be reduced through implementation of code requirements requiring department of Public Works approval of a construction traffic control plan. Less than significant impact is anticipated.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Sources: 1,9)

ISSUES (and Supporting Information Sources):

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| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion: Refer to the discussion under item VI (a) above. Increased trip generation from long-term operation of the project will not exceed level of service (LOS) standards on designated Orange County Congestion Management Program (CMP) intersections in the project vicinity. Less than significant impacts are anticipated.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources: 9,11)

Discussion: The project site is not located within two miles of a public or private airstrip and does not propose any structures of substantial height to interfere with existing airspace or flight patterns.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 1)

Discussion: The project site is located along Pacific Coast Highway a major arterial street. Access to the project exists via Seventh Street to an alley along the rear of the property parallel to Pacific Coast Highway. Project access will be provided via an alley along the rear of the property. The alley is currently 17 feet wide. The project is required to dedicate 4'-6" to widen the alley to 21'-6". In addition, the project is subject to compliance with City standards for vision clearance at street/driveway intersections, minimum drive aisle widths and truck turning radii designed to ensure hazards are minimized. No impacts are anticipated.

- e) Result in inadequate emergency access? (Sources: 1,17)

Discussion: Emergency access to and within the project site would be designed to meet City of Huntington Beach Police Department and City of Huntington Beach Fire Department requirements, as well as the City's general emergency access requirements. The Fire and Police Department have reviewed the proposed plans and determined that emergency access is adequate. Construction related traffic may have an impact on existing parking, vehicle circulation, and pedestrians by construction vehicles along side, entering, or exiting the project site. Vehicle delays or inaccessibility may result in the adjacent alley used to access the site. Therefore, less than significant impacts are anticipated.

- f) Result in inadequate parking capacity? (Sources: 2)

Discussion: A total of 40 parking spaces are required for the project (22 spaces for retail and 18 spaces for residential). A total of 40 parking spaces will be provided on the site in compliance with the Zoning Code. The proposed project has been designed according to City parking regulations and provides sufficient parking spaces.

- g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 2)

Discussion: The project will provide bicycle racks onsite, in accordance with the requirements of the HBZSO Section 231.20—*Bicycle Parking*. No impacts are anticipated.

ISSUES (and Supporting Information Sources):

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| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: 1,9)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The proposed project site is currently vacant. The project site does not support any unique, sensitive, or endangered species, is not shown in the General Plan as a generalized habitat area, and is not in the vicinity of any sensitive habitat. Therefore, no impacts to any habitat or wildlife area are anticipated.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 1,9)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project site does not contain any riparian habitat or 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. The project will not result in any loss to endangered or sensitive animal or bird species and does not conflict with any habitat conservation plans.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 1,9)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project does not contain any wetlands; therefore, no impacts are anticipated.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 1,9)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion: The project area is surrounded by similar mixed use, commercial and residential developments. The site does not support any fish or wildlife and should not interfere with the movement of any fish or wildlife species nor impede the use of native wildlife nursery sites. No impacts are anticipated.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1,9)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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ISSUES (and Supporting Information Sources):

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

Discussion: The site is currently vacant and does not contain any mature trees, or rare and unique plant species. Construction of the project will be subject to standard City requirements for the submittal of a landscape plan. Landscaping associated with the proposed project will introduce new plant species to the site; however, plant materials are expected to be common landscaping species and will be contained within the project boundaries. The project would be required to provide approximately five trees on site in accordance with standard Huntington Beach Zoning & Subdivision requirements. No impacts are anticipated.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1,9)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: As discussed above, the project site is presently vacant. It does not support any unique or endangered plant or animal species and is not a part of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; therefore, no impacts to any habitat or wildlife area are anticipated.

VIII. MINERAL RESOURCES. Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1,9)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed commercial development will not result in the loss of a known mineral resource. The project site is not designated as a known mineral resource recovery site in the General Plan. No impacts are anticipated.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1,9)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not designated as an important mineral resource recovery site in the General Plan or any other land use plan. Development of the project is not anticipated to have any impact on any mineral resource. No impacts to mineral resources are anticipated.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 1,9)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed mixed use development will not involve the transport, use or disposal of hazardous materials. The facility will not provide on-site fuel dispensing, underground or outdoor storage of hazardous materials. No impacts regarding the disposal of hazardous materials are anticipated.

- b) Create a significant hazard to the public or the

ISSUES (and Supporting Information Sources):

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| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 1,9)

| | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The proposed project site includes two oil wells which were abandoned in 1998 and capped at 7 ft. below grade. The project proposal includes a two level subterranean parking structure. Grading and excavation of the site could result in damage to the existing abandoned oil wells. In addition, the oil wells may have affected some proximate soils on the project site. Construction activities such as grading and excavation for the proposed underground parking structure could expose workers to contaminated soils and other hazards associated with abandoned oil wells. Therefore, impacts related to the abandoned oil wells would be potentially significant unless mitigated. Application standard conditions of approval for the City and implementation of Mitigation Measure HAZ 1 and 2 would reduce these impacts to a less than significant level.

HAZ 1 The developer shall consult with DOGGR to determine if plug or re-plug of existing abandoned oil wells is necessary. Prior to the issuance of grading permits, the developer shall submit evidence of consultation with DOGGR indicating wells have been plugged or abandoned to current DOGGR standards.

HAZ 2 In the event that abandoned oil wells are damaged during construction, construction activities shall cease in the immediate vicinity immediately. Remedial plugging operations would be required to re-plug the affected wells to current Department of Conservation specifications. Depending on the nature of soil contamination, if any, appropriate agencies shall be notified (e.g. City of Huntington Beach Fire Department). The developer shall ensure proper implementation for the re-abandonment operation in compliance with all applicable laws and regulations.

c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school? (Sources: 1,9)

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed mixed use development is not intending to operate the site in a way that would generate hazardous materials. Activities conducted within the commercial component of the development will consist of visitor serving commercial uses intended to serve visitors to the City and State Beaches. The types of uses permitted in the visitor serving commercial district include art galleries, bakeries, banks, bicycle rentals, bookstores, drug stores, Newspaper and magazine stores, sporting goods stores, travel agencies, etc. These types of uses are retail and or service oriented in nature and are not likely to involve hazardous materials on a daily basis. In addition, the nearest school is approximately 1/2 mile away of the project site. No impacts are anticipated.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 1,9)

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

ISSUES (and Supporting Information Sources):

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|--------------------------------|--|------------------------------|-----------|
| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Discussion: The location of the proposed mixed use development is not listed on the State's Hazardous Waste and Substance Site List. No 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: 1,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The City of Huntington Beach is included in the Orange County Airport Environs Land Use Plan due to the Los Alamitos Armed Forces Reserve Center. However, the site is located such that it would not be impacted by flight activity from the center. No impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: 1,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not near any private airstrips. No impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 11,17) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project will not impede access to the surrounding area and impair implementation or physically interfere with any adopted emergency response plan or evacuation plan. No impacts would occur.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is located in an urbanized area and is not near any wild lands. No impacts are anticipated

X. NOISE. Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 1,2,15) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: During the site grading for the new building and other construction phases of the project, noise levels on the site may increase from normal construction vehicles such as concrete trucks and a backhoe as well as other equipment and tools typically used on construction sites. Construction of the site will also include shoring activities. The shoring methods identified in the Geotechnical Engineering Report prepared by

ISSUES (and Supporting Information Sources):

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

Soils Pacific, Inc. consists of drilled cast-in-place soldier piles or I beam shoring. Both methods are less noise intensive than traditional pile driving methods in that hammering or pile driving are not necessary. Construction of the project will create short-term noise impacts. However, the development will be required to comply with the City Noise Ordinance (Chapter 8.40 Noise Control), which restricts the hours of construction to reduce impacts to the area. No other significant impacts are anticipated after construction due to the nature of the use, which is compatible with the character of the area.

Long-term noise impacts from the project are subject to compliance with the City Noise Ordinance as well but are not expected to be a concern due to the proposed uses which will not result in any significant noise impact. Less than significant short- and long-term noise impacts resulting from the new development project are anticipated.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 1,2)

Discussion: Although there may be some temporary groundborne vibration or groundborne noise levels due to construction activities, these would occur infrequently and would be short-term. In addition, the proposed mixed use development on the project site would not result in the generation of significant groundborne vibration or groundborne noise during long-term operation. Implementation of the proposed project would not result in the exposure of people to or the generation of excessive groundborne vibration or groundborne noise levels. Less than significant impacts are anticipated.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1,2)

Discussion: The type of noise to be generated by the project in the long term will be similar to that generated by other commercial uses in the area and is not anticipated to increase the ambient noise levels significantly.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1,2)

Discussion: The project is anticipated to generate short-term noise impacts during construction. Based on a standard code requirement, which regulates hours of construction, a less than significant impact is anticipated. No other significant noise impacts are expected after construction due to the nature of the project, which is compatible with other uses in the area.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1,9,11)

Discussion: The City of Huntington Beach is included in the Planning Area for the Joint Forces Training Center in Los Alamitos. However, the site is located a considerable distance from the Training Center, such that the project would not be impacted by flight activity and noise generation from the Center. No impacts are anticipated.

ISSUES (and Supporting Information Sources):

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

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1,11)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

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

- a) Fire protection? (Sources: 1)
See discussion under section XI (b).
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

- b) Police Protection? (Sources: 1)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: a)-b) The proposed project has been reviewed by Huntington Beach Fire Department and Police Department staff. The project site is located within approximately 1/2 mile of the Lake Fire Station and within 1.5-miles of the Main Police Station and 0.2 miles from the Downtown Police Substation. Estimated emergency first response times from the Lake Fire Station are within the 80 percent/ 5 minute response time objective established in the City's Growth Management Element. Estimated emergency first response times from the Police Main Station are within acceptable service levels. The proposed development can be adequately served by existing Fire and Police protection service levels. The density of development proposed is consistent with the applicable General Plan Land Use designation. Accordingly, the project would not result in unanticipated impacts to public services.

- c) Schools? (Sources: 1)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The developer shall be required to pay a school fee to mitigate the impacts on school facilities per standard City code requirements.

- d) Parks? (Sources: 1)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under XV - Recreation

- e) Other public facilities or governmental services? (Sources: 1)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project has been reviewed by responsible City departments, including Public Works, Fire, and Community Services, each of which determined that any potential impacts to public services could be mitigated to a less than significant level via standard conditions of approval. The proposed density of 22.5 du/ac is within the density permitted for the General Plan land use designation of the project site, which anticipates projects in this area with densities up to 25 du/ac. Consequently, no significant impacts are anticipated.

ISSUES (and Supporting Information Sources):

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| Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
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XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 1)

Discussion: The Water Quality Management Plan (WQMP) shall be prepared in accordance with the National Pollutant Discharge Elimination System (NPDES) regulations and approved by the City of Huntington Beach Public Works Department. The WQMP will establish Best Management Practices (BMPs) for construction and post-construction operation of the project and its implementation will ensure compliance with water quality standards and water discharge requirements. Less than significant impacts are anticipated.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1)

Discussion: The project site is currently vacant. The project is not expected to result in the construction of new or significant expansion of existing water or wastewater treatment facilities. There are existing public water pipelines along Pacific Coast Highway and the alley behind the project site that could satisfy the demands of the project. A Utility Plan for new water service connections shall be reviewed and approved by the Public Works Department. All utility connections to the project site will be in accordance with all applicable City standards. Wastewater services for the proposed project will be provided by the City of Huntington Beach. The project is subject to standard code requirements and no adverse impacts to the City's utilities or services are anticipated.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1)

Discussion: The site is a flat piece of vacant property that drains toward a catch basin at the northeast corner of Pacific Coast Highway and 7th Street. The proposed project is expected to also drain to this catch basin. The project will be subject to standard code requirements necessitating submittal of grading plans and a Hydrology and Hydraulic Study for review and approval by the Public Works Department to determine the amount of the runoff generated by the proposed project on existing drainage systems and adjacent properties. The proposed project will be required to provide detention to keep drainage flow to current levels as discussed previously in Section IV(c). It is anticipated that the project will not result in the construction of new or significant expansion of existing storm water facilities. In addition, all utility connections to the project will be in accordance with all applicable CBC, City ordinances, Public Works standards, and Water division criteria. Therefore less than significant impacts to the City's utilities or services are anticipated.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 1,16)

ISSUES (and Supporting Information Sources):

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

Discussion: The project site is currently vacant. Because the proposed project would result in an intensification of development on the project site, the project would result in an increase in water demand. However, the project would not result in a significant increase in water consumption that was not previously planned for in the 2005 Water Master Plan and 2005 Urban Water Management Plan. The estimated project demand can be accommodated from the City's water supply and does not represent a significant impact.

The project is subject to compliance with the City's Water Ordinance, including the Water Efficiency Landscape Requirements, as well as Title 24 conservation measures such as low flow fixtures, which ensure water consumption is minimized.

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

Discussion: The proposed project would generate approximately 1,246 gallons of wastewater per day. Sewage from the proposed project will be delivered from the City feeder lines that connect to the Orange County Sanitary District's trunk sewer lines. The wastewater generated from the proposed project would be treated by Orange County Sanitation District's Plants No. 1 and No. 2. The two plants have a treatment capacity of 276 mgd. Average daily flow to both plants combined is 243 mgd. These levels provide an additional capacity of 33 mgd for both Plants No. 1 and No. 2. The proposed project would generate negligible wastewater and would require the use of approximately 0.0004% of the remaining capacity of the OCSD's facilities; therefore, less than significant impacts are anticipated.

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

Discussion: Solid waste collection service for the City of Huntington Beach is provided by Rainbow Disposal. Collected solid waste is transported to a transfer station where the solid waste is sorted and processed through a Materials Recovery Facility where recyclable materials are removed. The remaining solid waste is transported to the Frank R. Bowerman Landfill located in the City of Irvine. The landfill has a remaining capacity in excess of 30 years based on present solid waste generation rates and the project's net increase of approximately 4,082 square feet of new floor area and seven residential units are not expected to generate a substantial amount of daily waste products in the long term based on the proposed visitor serving commercial uses and residences. The project is not anticipated to noticeably impact the capacity of existing landfills that will serve the use.

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

Discussion: The project will be served by Rainbow Disposal and will be subject to participation in any solid waste reduction programs presently available in the City. Therefore, less than significant impacts are anticipated.

ISSUES (and Supporting Information Sources):

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

- h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 1)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to discussion under item IV (a), above.

XIII. AESTHETICS. Would the project:

- a) Have a substantial adverse effect on a scenic vista? (Sources: 1,3,4)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project is located on Pacific Coast Highway a scenic corridor in the City of Huntington Beach General Plan Circulation Element. The setting along Pacific Coast highway is characterized by beach facilities, shoreline, and recreational amenities on the south side and development on the north side. The architecture of the proposed building consists of a Mediterranean theme including quality materials such as reclaimed Jerusalem stone, smooth stucco finish, wood trim, architectural features, and tile roof. The proposed building is an improvement to the contribution of the scenic vista in that the site is currently an unimproved dirt lot. While the structure is proposed to have reduced setbacks, the project will still have similar setback as other developments within the project vicinity. Although surrounding residential uses north of the subject may lose existing private views of the coast line, the project will not result in the loss of public views. Less than significant impacts are anticipated.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The State of California Department of Transportation designates scenic highway corridors. The project site is not located within and visible from a state scenic highway. No impacts are anticipated.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1,9)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project is designed in accordance with the City's Urban Design Guidelines. The proposed building will be divided into distinct massing elements and all building facades will be articulated with architectural elements and details. See discussion in Section XIII (a). Less than significant impacts are anticipated.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1,3,4)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project is located within a highly urbanized area. Because the project site is currently vacant, implementation of the proposed project would result in additional nighttime lighting and the potential for glare from the building, rear parking area, and the increased number of vehicles on the project site. The project will be subject to a standard condition of approval that requires lighting to be shielded and directed so as to prevent glare and spillage onto adjacent properties. With the condition of approval in place,

ISSUES (and Supporting Information Sources):

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

less than significant impacts are anticipated.

XIV. CULTURAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 1, 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site does not contain any historic structures and is not located within any of the City's historic districts. No historical resources will be impacted by construction of the project.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1, 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not located in an identified archaeological site. Furthermore the site was previously developed. Therefore some ground disturbance may have previously occurred. It is unlikely that cultural resources are present on the site. Therefore, no impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 1, 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not designated as having any paleontological resources and does not contain any unique geologic features. No impacts are anticipated.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1, 9) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project site is not expected to result in the disturbance of human remains. No impacts are anticipated.

XV. RECREATION. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Affect existing recreational opportunities? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

ISSUES (and Supporting Information Sources):

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

Discussion: a)-c) The project will be subject to payment of a park and recreation fee, in accordance with the requirements of the HBZSO and does not include the construction or expansion of recreational facilities. Such fee shall be based upon the size of the structure. The fees shall be used for acquiring, developing new or rehabilitating existing community and neighborhood parks and other types of recreational facilities in such a manner that the locations of such parks and recreational facilities bear a reasonable relationship to the use of the park and recreational facilities by the future inhabitants of the proposed subdivision. The payment of the fees as required by the HBZSO will be in accordance with the policies, principles and standards for park, open space and recreational facilities contained in the General Plan and will mitigate, on a fair share basis, impacts on existing park and recreational facilities to a less than significant level.

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

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1,9)

Discussion: The project site does not serve as farmland and does not contain any farming operations. Development of this project will not result in the conversion of any farmland.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ? (Sources: 1,9)

Discussion: The subject site is presently zoned SP5 (Downtown Specific Plan) which does not permit agricultural uses. In addition, the project site is not under a Williamson Act contract. Development of the site will not conflict with agricultural uses or zoning.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? ? (Sources: 1,9)

Discussion: This site is currently vacant but is surrounded by commercial and residential uses. No environmental changes associated with the proposed project would result in the conversion of farmland to non-agricultural uses.

ISSUES (and Supporting Information Sources):

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1,3,4)
-

Discussion: The project site is currently vacant. It is not located within any wildlife or biological resource area and therefore will not impact any fish, wildlife, or plant community. The site does not contain any historic resource. Based on discussions in Sections I to XVI above, the project is anticipated to have no impact on the quality of the environment.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1,2,9)
-

Discussion: As discussed above in Sections I to XVI, the project with implementation of standard code requirements and mitigation measures is anticipated to have less than significant impacts due to the small scale of the project and would not result in any cumulatively considerable impacts.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources:1,2,9)
-

Discussion: As discussed above in Sections I to XVI, the project as proposed and with implementation of the recommended code requirements will have a less than significant impact on human beings, either directly or indirectly with implementation of Mitigation Measures GEO 1, HAZ 1, and HAZ 2.

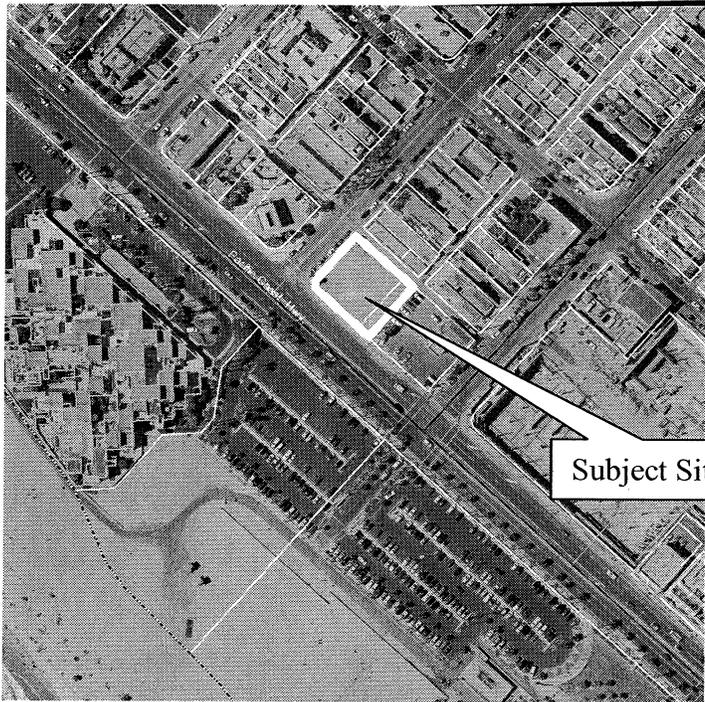
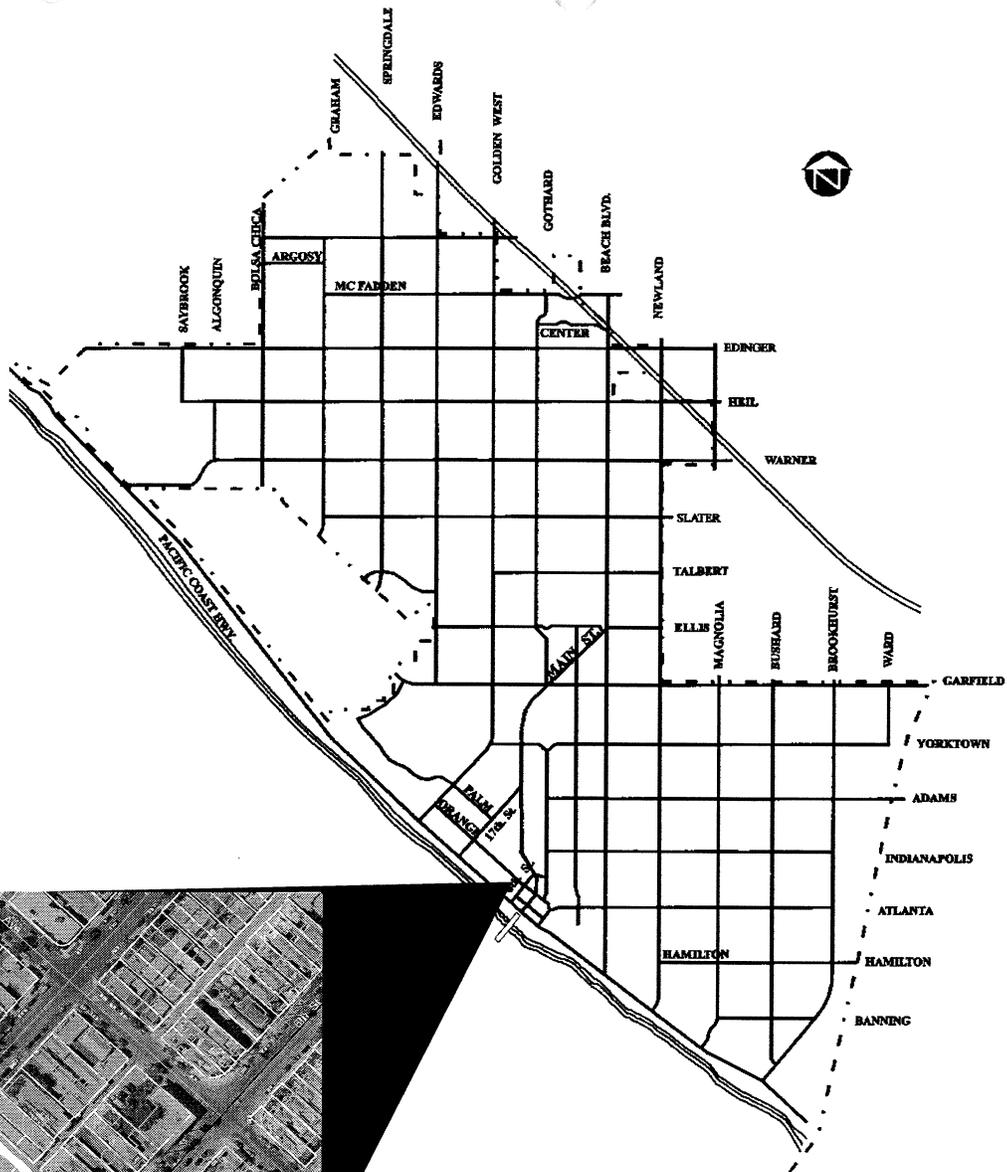
XVIII. EARLIER ANALYSIS.

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:

| <u>Reference #</u> | <u>Document Title</u> | <u>Available for Review at:</u> |
|--------------------|---|--|
| 1 | City of Huntington Beach General Plan | City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3rd Floor 2000 Main St. Huntington Beach |
| 2 | City of Huntington Beach Zoning and Subdivision Ordinance | “ |
| 3 | Project Vicinity Map | See Attachment #1 |
| 4 | Reduced Site Plan, Floor Plan and Building Elevations | See Attachment #2 |
| 5 | Project Narrative | See Attachment #3 |
| 6 | City of Huntington Beach Geotechnical Inputs Report | City of Huntington Beach Planning Dept., Planning/Zoning Information Counter, 3 rd Floor 2000 Main St. Huntington Beach |
| 7 | FEMA Flood Insurance Rate Map (April 13, 2005) | “ |
| 8 | CEQA Air Quality Handbook South Coast Air Quality Management District (1993) | “ |
| 9 | City of Huntington Beach CEQA Procedure Handbook | “ |
| 10 | Trip Generation Handbook, 7 th Edition, Institute of Traffic Engineers | “ |
| 11 | Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002) | “ |
| 12 | Hazardous Waste and Substances Sites List | “ |
| 13 | State Seismic Hazard Zones Map | “ |
| 14 | City of Huntington Beach Municipal Code | “ |
| 15 | Geotechnical Engineering Report Prepared by Soil Pacific (July 2004) | Attachment # 4 |

| | | |
|----|--|----------------|
| 16 | 2005 Urban Water Management Plan | “ |
| 17 | City of Huntington Beach Emergency Management Plan | “ |
| 18 | Summary of Mitigation Measures | Attachment # 5 |

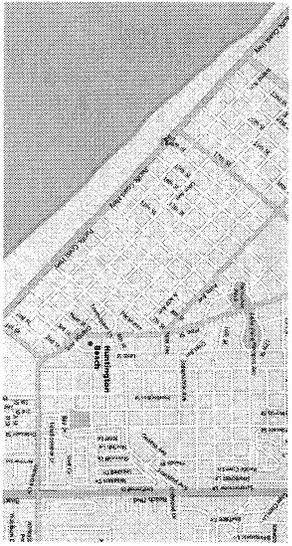


Subject Site

VICINITY MAP
620 PACIFIC COAST HIGHWAY

PACIFIC VIEW

612 - 620 PACIFIC COAST HIGHWAY HUNTINGTON BEACH, CA 92648



LEGAL DESCRIPTION
 PARCEL 1:
 LOT 6-7-8-9 AND 10 IN BLOCK 106 OF THE HUNTINGTON BEACH SECTION OF HUNTINGTON BEACH AS PER MAP RECORDED IN BOOK 3, PAGE 36 OF MISCELLANEOUS MAP IN THE OFFICE OF THE RECORDER OF DAID COUNTY.

APN: 024-0151-28, 024-0151-29

SCOPE OF WORK
 NEW CONSTRUCTION OF MIXED USE THREE STORY BUILDING (RETAIL STORES AND RESIDENTIAL UNITS) WITH TWO LEVEL UNDERGROUND PARKING.

FLOOR AREA RATIO: 1:1
 LOT AREA: 12,924.77 SF.
 LIVING AREA: 12,922.16 SF.
 LOT COVERAGE: 6.7921 SF

PROPERTY DEVELOPMENT STANDARDS.

| DESCRIPTION | REQUIRED | PROVIDED |
|-----------------------------|-----------------------|-----------------------|
| MIN. FRONT PCH SETBACK | 25'-0" | 15'-0" |
| UNDERGROUND PARKING SETBACK | 5'-0" | 5'-0" |
| REAR ALLEY SETBACK | 12'-0" TO CENTER LINE | 12'-6" TO CENTER LINE |
| 7th STREET SETBACK | 15'-0" | 10'-0" |
| INTERIOR SIDE SETBACK | 7'-0" | 5'-0" |
| BUILDING HEIGHT | 35'-0" TO MID. POINT | 35'-0" TO MID. POINT |

ARCHITECT.
 OTIS ARCHITECTURE INC.
 16871 SEA WITCH LN
 HUNTINGTON BEACH, CA 92649
 714. 846. 0177
 REP. KAREN OTIS

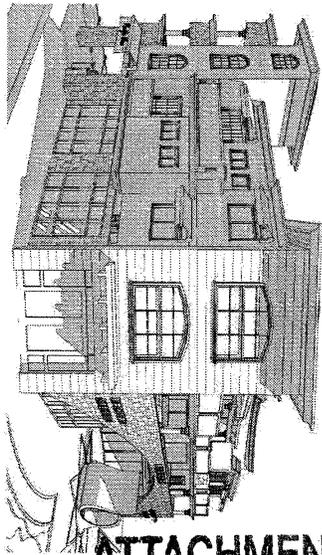
CLIENT.
 PACIFIC VIEW/ PLAZA LLC.
 MIKE YOUNESSI
 16882 BOLSA CHICA ST. #105
 HUNTINGTON BEACH, CA 92649
 714. 379. 1111
 SQUARE FOOTAGE.

FIRST FLOOR: 4,261.5 SF.
 RETAIL AREA
 SECOND FLOOR: 4,334.0 SF.
 RESIDENTIAL AREA
 THIRD FLOOR: 4,303.0 SF.
 RESIDENTIAL AREA
 TOTAL BUILDING AREA: 12,898.5 SF.
 COMMON OPEN SPACE: 25% OF 8,919.67 SF.
 2,229.91 SF. REQUIRED
 2,233.38 SF. PROVIDED

PARKING REQUIREMENTS:
 RETAIL AREA: 22 STALLS
 RESIDENTIAL AREA: 15 STALLS (6 TWO BEDROOMS)
 3 STALLS (1 THREE BEDROOMS)
 TOTAL PARKING REQUIRED: 40 STALLS
 PARKING PROVIDED: 40 STALLS

SHEET INDEX

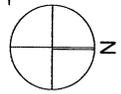
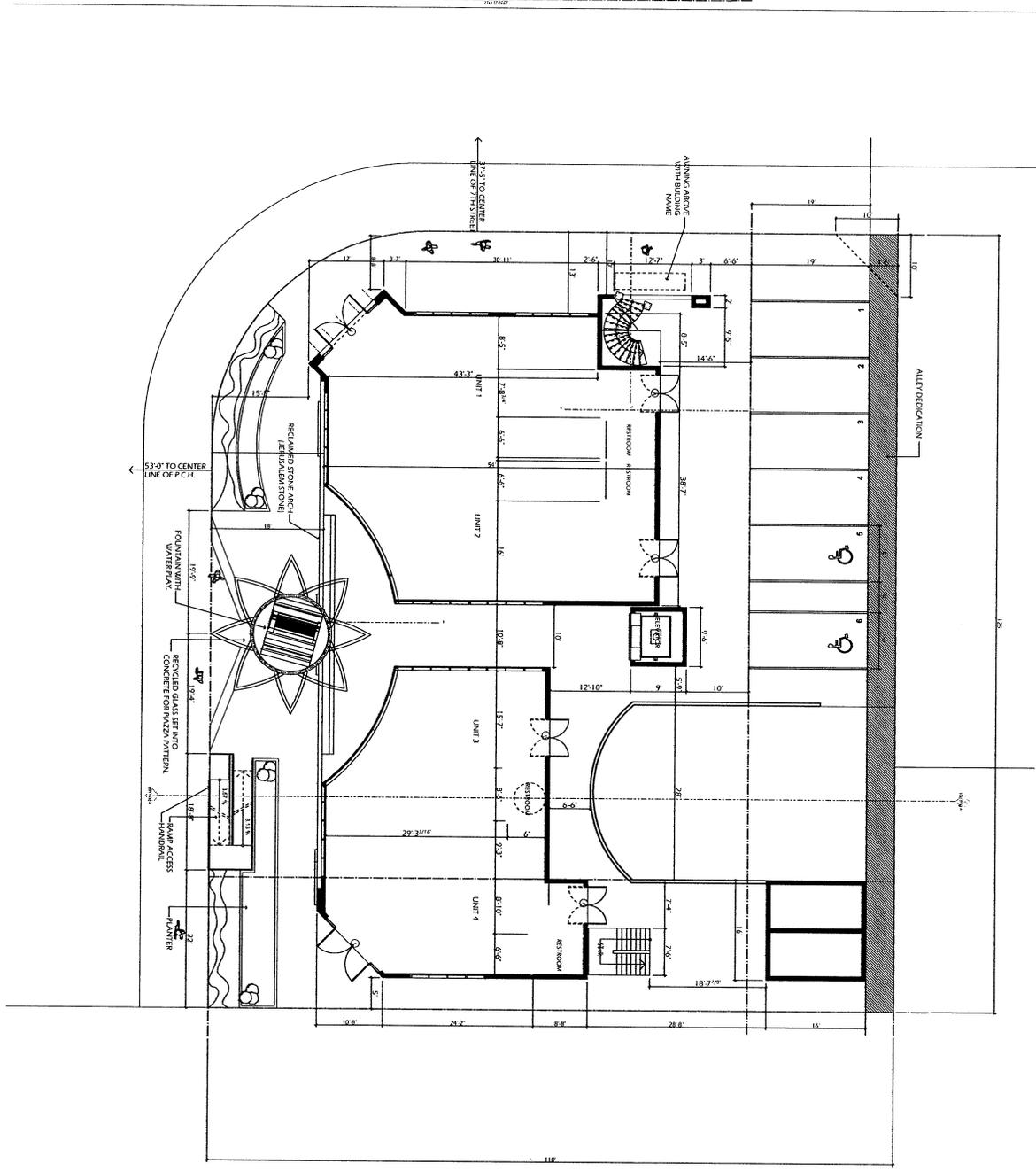
| T-1 | TITLE SHEET |
|-------|----------------------|
| A-1.1 | SITE PLAN |
| A-1.2 | FIRST FLOOR PLAN |
| A-1.3 | SECOND FLOOR PLAN |
| A-1.4 | THIRD FLOOR |
| A-1.5 | ROOF/DECK FLOOR PLAN |
| A-1.6 | FIRST SUBFLOOR |
| A-1.7 | SECOND SUBFLOOR |
| A-2.1 | EXTERIOR ELEVATIONS |
| A-2.2 | EXTERIOR ELEVATIONS |
| A-3.1 | BUILDING SECTIONS |



ATTACHMENT NO. 4.32

- HUNTINGTON BEACH SECURITY ORDINANCE:
- SLIDING GLASS DOORS AND WINDOWS LOCATED LESS THAN 16 FEET ABOVE ANY SURFACE AVAILABLE FOR USE BY THE PUBLIC SHALL BE CAPABLE OF BEING LOCKED SECURELY. MOVABLE PANELS SHALL NOT BE EASILY REMOVED FROM THE FRAME.
 - ALL MAIN OR FRONT ENTRY DOORS TO DWELLINGS SHALL BE ARRANGED SO THAT THE OCCUPANT HAS A VIEW OF THE AREA IMMEDIATELY OUTSIDE WITHOUT OPENING THE DOOR. A DOOR WHICH REQUIRES THE DOOR TO BE OPENED TO PROVIDE SUCH VIEW.
 - EXTERIOR WOODEN DOORS SHALL BE OF SOLID CORE 1 1/2" THICK AND BE ATTACHED TO THE FRAME WITH 16-GAUGE SHEET METAL ATTACHED WITH SCREWS AT 9" INCH ON CENTER AROUND THE PERIMETER.
 - ALL SWINGING DOORS SHALL BE EQUIPPED WITH A DEAD BOLT WITH A MINIMUM OF 1" INCH AND AN EMBEDMENT OF NOT LESS THAN 5/8" INCH.
 - THE INACTIVE LEAF OF A PAIR OF DOORS AND THE UPPER LEAF OF DOUBLE DOORS SHALL BE EQUIPPED WITH A DEAD BOLT.
 - NON-REMOVABLE PINS SHALL BE USED IN PIN TYPE HINGES THAT ARE ACCESSIBLE FROM THE OUTSIDE WHEN THE DOOR IS CLOSED.
 - UNFRAMED GLASS DOORS SHALL BE OF FULLY TEMPERED GLASS NOT LESS THAN 1/2" INCH THICK.
 - NARROW-FRAMED GLASS DOORS SHALL BE OF FULLY TEMPERED GLASS NOT LESS THAN 1/4" INCH THICK.
 - ANY GLASS THAT IS LOCATED WITHIN 40 INCHES OF THE LOCKING MECHANISM OF A DOOR SHALL BE FULLY TEMPERED. OR HAVE APPROVED METAL BARS, SCREENS OR GRILLS.
 - SOLID WOODEN PARTIWAYS LESS THAN 1-3/4" INCHES THICK SHALL BE COVERED ON THE INSIDE WITH 1/8" GAUGE SHEET METAL PERIMETER AND SHALL BE SECURED FROM THE INSIDE WITH A SLIDE BAR, SLIDE BOLTS AND /OR PADLOCK WITH HARDENED STEEL SHAKKLE. ALL OTHER OPENINGS LARGER THAN 46 SQUARE INCHES SHALL BE COVERED WITH 1/8" GAUGE SHEET METAL OR 1/8" GAUGE METAL BARS, SCREENS OR GRILLS. (EXCEPTION: NO SCREENS OR GRILLS).
 - A DEVELOPMENT THAT INCLUDES 3 OR MORE DWELLING UNITS SHALL BE PROVIDED WITH FULLY ENCLOSED GARAGE SPACE FOR EACH TENANT SHALL BE SEPARATED BY PARTITIONS OF 3/8" INCH PLANKWOOD OR EQUIVALENT WITH STUDS SET NO MORE THAN 24 INCHES ON CENTER.

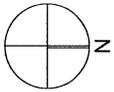
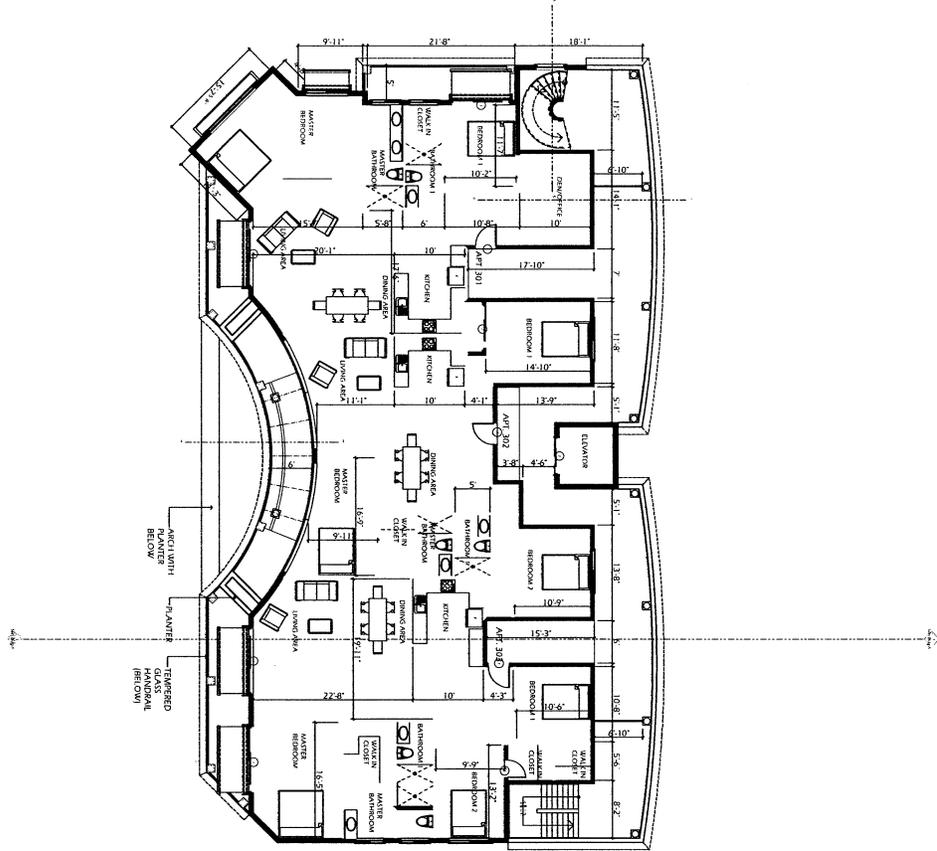
1 SITE PLAN
SCALE: 1/8" = 1'-0"



ATTACHMENT NO. 7.33

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|--------------------------------------|-----------------------|--------------------|---------------------|--------------------------------------|-----------------------|--------------------|---------------------|
| DATE: 11/15/08 | PROJECT: PACIFIC VIEW | DESIGNER: K.O.H.S. | SCALE: 1/8" = 1'-0" | DATE: 11/15/08 | PROJECT: PACIFIC VIEW | DESIGNER: K.O.H.S. | SCALE: 1/8" = 1'-0" |
| SITE PLAN | | | | PACIFIC VIEW | | | |
| 612-620 PACIFIC COAST HIGHWAY | | | | 612-620 PACIFIC COAST HIGHWAY | | | |
| HUNTINGTON BEACH, CA. 92648 | | | | HUNTINGTON BEACH, CA. 92648 | | | |
| OTIS ARCHITECTURE INC. | | | | OTIS ARCHITECTURE INC. | | | |
| 16871 Sea Witch Lane | | | | 16871 Sea Witch Lane | | | |
| Huntington Beach, CA. 92649 | | | | Huntington Beach, CA. 92649 | | | |
| (714) 846-0177 ph (714) 846-2877 fax | | | | (714) 846-0177 ph (714) 846-2877 fax | | | |
| www.otisarchitecture.com | | | | www.otisarchitecture.com | | | |

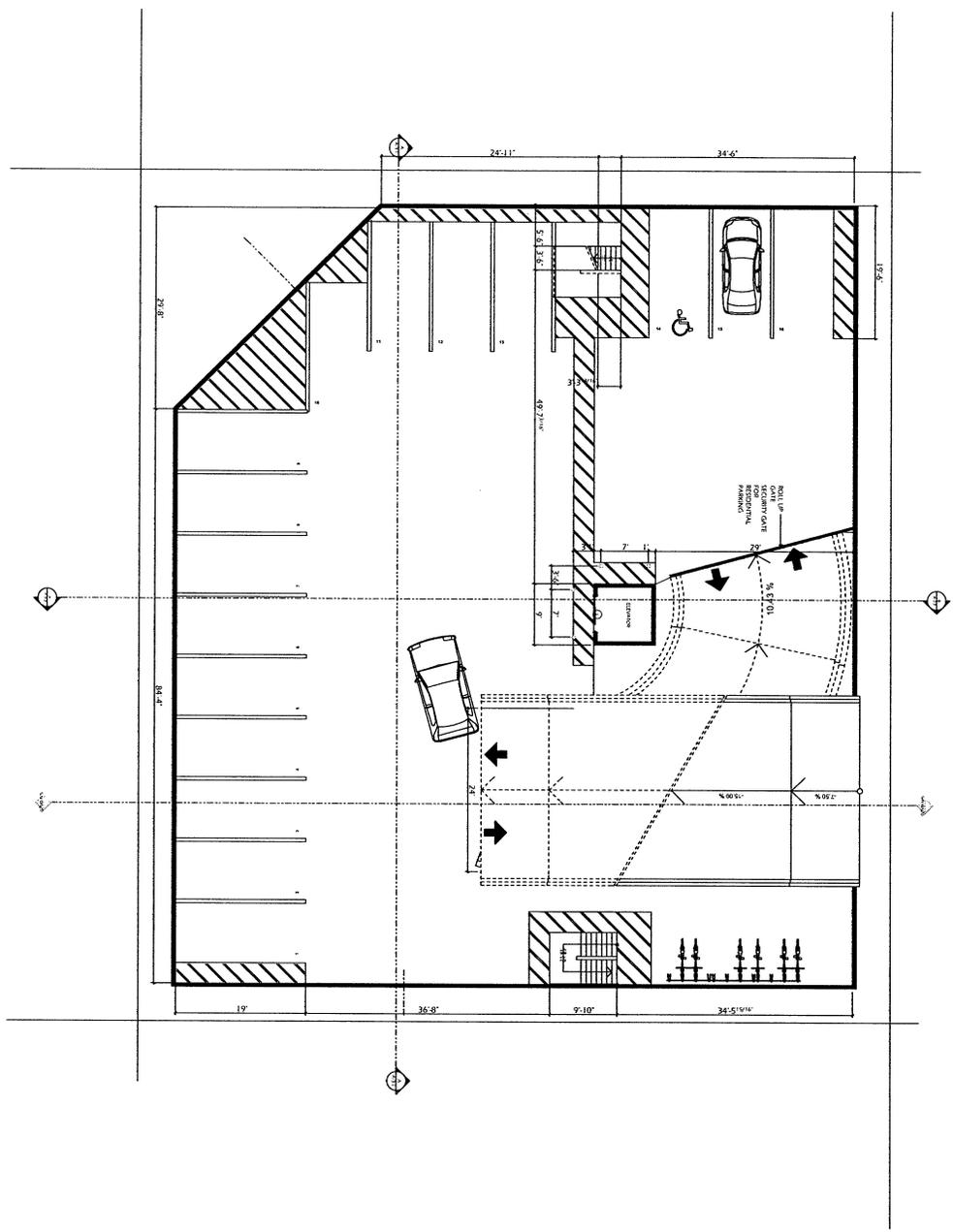
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SCALE 1/8" = 1'-0"



ATTACHMENT NO. 7.36

| | | | | |
|--|--------------------|---|--|---|
| DATE: JUN/10/08 PROJECT: K/OB DRAWN: E.M. CHECKED: N.S. DATE: A-1.4 TOTAL AREA: | THIRD FLOOR | PACIFIC VIEW 612-620 PACIFIC COAST HIGHWAY HUNTINGTON BEACH, CA. 92648 | | 16871 Sea Witch Lane Huntington Beach, CA. 92649 (714) 846-0177 ph (714) 846-2817 fax www.otisararchitecture.com |
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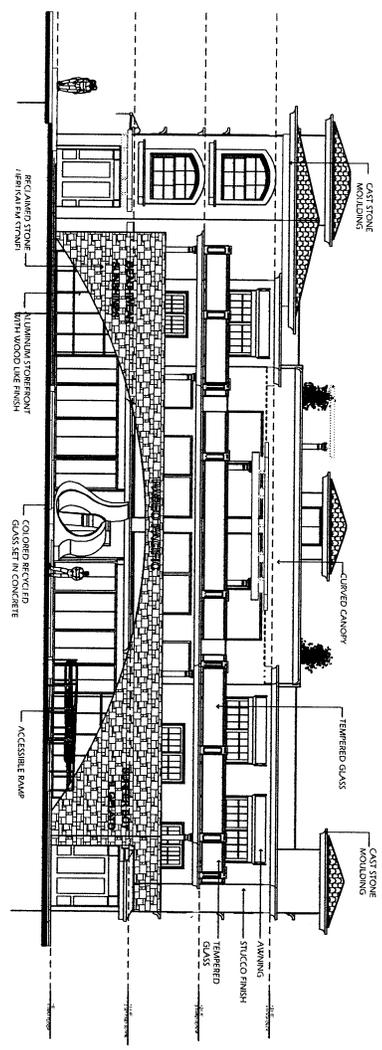
SUB FLOOR ONE



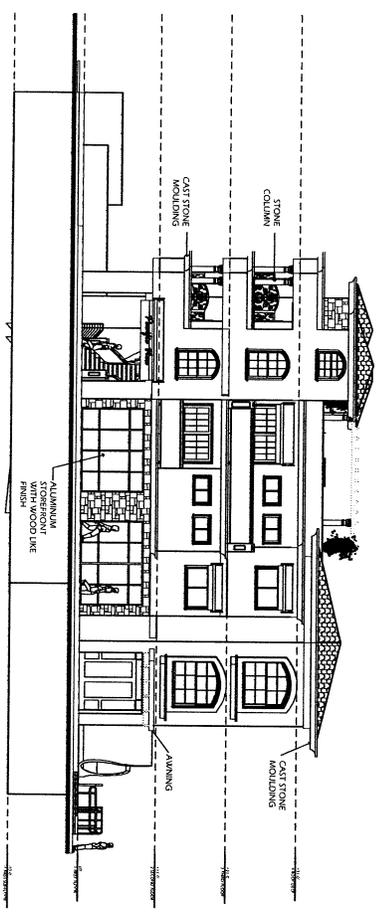
ATTACHMENT NO. 7.38

| | | | | | | |
|--------------|--|-----------------------|--|--------------------|---|------------------|
| <p>A-1.6</p> | <p>PROJECT NUMBER: N.O.S. E.N.</p> | <p>FIRST SUBFLOOR</p> | <p>PACIFIC VIEW 612-420 PACIFIC COAST HIGHWAY HUNTINGTON BEACH, CA. 92648</p> | <p>DATE: _____</p> | <p>OTIS ARCHITECTURE INC. 16871 Soa Witch Lane Huntington Beach, CA 92649 (714) 846-0177 ph (714) 848-2817 fax www.otisarchitecture.com</p> | <p>NO. _____</p> |
|--------------|--|-----------------------|--|--------------------|---|------------------|

1 SOUTH ELEVATION



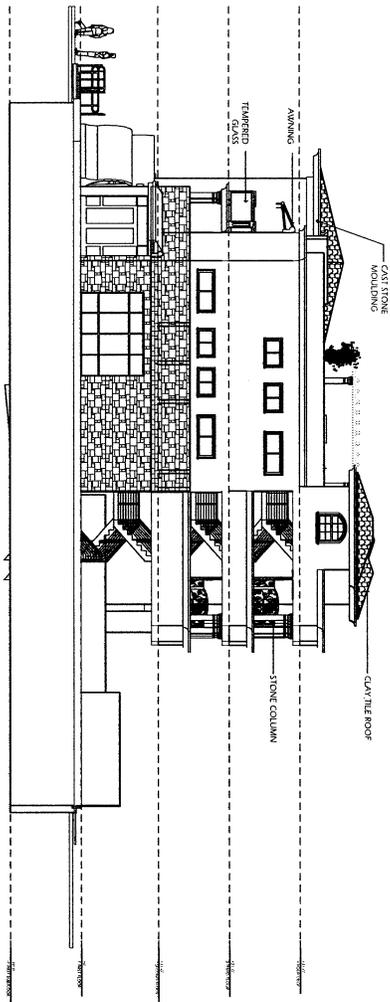
2 WEST ELEVATION



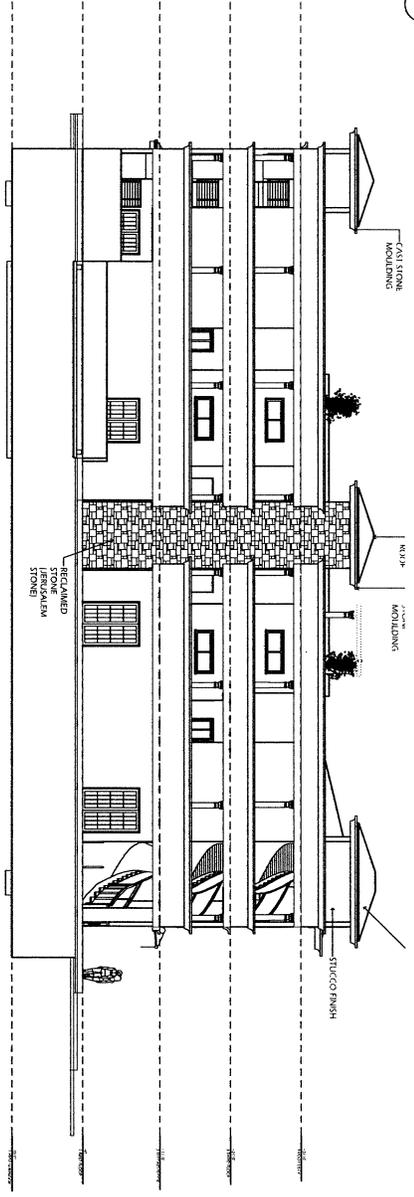
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|--|--|---|--------------------|

Sheet Number: A-2.1
 Total Sheet Count: 1



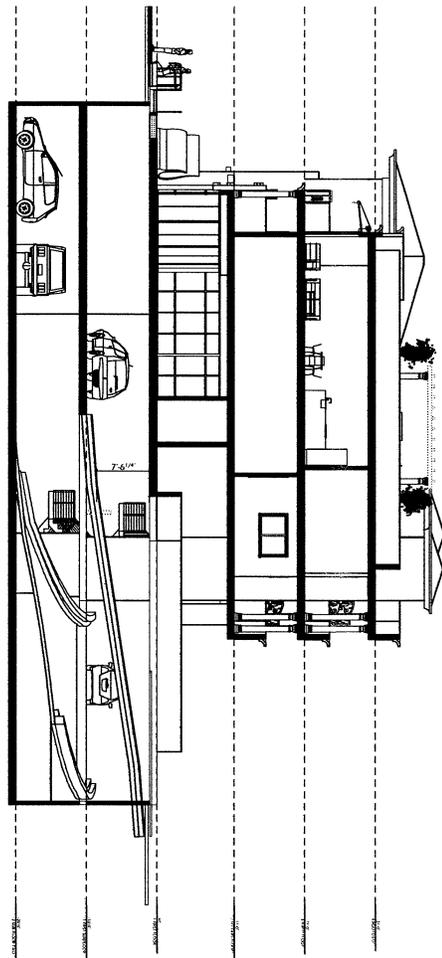
1 EAST ELEVATION
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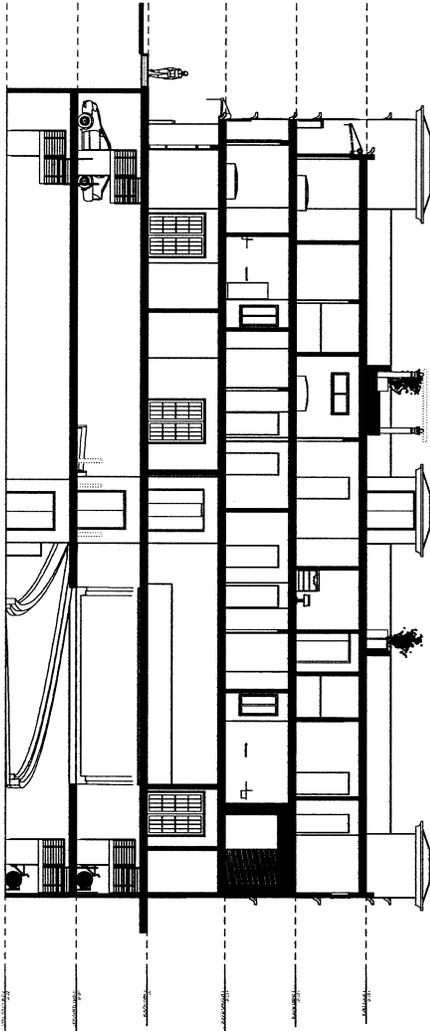
2 Sect Bldg D
SCALE: 1/8" = 1'-0"

ATTACHMENT NO. 7.41

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|---|-------------------|---|--|---|



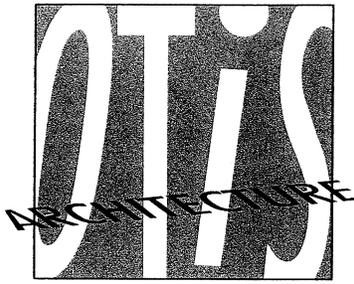
SECTION-A
SCALE: 1/8" = 1'-0"



SECTION-B
SCALE: 1/8" = 1'-0"

ATTACHMENT NO. 7.42

| | | | | | |
|--|--|----------|---|---|---|
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|--|--|----------|---|---|---|



City of Huntington Beach
MAR 10 2008

Narrative for 612-620 Pacific Coast Highway
PACIFIC VIEW

We are submitting a proposal for a mixed use project at the corner of 7th Street and Pacific Coast Highway in Downtown Huntington Beach.

The following entitlements are required:
Coastal Development Permit
Conditional Use Permit
Special Permits regarding setbacks

The proposed project is for two levels of underground parking, street level retail of 4,365 sf., four second floor residential units totaling 4,157 sf., three third floor residential units totaling 4,229 sf, and a common roof deck totaling 1,985 sf.

The stone arch is to be built of reclaimed Jerusalem stone. It gives the sense of an "old world frame" through which we see the building. The "plaza" has a piazza pattern reminiscent of Michelangelo's Piazza del Campidoglio, and will be made of recycled glass (from traffic lights, etc.) set into colored concrete. The fountain is an interactive "water play" with water that pops up. On the sidewalk side, the fountain serves as a public bench at sitting height. Sloping green lawns provide a buffer to the sidewalk and mimic the green belt on Pacific Coast Highway at the ocean side.

Landscaping is incorporated into the building design with a planter built into the stone arch and at planters between residential units on the PCH façade. The rear of the project proposes planters that extend along the entire length of the building at all levels to create cascading landscaping that softens the façade towards the residential neighborhood behind the project.

The architecture incorporates a Mediterranean design with a clay tile roof, stone columns, cast stone cornices and detailing, trellises, wood-like doors and windows, fabric awnings with wrought iron detailing, and reclaimed stone.

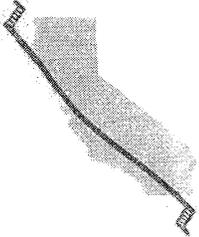
The goal of the design is to use green materials in a creative and aesthetic way while also adding to the public's enjoyment of the space. The proposed project provides a European plaza-like setting that enhances the experience of strolling downtown.

ATTACHMENT NO. 7.43

41 Parking stalls are required, and 41 provided.
FAR of 1:1 is provided.
Common and Private Open Space is provided.

Given the project's enhanced architectural design, the use of "green" materials, and the plaza the project provides for the community at Downtown Huntington Beach, we are requesting a "Special Permit" with a reduction in the following setbacks:

Front setback of 15' in lieu of the required 25'
7th street setback of 10' in lieu of the required 15'
Interior side setback of 5' in lieu of the required 7'.



soil PACIFIC Inc.

Geotechnical and Environmental Services

Revised On: July 10, 2008
Project No. A-2743-04

Michael Younessi
Managing Member
Alea Investments, LLC.
16882 Bolsa Chica Street, #105
Huntington Beach, CA 92649

SUBJECT: Geotechnical Engineering Report
Proposed Commercial/Residential Mixed Use Building Complex
612-620 Pacific Coast Hwy (PCH 1), Huntington Beach, California

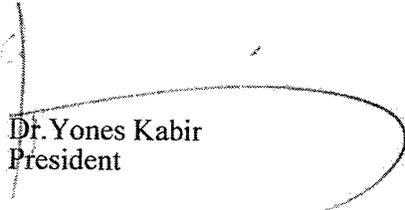
Dear Sir;

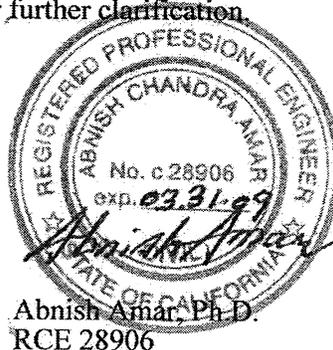
Pursuant to your authorization, we are pleased to submit our report for the subject project. Our evaluation was conducted in July 2004. This evaluation consists of field exploration; sub-surface soil sampling; laboratory testing; engineering evaluation and preparation of the following report containing a summary of our conclusions and recommendations.

The opportunity to be of service is appreciated. Should any questions arise pertaining to any portion of this report, please contact this firm in writing for further clarification.

Very truly,

Soil Pacific Inc.


Dr. Yones Kabir
President



**Geotechnical Engineering Report
Proposed Commercial/Residential Mixed Use Building Complex
612-620 Pacific Coast Hwy (PCH 1), Huntington Beach, California**

Prepared For:

**Michael Younessi
Managing Member
Alea Investments, LLC.
16882 Bolsa Chica Street, #105
Huntington Beach, CA 92649**

Prepared by:

**SOIL PACIFIC INC.
675 N. ECKHOFF STREET, SUITE A
ORANGE, CALIFORNIA 92868
Tel. (714) 879 1203**

**Revised On: July 10, 2008
Project No. A-2743-04**

ATTACHMENT NO. 7.46

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- 1.2 Planned land Use
- 1.3 Field Exploration
- 1.4 Laboratory Testing
 - 1.4.1 Classification
 - 1.4.2 Expansion Potential
 - 1.4.3 Direct Shear

Section 2.0
Conclusions

- 2.1 Earth Materials
- 2.2 Foundations
- 2.3 Bearing Materials
- 2.4 Ground Water
- 2.5 Chemical Contents
- 2.6 Liquefaction

Section 3.0
Recommendations

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- 3.2 Foundations
 - 3.2.1 Bearing Value
 - 3.2.2 Isolated Pad Footing
 - 3.2.3 Foundation Settlement
 - 3.2.4 Concrete Type
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- 3.3 Utility Trenches Backfill
- 3.4 Seismic Design and Construction
- 3.5 Surface and Subsurface Drainage Provisions
- 3.6 Excavation
- 3.7 Conventional Retaining Wall
- 3.8 Lateral Design
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- 3.11 Reinforcement
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Appendix B
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Appendix D
General Earthwork & Grading Specifications

Geotechnical Engineering Report
Proposed Commercial/Residential Mixed Use Building Complex
612-620 Pacific Coast Hwy (PCH 1), Huntington Beach, California

LIMITATIONS

Between exploratory excavations and/or field testing locations, all subsurface deposits, consequent of their anisotropic and heterogeneous characteristics, can and will vary in many important geotechnical properties. The results presented herein are based on the information in part furnished by others and as generated by this firm, and represent our best interpretation of that data benefiting from a combination of our earthwork related construction experience, as well as our overall geotechnical knowledge. Hence, the conclusions and recommendations expressed herein are our professional opinions about pertinent project geotechnical parameters which influence the understood site use; therefore, no other warranty is offered or implied.

All the findings are subject to field modification as more subsurface exposures become available for evaluations. Before providing bids, contractors shall make thorough explorations and findings. Soil Pacific Inc., is not responsible for any financial gains or losses accrued by persons/firms or third party from this project.

In the event the contents of this report are not clearly understood, due in part to the usage of technical terms or wording, please contact the undersigned in writing for clarification.

SECTION 1.0 PRELIMINARY EVALUATION

1.1 Site Description

The area covered by our investigation consists of a property located at 612-620 Pacific Coast Hwy (PCH 1), Huntington Beach, California. The site is rectangular in shape and vacant, unpaved at the time of field exploration. The subject property is flat in general having access from Pacific Coast Hwy (PCH 1). The northern and southern property boundaries are surrounded by a mixed used commercial and residential buildings. Site sheet flow is toward the south, south west.

1.2 Planned Land Use

It is understood that the proposed development will consist of construction of mixed use of commercial and residential building complex with a two-story subterranean parking structure,

1.3 Field Exploration

Subsurface conditions were explored by excavating three auger borings ranging between 20-55 feet below existing grade. Based on this evaluation the site is mostly underlain by fine to medium grained silty sand, sand interbedded with some silty layers. Boring locations and depths was determined by a combination of factors: accessibility, validity of information, and depth and extent of the encountered materials. The approximate locations of the auger borings are shown on the attached plot plan, Figure A-1-1.

1.4 Laboratory Testing

1.4.1. Classification

Soils were classified visually according to the Unified Soil Classification System. Moisture content and dry density determinations were made for the samples taken at various depths in the exploratory excavations. Results of moisture-density and dry-density determinations, together with classifications, are shown on the boring logs, Appendix A.

1.4.2 Expansion

→ An expansion index test was performed on a representative sample in accordance with the Uniform Building Code Standard No. UBC 29- 2. A relatively medium expansion potential (EI=24) is anticipated for the encountered soils at the proposed sub-grade elevation.

1.4.3 Direct Shear

Shear strength tests were performed in a Direct Shear Machine of the strain control type. The rate of deformation is approximately 0.0050 inches per minute. Shearing occurred under a variety of normal loads in order to determine the residual shear strength parameters. The tests were performed on remolded samples that were sheared in an artificially saturated condition. The test results are presented in Appendix B.

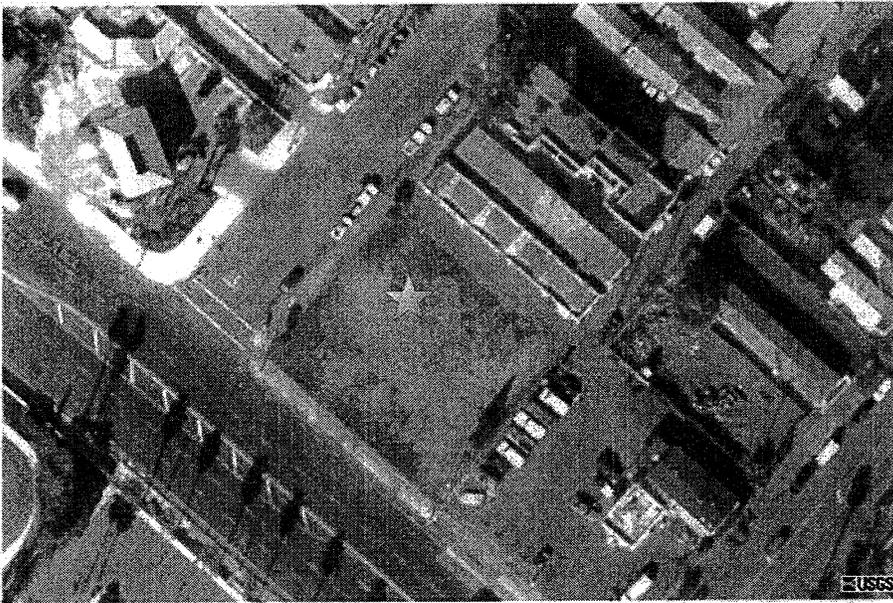


Figure 1. Aerial photo, by USGS.

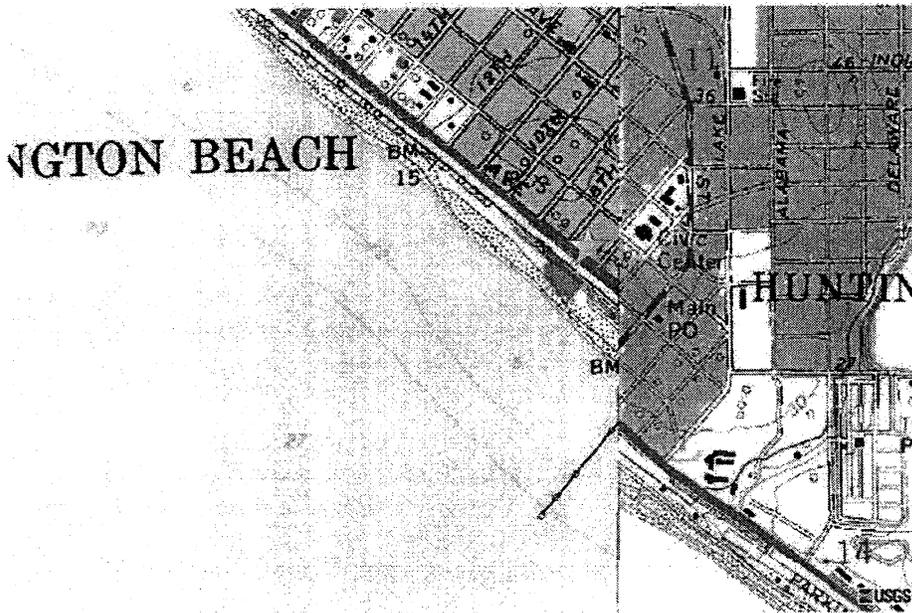


Figure 2. Site topographic map, by USGS

Section 2.0 Conclusions

The proposed construction is considered feasible from a soils engineering standpoint. All earth work should be performed in accordance with applicable engineering recommendations presented herein or applicable Agency Codes, whichever are the most stringent.

2.1 Earth Materials

Subsurface materials encountered during the exploration program included light brown, gray to olive, fine to coarse grained silty sand, and coarse grained sand with some silty layers. The top soil/fill mantle appears to have been driven from on-site sources. Topsoil/ fill soils thicknesses vary between 2-3 feet.

2.2 Foundations

Conventional footings founded in an approved fill soils or native competent materials will be used to support the proposed structure.

2.3 Bearing Materials

The surficial soils are disturbed. Such materials are not considered a suitable material from a geotechnical standpoint (shallow soils up to -3 feet). Encountered soils at deeper elevations are considered quite adequate from a soil engineering standpoint.

2.4 Groundwater

During our investigation, ground water was encountered at -15 feet below grade. The depth of ground water may fluctuate depending upon the time and period of the year.

2.5 Chemical Contents

Chemical testing for detection of hydrocarbon or other potential contamination is beyond the scope of this report.

2.6 Liquefaction Study

The computed liquefaction analysis indicated a safety of factor equal to or higher than 1.0 for the site. The differential soil settlement due to seismically induced ground shaking will be in the order of 0.8 inch. The differential settlement can be considered by the project structural engineer in design of the proposed building.

Section subterranean Recommendations

Based on our exploration, and experience with similar projects, the proposed construction is considered feasible from a soil engineering standpoint providing the following recommendations are made a part of the plans and are implemented during construction.

3.1 Clearing and Site Preparation

Based on review of draft architectural plans, the proposed building is composed of mixed commercial residential building complex with two story of subterranean parking lot. The preliminary plan indicated that the depth of proposed excavation to construct the parking structure will be in the order of 18 feet below existing grade. The perched water is anticipated at 15 feet or shallower, then the following recommendations is necessary to implemented for de-watering of sub-base water.

The sub-slab soils will be removed to a minimum of 24 inches below the slab elevation. The removed soils will be backfilled with 3/4 single size gravel. 4 inches heavy PVC perforated pipes wrapped in geo-fabric will be placed at every 4 feet. The pipes will be connected to a 12 inches solid pipe or set of 6 inches pipes and will be conveyed to a sump having a minimum of 100 gallon per minute capacity. The pumps will have an automatic switch to de-water the sump during the storm tide condition. The sump pump should be maintained by all the time by a qualified person.

The following recommendations may be useful if any grading anticipated.

1. The areas to receive compacted fill should be stripped of all vegetation, construction debris if there is any, non engineered fill, left in place inadequate and incompetent material up to approved soils. If soft spots are encountered, project soil engineer will evaluate the site conditions and will provide necessary recommendations.
2. The exposed grade should then be overexcavated to approved earth materials (estimated to -3 feet below the existing grade). The excavated area should be scarified to a minimum of 8 inches, adjusted to optimum moisture content, and reworked to achieve a minimum of 90 percent relative compaction.
3. Compacted fill should have a minimum of 1.5 feet depth below proposed footing and extend at least 5 feet beyond all perimeter footings or to a distance equal to the depth of the certified compacted fill, whichever is the greatest.
4. Compacted fill, consisting of on-site soil shall be placed in lifts not exceeding 6 inches in uncompacted thickness. The excavated onsite materials are considered satisfactory for reuse in the fill if the moisture content is near optimum. All organic material and construction debris should be removed and shall be segregated. Any imported fill should be observed, tested, and approved by the soils engineer prior to use as fill. Rocks larger than 6 inches in diameter should not be used in the fill.
5. The fill should be compacted to at least 90 percent of the maximum dry density for the material. The maximum density should be determined by ASTM Test Designation D 1557-00.
6. Field observation, and compaction testing should be performed by a representative of Soil Pacific Inc. during the grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compaction effort should be made with adjustment of the moisture content, as necessary, until a minimum of 90 percent relative compaction is obtained.

3.2 Foundations

The following recommendations may be used in preparation of the design and construction of the foundation system.

3.2.1 Bearing Value

The allowable bearing value for conventional footings, of residential building having a minimum width of 15 inches and a minimum embedment of 24 inches below the lowest adjacent grade in approved compacted engineered fill materials, should not exceed 1800 pounds per square foot. This value may be increased by one-third for short duration (wind or seismic) loading.

3.2.2 Isolated Square Pad Footings

The proposed structure can be adequately supported by shallow spread footing and isolated footings. The minimum embedment for individual pad footings should be 24 inches below the lowest adjacent grade. Allowable bearing value is 1800 psf increased by 200 psf for each additional depth of 12 inches and each additional width of 12 inches to a maximum of 4000 psf. The bearing value may be increased by 1/3 when considering short duration seismic or wind loads.

3.2.3 Foundation Settlement

Based upon anticipated structural loads, the maximum total settlement for the proposed foundation is not expected to exceed 1 inch at design load. Differential settlement between adjacent footings and lateral displacement of lateral resisting elements should not exceed 1/2 inch.

3.2.4 Concrete Type

Based on experience with similar projects in the area Type V concrete can be used.

3.2.5 Excavation

The excavations are anticipated to be up to 18 feet in vertical height. The excavations are expected to expose the native soils. The existing native soils when are damp or wet, are suitable for vertical excavations up to five feet where not surcharged by adjacent traffic or structures.

All excavations should be stabilized within 30 days of initial excavation. Water should not be allowed to pond on top of the excavation nor to flow towards it. A representative from our office should be present during the process of slot cutting and/or compaction.

3.2.6 Shoring Piles/I beam

For shoring purposes, drilled cast-in-place soldier piles or I beams should be placed at 8 feet on center around all side of the proposed excavation area to construct the subterranean parking. The minimum diameter of the piles is 18 inches. For design purposes, an allowable passive value for the soils below the bottom plane of excavation, may be assumed to be 500 pounds per square foot per foot of depth, up to a maximum of 3,000 pounds per square foot. The corner of the shoring walls will be braced to minimize the deflection of the shoring wall. Maximum allowable deflection of the piles will be .5 inch.

The frictional resistance between the soldier piles and retained soil may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.3, based on uniform contact between the concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. Pile or I beams should have a minimum of 15 feet embedment into the ground below the lowest excavation grade. For temporary shoring design purposes the computed active pressure will be 40 pcf.

3.2.8 Lagging

Lagging between soldier piles could be omitted within the cohesive soils. In the less cohesive soils, such as the sands and gravels, lagging would be necessary. It is recommended that the exposed soils be observed by the soils engineer to verify the cohesive nature of the soils and the area where lagging may be omitted.

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the soils, the pressure on the lagging will be somewhat less. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 pounds per square foot.

Water should not be allowed to pond on top of the excavation nor to flow towards it. A representative from our office should be present during the process of slot cutting and/or compaction.

Upon drilling and cast in place concrete pour, the proposed excavation can be achieved. The piles can be placed within the property lines at the east and west portions along the cast in place shoring piles. The distance between the shoring devices (piles) and proposed basement walls will be enough to install the backdrain and/or water proofing system.

3.3 Utility Trench Backfill

Utility trenches backfill should be placed in accordance with Appendix D. It is the owners and contractors responsibility to inform subcontractors of these requirements and to notify Soil Pacific when backfill placement is to begin.

3.4 Seismic Design and Construction

Construction should be in conformance with seismic design parameters of the latest edition of Uniform Building Code (U.B.C.). Based on our review of the general geology map of the project site the project soil profile type is defined as Sd. Please refer to the Appendix C for closest faults and other related seismic design parameters.

3.5 Surface and Sub-surface Drainage Provisions

Proper surface drainage gradients are helpful in conveying water away from foundations and other improvements. Subsurface drainage provisions are considered essential in order to reduce pore- pressure build-up behind retaining structures. Ponding of water enhances infiltration of water into the local soils, and should not be allowed anywhere on the pad.

Ground water is shallow at the vicinity of the subject project. Proposed subterranean parking structure excavation may expose the ground water during the high tide. Adequate sump pump is necessary shall be designed by the civil engineer of the project to accommodate the subterranean parking lot excessive water infiltration, if the elevation of the slab-on-grade is expected below 13 feet from existing grade. The

structural engineer will consider the buoyancy pressure, in case the proposed two-story subterranean parking exposes the groundwater level.

3.7 Conventional Retaining Wall

For preliminary design, the following guidelines are presented for structural wall design consideration.

1) Where a free standing structure is proposed, a minimum equivalent fluid pressure, for lateral soil loads, of 65 pounds per cubic foot may be used for design for onsite non expansive granular soils conditions and level backfill (10:1 or less). If the wall is restrained against free movement ($\pm 1\%$ of wall height) then the wall should be designed for lateral soil loads approaching the at-rest condition. Thus, for restrained conditions, the above value should be increased by 30 pounds per cubic foot. In addition, all retaining structures should include the appropriate allowances for any anticipated surcharge loads.

2) An allowable soil bearing pressure of 1800 lbs. per square foot may be used in design for footings imbedded a minimum of 24 inches below the lowest adjacent competent grade.

3) A friction coefficient of 0.30 between concrete and natural or compacted soil and a passive bearing value of 400 lbs. per square foot per foot of depth may be employed to resist lateral loads.

Free-draining material consisting of at least 1 cubic foot of 3/4-inch crushed rock/ gravel should be utilized around pipe drains. If an open space greater than 1 foot exists between the back of the wall and the soil face, gravel backfill should be compacted by vibration. An impervious soil cap should be provided at the top of the wall backfill to prevent infiltration of surface waters into the backdrain system. The cap may be a combination of concrete and/or compacted fine grained soils. The compacted backfill soil cap should be at least 1 foot thick when used in conjunction with a concrete slab type cap and at least 2 feet thick when used exclusively.

3.8 Utility Trench Backfill

Utility trenches backfill should be placed in accordance with Appendix D. It is the owners and contractors responsibility to inform subcontractors of these requirements and to notify Soil Pacific when backfill placement is to begin.

3.9 Concrete Slab

Slab areas that are to be carpeted or tiled, or where the intrusion of moisture is objectionable, should be underlain by a moisture barrier consisting of 20 -mil Visqueen, properly protected from the puncture by two inches of sand to and below. In order to control the buoyancy pressure, it is recommended that subterranean parking slab to be designed with a minimum of 6 inches thick and reinforced with No.3 rebar at 18 inches on-center, placed at mid heigh. **Structural slab shall design the structure against the buoyancy pressure.**

3.10 Drainage Control

Patio or driveway subgrade soil should be compacted to a minimum of 90 percent to a depth of 18 inches. All run-off should be gathered in gutters and conducted, off site in a non-erosive manner. Planters located adjacent to footings should be sealed, and leach water intercepted.

3.11 Observation and Testing

It is recommended that **Soil Pacific Inc.** be present to observe and test during the following stages of construction:

- Site grading to confirm proper removal of unsuitable materials and to observe and test the placement of fill.
- Inspection of all foundation excavations prior to placement of steel or concrete.
- During the placement of retaining wall subdrain and backfill materials.
- Inspection of all slab-on-grade areas prior to placement of sand, Visqueen.
- After trenches have been properly backfilled and compacted.
- When any unusual conditions are encountered./.

APPENDIX A
Field Exploration

| Std. Pen | Drive Wt: Drop: | USCS Letter | Equipment Type: CME | | Boring # B-1 |
|--------------|--------------------|-------------|---------------------|-----------------|--|
| | | | Diameter: 8" | Logged by: Y.K. | Date: 7-26-04 |
| Bulk/Bag | SP | Graphic | Laboratory | | Description of Earth Materials |
| Ring | | | Moisture | Dry Reading | |
| Elev. (feet) | N | | | | |
| - | | | | SM | Light brown, silty sand/sandy silt with some organic materials and construction debris, damp, top soils. |
| 5- | 11/11/12 | | | SM | Light brown, silty sand/sandy silt fine grained, damp. Native. |
| 10- | 4/7/16 | | | SM | Gray sandy silt/silty sand fine grained damp, Moderately dense, native. |
| 15- | 6/19/23 | | | SG | Gray, fine grained, silty sand with , saturated, moderately dense. |
| 20- | 5/19/27 | | | SP | Light brown, silty sand, fine grained, moist and dense. |
| 25- | 6/23/23 | | | SP | Light brown, fine to medium grained silty sand, moist, dense. |
| 30- | 6/25/30 | | | SG | Light gray, light brown medium to coarse grained sand with some silt, moist, dense. |
| 35- | 5/17/24 | | | SG | Light brown, olive, medium grained sand with some silt, moist, dense. |
| 40- | 10/15/25 | | | SM | Gray coarse grained sand with trace of silt, saturated, dense. |

Log depicts conditions at the time and location drilled.

Soil Pacific Inc.
Geotechnical and Environmental Services

Project Name: 612-620 Pacific Coast Hwy, Huntington Beach

Project Number: A-2743-04

Report Date:

Figure:

Log of Sub-surface Exploration

| Std. Pen | Drive Wt: Drop: | USCS Letter | | Equipment Type: CME 55 | | Boring # B-1 | | |
|--------------|--------------------|-------------|-------------|------------------------|--------------------------------|----------------|------------------|--|
| | | Moisture | Dry Reading | Diameter: 8" | Logged by: Y.K. | Date: 7-23-04 | | |
| Ring | N | | | Laboratory | | Depth: 55 feet | G. water: - feet | Backfilled: Y |
| Elev. (feet) | | | | | Description of Earth Materials | | | |
| - | 17/17/22 | | | | | | | |
| 50 | 10/15/29 | | | | | | | Light brown coarse grained sand with trace of silt, saturated. |
| 55 | 16/18/22 | | | | | | | brown, gray medium grained sand, saturated. |
| | | | | | | | | End of sub-surface exploration 55 feet. Groundwater observed at 15 feet below grade. |

Log depicts conditions at the time and location drilled.

Soil Pacific Inc.
Geotechnical and Environmental Services

Project Name: 612-620 Pacific Coast Hwy, Huntington Beach

Project Number: A-2743-04

Report Date: 7-26-04

Figure:

Log of Sub-surface Exploration

B-2

| Std. Pen | Drive Wt: Drop: | USCS Letter | | Equipment Type: CME | | Boring # B-2 | |
|--------------|--------------------|-------------|--------------------------------|---------------------|---|----------------|-----------------|
| | | Graphic | Laboratory | Diameter: 8" | Logged by: Y.K. | Date: 7-26-04 | |
| Ring | SP | | | Moisture | Dry Reading | Depth: 20 feet | G.water: - feet |
| Elev. (feet) | | N | Description of Earth Materials | | | | |
| - | | | | SM | Light brown, silty sand/sandy silt with some organic materials and construction debris, damp, top soils.. | | |
| 5- | 16/16/24 | | | SM | Light brown, silty sand/sandy silt fine grained, damp. Native. | | |
| 10- | 19/16/20 | | | SM | Gray sandy silt/silty sand fine grained damp, moderately dense, native. | | |
| 15- | 19/21/22 | | | SG | Gray, fine grained, silty sand with , saturated, moderately dense. | | |
| 20- | 10/10/20 | | | SP | Light brown, silty sand, fine grained, moist and dense. | | |
| 25- | | | | | End of sub-surface exploration 20 feet. Groundwater was observed at -15 feet. | | |
| 30- | | | | | | | |
| 35- | | | | | | | |
| 40- | | | | | | | |

Log depicts conditions at the time and location drilled.

Soil Pacific Inc.
Geotechnical and Environmental Services

Project Name: 612-620 Pacific Coast Hwy, Huntington Beach

Project Number: A-2743-04

Report Date:

Figure:

ATTACHMENT NO. 7.60

Log of Sub-surface Exploration

B-3

| Std. Pen | Drive Wt: Drop: | USCS Letter | | Equipment Type: CME | | Boring # B-3 |
|--------------|--------------------|-------------|-------------|--------------------------------|--|---------------|
| | | Graphic | | Diameter: 8" | Logged by: Y.K. | Date: 7-26-04 |
| Bulk/Bag | SP | Laboratory | | Depth: 20 feet | G.water: - feet | Backfilled: Y |
| Ring | | Moisture | Dry Reading | | | |
| Elev. (feet) | N | | | Description of Earth Materials | | |
| 0 | | | | SM | Light brown, silty sand/sandy silt with some organic materials and construction debris, damp, top soils. | |
| 5 | 19/20/25 | | | SM | Light brown, silty sand/sandy silt fine grained, damp. Native. | |
| 10 | 10/12/13 | | | SM | Gray sandy silt/silty sand fine grained damp, moderately dense, native. | |
| 15 | 11/13/15 | | | SG | Gray, fine grained, silty sand with , saturated, moderately dense. | |
| 20 | 25/50 | | | SP | Light brown, silty sand, fine grained, moist and dense. | |
| 25 | | | | | End of sub-surface exploration 20 feet. Groundwater was observed at -15 feet. | |
| 30 | | | | | | |
| 35 | | | | | | |
| 40 | | | | | | |

Log depicts conditions at the time and location drilled.

Soil Pacific Inc.
Geotechnical and Environmental Services

Project Name: 612-620 Pacific Coast Hwy, Huntington Beach

Project Number: A-2743-04

Report Date:

Figure:

ATTACHMENT NO. 7.61

APPENDIX B

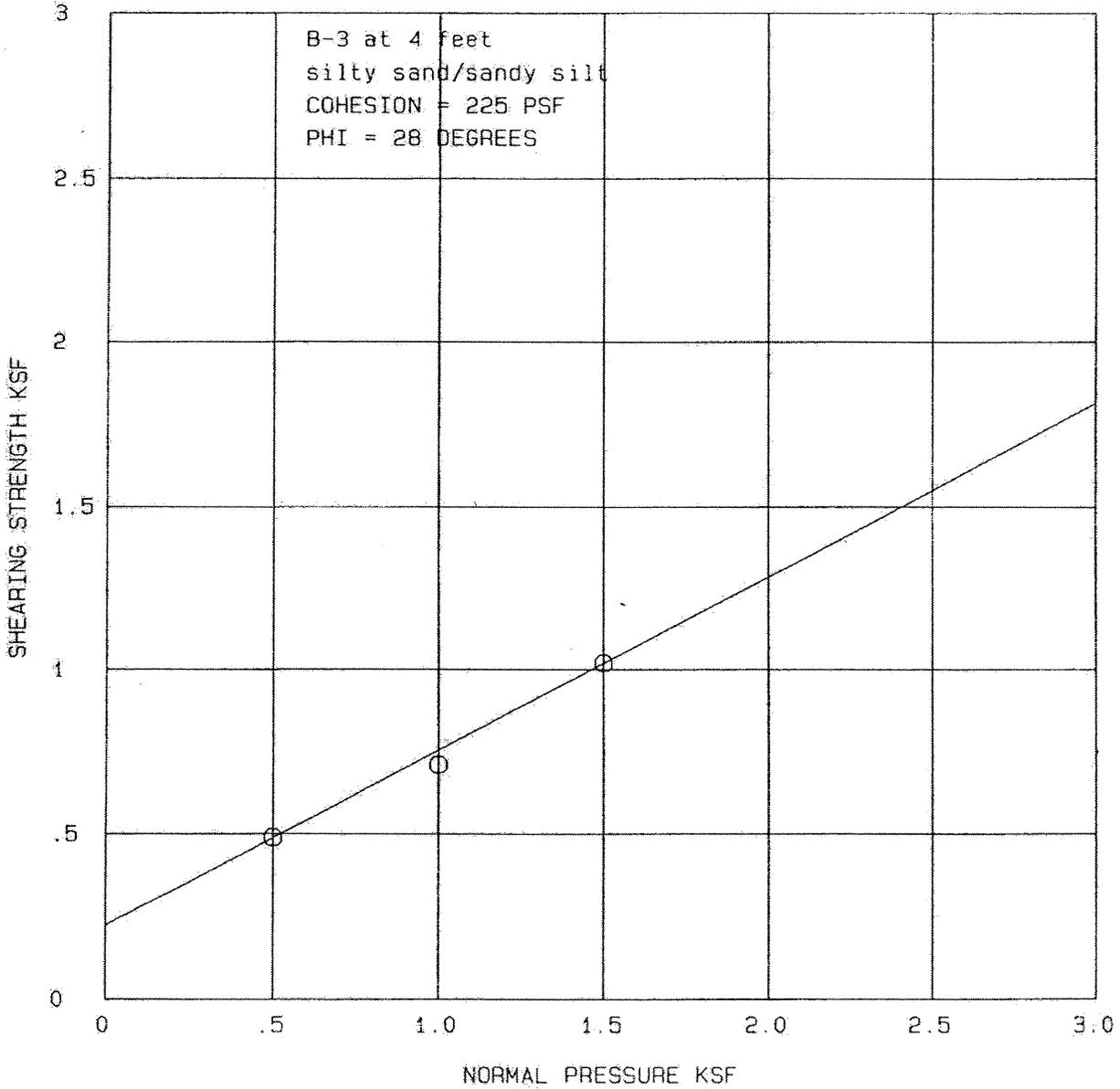
Laboratory

APPENDIX

SHEAR TEST DIAGRAM

J.O. A-2743-04

DATE 7-30-04



PLATE

ATTACHMENT NO. 7.63

APPENDIX

BEARING VALUE ANALYSIS

J.O. A-2743-04

DATE 7-30-04

COHESION = 225 PSF GAMA = 120 PCF PHI = 28 DEGREES
DEPTH OF FOOTING = 1.5 FEET
BREADTH OF FOOTING = 1.25 FEET
FOOTING TYPE = CONTINUOUS

| <u>BEARING CAPACITY FACTORS</u> | | |
|---------------------------------|-----------|-----------|
| Nc = 25.8 | Nq = 14.7 | Ng = 13.2 |
| <u>FOOTING COEFFICIENTS</u> | | |
| K1 = 1 | | K2 = .5 |

| |
|--|
| REFERENCE: TERZAGHI & PECK: 1967: 'SOIL MECHANICS IN ENGINEERING PRACTICE': PAGES 217 TO 225. |
| FORMULA |
| ULTIMATE BEARING = $(K1 * Nc * C) + (K2 * GA * Ng * B) + (Nq * GA * D) = 9446$ |
| ALLOWABLE BEARING = $\frac{\text{ULTIMATE BEARING}}{3} = 3148.7$ |

THE ALLOWABLE BEARING VALUE SHOULD NOT EXCEED
3148.7 PSF. DESIGN SHOULD CONSIDER EXPANSION INDEX.

PLATE

ATTACHMENT NO. 7.64

APPENDIX

BEARING VALUE ANALYSIS

J.O. A-2743-04

DATE 7-30-04

COHESION = 225 PSF

GAMA = 125 PCF

PHI = 28 DEGREES

DEPTH OF FOOTING = 2 FEET

BREADTH OF FOOTING = 2 FEET

FOOTING TYPE = SQUARE

| <u>BEARING CAPACITY FACTORS</u> | | |
|---------------------------------|--------------|--------------|
| $N_c = 25.8$ | $N_q = 14.7$ | $N_g = 13.2$ |
| <u>FOOTING COEFFICIENTS</u> | | |
| $K_1 = 1.2$ | | $K_2 = .4$ |

| |
|--|
| REFERENCE: TERZAGHI & PECK, 1967, 'SOIL MECHANICS IN ENGINEERING PRACTICE', PAGES 217 TO 225. |
| FORMULA |
| $ULTIMATE\ BEARING = (K_1 * N_c * C) + (K_2 * G_A * N_g * B) + (N_q * G_A * D) = 11967.6$ |
| $ALLOWABLE\ BEARING = \frac{ULTIMATE\ BEARING}{3} = 3989.3$ |

THE ALLOWABLE BEARING VALUE SHOULD NOT EXCEED
3989.3 PSF. DESIGN SHOULD CONSIDER EXPANSION INDEX.

PLATE

ATTACHMENT NO. 7.65

APPENDIX

TEMPORARY BACKCUT STABILITY

J.O. A-2743-04

DATE 7-30-04

COHESION = 225 PSF

GAMA = 125 PCF

PHI = 28 DEGREES

CUT HEIGHT = 5 FEET

SOIL TYPE = Silty sand/sandy silt

BACKFILL ASSUMED TO BE LEVEL

PORE PRESSURE NOT CONSIDERED

FORMULA

$$\text{SAFETY FACTOR} = \frac{(C * L) + (GA * \text{AREA} * \cos(Z) * \tan(\text{PHI}))}{GA * \text{AREA} * \sin(Z)} = 1.95$$

$$Z = 45 + (\text{PHI}/2)$$

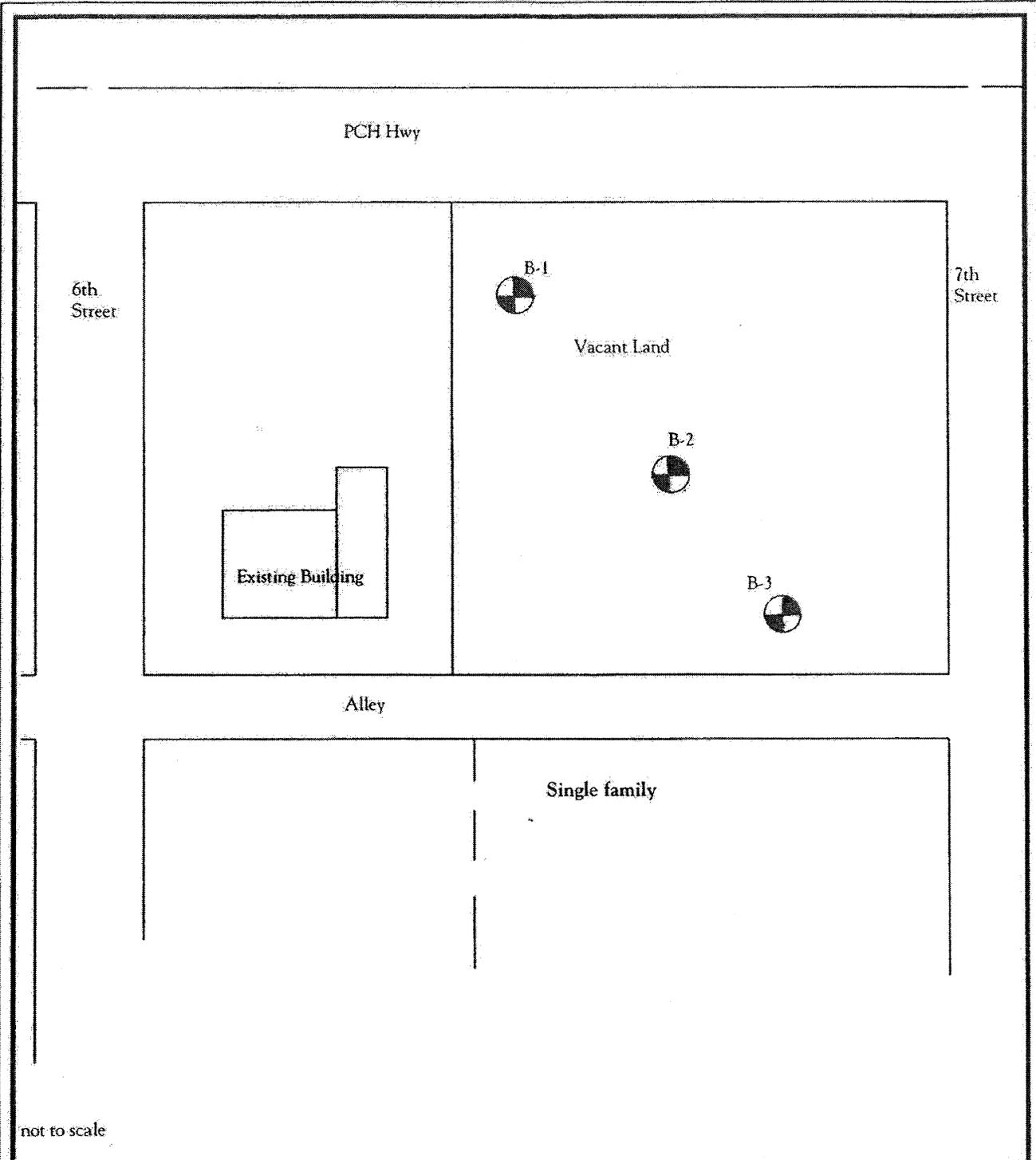
SINCE THE SAFETY FACTOR OF 1.95 IS GREATER THAN THE REQUIRED 1.25, THE TEMPORARY EXCAVATION IS CONSIDERED TO BE STABLE. THIS IS WITH A LEVEL AREA EQUAL TO THE LENGTH OF THE VERTICAL CUT ABOVE THE CUT.

PLATE

ATTACHMENT NO. 7.66

APPENDIX C

References

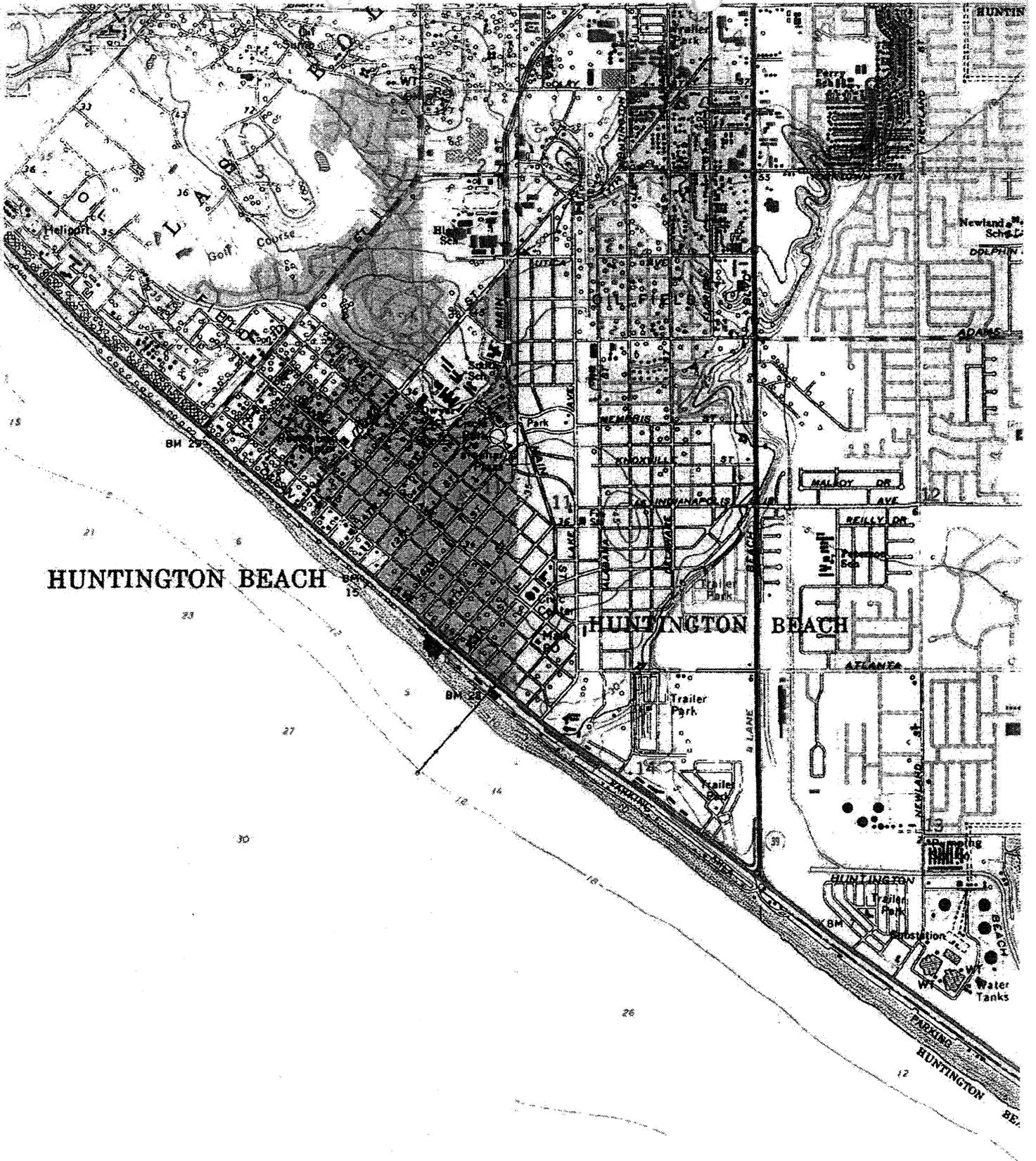


not to scale

Approximate Layout Plan, 612-620 PCH Hwy, Huntington Beach, CA

Soil PACIFIC Inc.
 Tel. 714/ 879 1203 Fax. 714/ 879 48 12

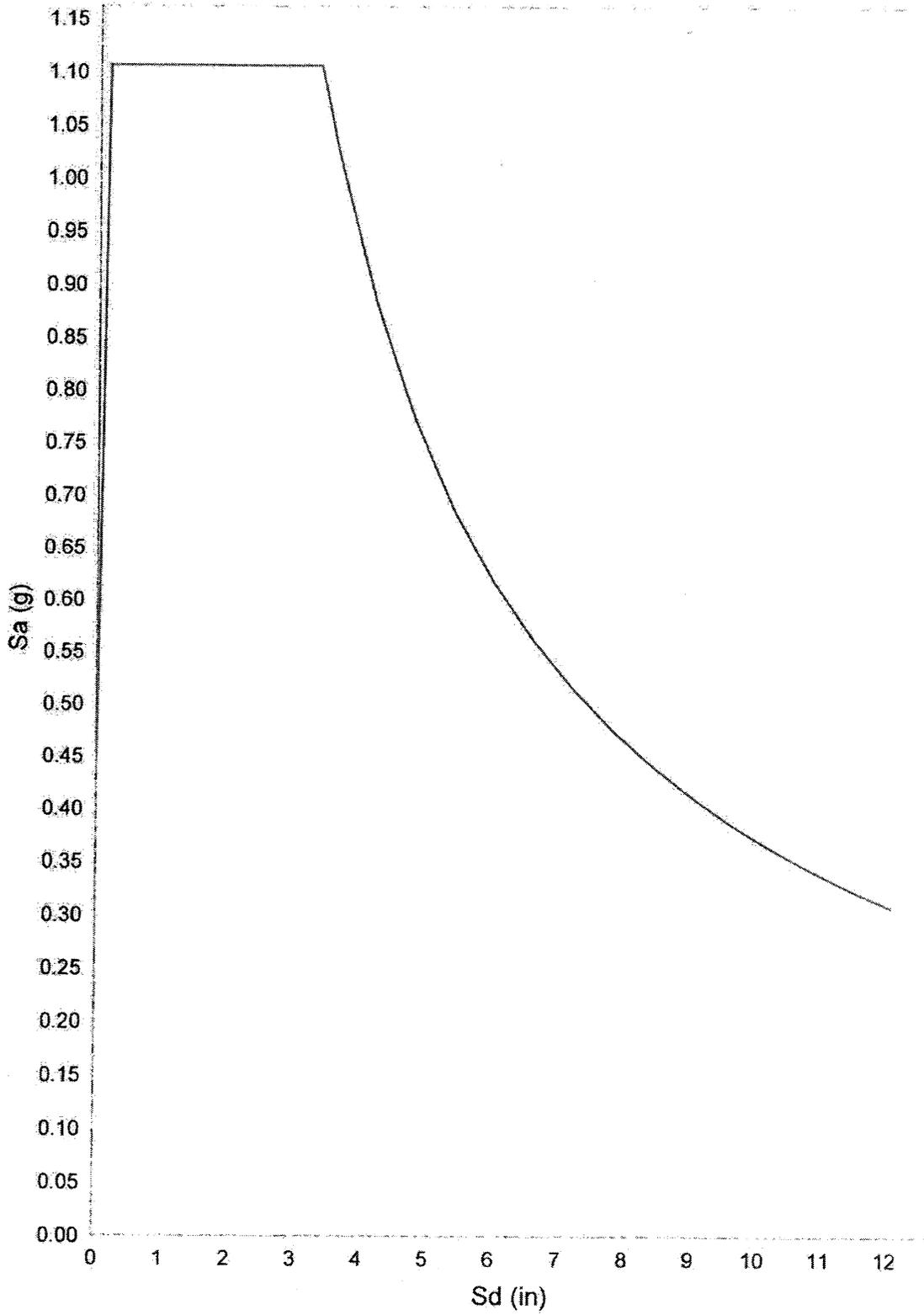
Date: July 2004
 Plate No.: A-1-1



HUNTINGTON BEACH

HUNTINGTON BEACH

Design Spectrum Sa Vs Sd



Seismic Coefficients and Liquefaction Potential

The following table provides the most recent seismic coefficients and seismic data in accordance with requirements included in the 2007 California Building Code of Regulations

| ITEM | VALUE | REFERENCE |
|---|----------|--------------------------------|
| Site Longitude (Decimal-degrees) | -118.003 | Google Earth |
| Site Latitude (Decimal-degrees) | 33.658 | Google Earth |
| Site Class | D | Table 1613.5.2 |
| Seismic Design Category | D | 2007 CBC Table 1613 (5.6) |
| Mapped Spectral Response Acceleration- Short Period (0.2 Sec) - S_s | 1.660 | 2007 CBC Figure 1613.5 (3) |
| Mapped Spectral Response Acceleration- 1 Second Period- S_1 | 0.617 | 2007 CBC Figure 1613.5 (4) |
| Short Period Site Coefficient - F_a | 1.0 | 2007 CBC Table 1613.5.3 (1) |
| Long Period Site Coefficient - F_v | 1.5 | 2007 CBC Table 1613.5.3 (2) |
| Adjusted Spectral Response Acceleration @ 0.2 Sec. Period (S_{MS}) | 1.660 | 2007 CBC Equation 16-37 |
| Adjusted Spectral Response Acceleration @1Sec. Period (S_{M1}) | 0.926 | 2007 CBC Equation 16-38 |
| Design Spectral Response Acceleration @ 0.2 Sec. Period (S_{DS}) | 1.107 | 2007 CBC Equation 16-39 |
| Design Spectral Response Acceleration @1Sec. Period (S_{D1}) | 0.617 | 2007 CBC Equation 16-40 |

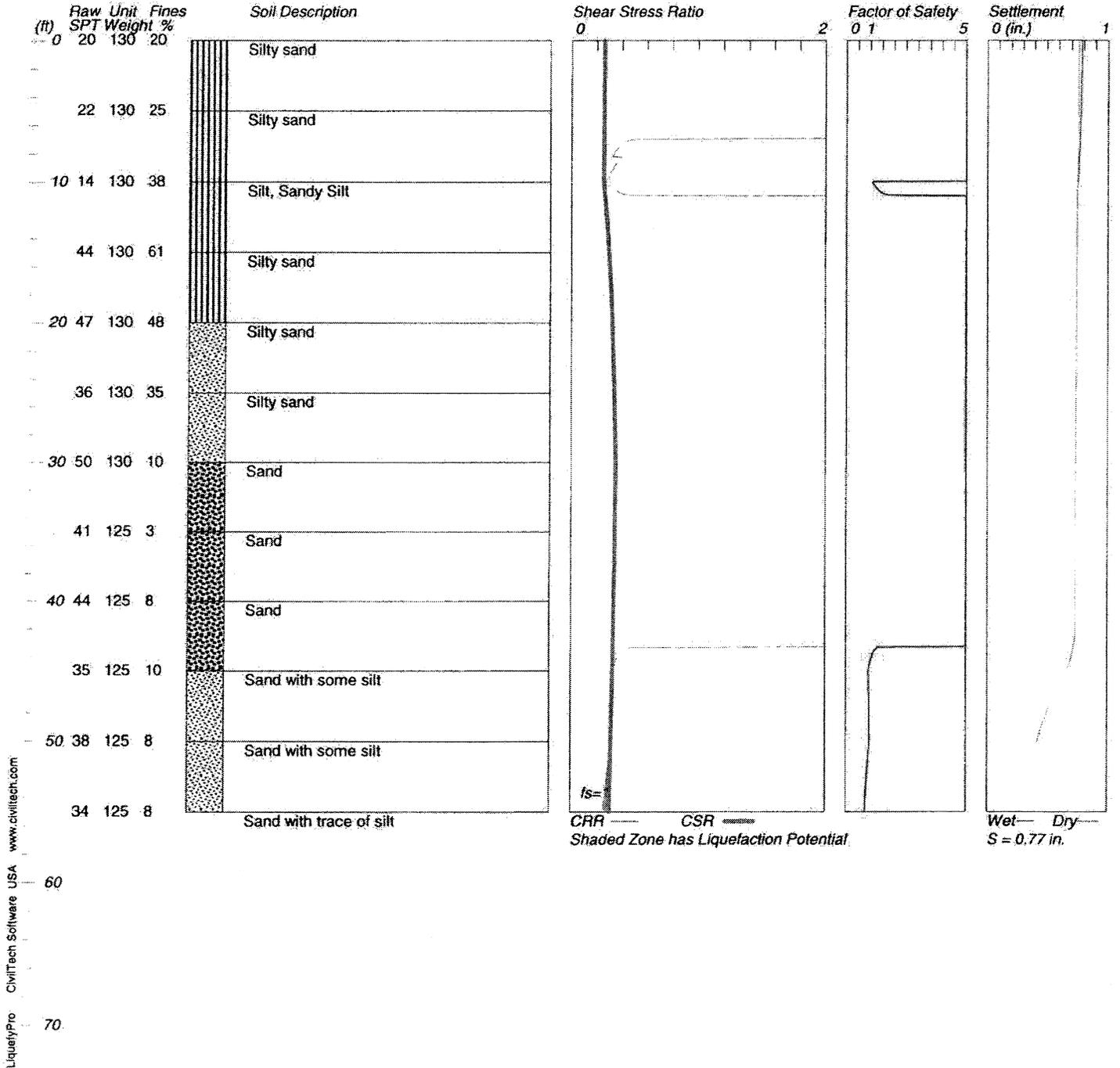
Project Number:A-2743

LIQUEFACTION ANALYSIS

612-620 Pacific Coast Hwy, Huntington Beach

Hole No.=B-1 Water Depth=10 ft Surface Elev.=30

Magnitude=7.4
Acceleration=0.4g



LIQUEFACTION ANALYSIS CALCULATION SHEET
 Version 4.3
 Copyright by CivilTech Software
 www.civiltech.com
 (425) 453-6488 Fax (425) 453-5848

Licensed to -, Soil Pacific Inc. 7/30/2004 12:03:26 PM

Input File Name: \\MAIN\SharedDocs\A-2743-04.liq
 Title: 512-620 Pacific Coast Hwy, Huntington Beach
 Subtitle: A-2743-04

Input Data:

Surface Elev.=30
 Hole No.=B-1
 Depth of Hole=55.0 ft
 Water Table during Earthquake= 10.0 ft
 Water Table during In-Situ Testing= 15.0 ft
 Max. Acceleration=0.4 g
 Earthquake Magnitude=7.4
 fs=1, Plot one CSR (fs=1)

Hammer Energy Ratio, Ce=1
 Borehole Diameter, Cb=1.05
 Sampling Method, Cs=1
 SPT Fines Correction Method: Idriss/Seed (SPT only)
 Settlement Analysis Method: Tokimatsu / Seed
 Fines Correction for Liquefaction: Idriss/Seed (SPT only)
 Fine Correction for Settlement: During Liq. Correction
 Average Input Data: Smooth*
 * Recommended Options

| Depth ft | SPT | Gamma pcf | Fines % |
|-------------|------|--------------|------------|
| 0.0 | 20.0 | 130.0 | 20.0 |
| 5.0 | 22.0 | 130.0 | 25.0 |
| 10.0 | 14.0 | 130.0 | 38.0 |
| 15.0 | 44.0 | 130.0 | 61.0 |
| 20.0 | 47.0 | 130.0 | 48.0 |
| 25.0 | 36.0 | 130.0 | 35.0 |
| 30.0 | 50.0 | 130.0 | 10.0 |
| 35.0 | 41.0 | 125.0 | 3.0 |
| 40.0 | 44.0 | 125.0 | 8.0 |
| 45.0 | 35.0 | 125.0 | 10.0 |
| 50.0 | 38.0 | 125.0 | 8.0 |
| 55.0 | 34.0 | 125.0 | 8.0 |

Output Results: (Interval = 5.00 ft)

CSR Calculation:

| Depth ft | gamma pcf | sigma tsf | gamma' pcf | sigma' tsf | rd | CSR | fs (user) | CSRfs w/fs |
|-------------|--------------|--------------|---------------|---------------|------|------|--------------|---------------|
| 0.00 | 130.0 | 0.000 | 130.0 | 0.000 | 1.00 | 0.26 | 1.0 | 0.26 |
| 5.00 | 130.0 | 0.325 | 130.0 | 0.325 | 0.99 | 0.26 | 1.0 | 0.26 |
| 10.00 | 130.0 | 0.650 | 67.6 | 0.650 | 0.98 | 0.25 | 1.0 | 0.25 |
| 15.00 | 130.0 | 0.975 | 67.6 | 0.819 | 0.97 | 0.30 | 1.0 | 0.30 |
| 20.00 | 130.0 | 1.300 | 67.6 | 0.988 | 0.95 | 0.33 | 1.0 | 0.33 |
| 25.00 | 130.0 | 1.625 | 67.6 | 1.157 | 0.94 | 0.34 | 1.0 | 0.34 |
| 30.00 | 130.0 | 1.950 | 67.6 | 1.326 | 0.93 | 0.36 | 1.0 | 0.36 |
| 35.00 | 125.0 | 2.269 | 62.6 | 1.489 | 0.89 | 0.35 | 1.0 | 0.35 |
| 40.00 | 125.0 | 2.581 | 62.6 | 1.645 | 0.85 | 0.35 | 1.0 | 0.35 |
| 45.00 | 125.0 | 2.894 | 62.6 | 1.802 | 0.81 | 0.34 | 1.0 | 0.34 |
| 50.00 | 125.0 | 3.206 | 62.6 | 1.958 | 0.77 | 0.33 | 1.0 | 0.33 |
| 55.00 | 125.0 | 3.519 | 62.6 | 2.115 | 0.73 | 0.31 | 1.0 | 0.31 |

CSR is based on water table at 10.0 during earthquake

CRR Calculation from SPT or BPT data:

| Depth ft | SPT | Cebs | Cr | sigma' tsf | Cn | (N1)60 | Fines % | d(N1)60 | (N1)60f | CRR7.5 |
|-------------|-------|------|------|---------------|------|--------|------------|---------|---------|--------|
| 0.00 | 20.00 | 1.05 | 0.75 | 0.000 | 1.70 | 32.52 | 20.0 | 5.74 | 32.52 | 2.00 |
| 5.00 | 22.00 | 1.05 | 0.75 | 0.325 | 1.70 | 37.13 | 25.0 | 7.68 | 37.13 | 2.00 |
| 10.00 | 14.00 | 1.05 | 0.85 | 0.650 | 1.24 | 23.60 | 38.0 | 8.10 | 23.60 | 0.26 |
| 15.00 | 44.00 | 1.05 | 0.95 | 0.975 | 1.01 | 58.34 | 61.0 | 13.89 | 58.34 | 2.00 |
| 20.00 | 47.00 | 1.05 | 0.95 | 1.144 | 0.93 | 57.60 | 48.0 | 13.77 | 57.60 | 2.00 |
| 25.00 | 36.00 | 1.05 | 0.95 | 1.313 | 0.87 | 42.61 | 35.0 | 11.27 | 42.61 | 2.00 |
| 30.00 | 50.00 | 1.05 | 1.00 | 1.482 | 0.82 | 44.93 | 10.0 | 1.80 | 44.93 | 2.00 |
| 35.00 | 41.00 | 1.05 | 1.00 | 1.645 | 0.78 | 33.57 | 3.0 | 0.00 | 33.57 | 2.00 |
| 40.00 | 44.00 | 1.05 | 1.00 | 1.801 | 0.75 | 35.16 | 8.0 | 0.73 | 35.16 | 2.00 |
| 45.00 | 35.00 | 1.05 | 1.00 | 1.958 | 0.71 | 27.70 | 10.0 | 1.44 | 27.70 | 0.34 |
| 50.00 | 38.00 | 1.05 | 1.00 | 2.114 | 0.69 | 28.09 | 8.0 | 0.65 | 28.09 | 0.35 |
| 55.00 | 34.00 | 1.05 | 1.00 | 2.271 | 0.66 | 24.29 | 8.0 | 0.60 | 24.29 | 0.27 |

CRR is based on CPT data at 15.0 during in situ testing

Factor of Safety, - Earthquake Magnitude= 7.4:

| Depth ft | sigC' tsf | CRR7.5 tsf | Ksigma | CRRV | MSF | CRRm | CSRfs w/fs | F.S. CRRm/CSRfs |
|-------------|--------------|---------------|--------|------|------|------|---------------|--------------------|
| 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 1.03 | 2.07 | 0.26 | 5.00 |
| 5.00 | 0.21 | 2.00 | 1.00 | 2.00 | 1.03 | 2.07 | 0.26 | 5.00 |
| 10.00 | 0.42 | 0.26 | 1.00 | 0.26 | 1.03 | 0.27 | 0.25 | 1.07 |
| 15.00 | 0.63 | 2.00 | 1.00 | 2.00 | 1.03 | 2.07 | 0.30 | 5.00 |
| 20.00 | 0.74 | 2.00 | 1.00 | 2.00 | 1.03 | 2.07 | 0.33 | 5.00 |
| 25.00 | 0.85 | 2.00 | 1.00 | 2.00 | 1.03 | 2.07 | 0.34 | 5.00 |
| 30.00 | 0.96 | 2.00 | 1.00 | 2.00 | 1.03 | 2.07 | 0.36 | 5.00 |
| 35.00 | 1.07 | 2.00 | 1.00 | 1.99 | 1.03 | 2.06 | 0.35 | 5.00 |
| 40.00 | 1.17 | 2.00 | 0.98 | 1.96 | 1.03 | 2.03 | 0.35 | 5.00 |
| 45.00 | 1.27 | 0.34 | 0.96 | 0.32 | 1.03 | 0.33 | 0.34 | 0.99 * |
| 50.00 | 1.37 | 0.35 | 0.95 | 0.33 | 1.03 | 0.34 | 0.33 | 1.04 * |
| 55.00 | 1.48 | 0.27 | 0.94 | 0.25 | 1.03 | 0.26 | 0.31 | 0.84 * |

* F.S.<1; Liquefaction Potential Zone. (If above water table: F.S.=5)
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

CPT convert to SPT for Settlement Analysis:

Fines Correction for Settlement Analysis:

| Depth ft | Ic | qc/N60 | qc1 tsf | (N1)60 | Fines % | d(N1)60 | (N1)60s |
|-------------|----|--------|------------|--------|------------|---------|---------|
| 0.00 | - | - | - | 32.52 | 20.0 | 0.00 | 32.52 |
| 5.00 | - | - | - | 37.13 | 25.0 | 0.00 | 37.13 |
| 10.00 | - | - | - | 23.60 | 38.0 | 0.00 | 23.60 |
| 15.00 | - | - | - | 58.34 | 61.0 | 0.00 | 58.34 |
| 20.00 | - | - | - | 57.60 | 48.0 | 0.00 | 57.60 |
| 25.00 | - | - | - | 42.61 | 35.0 | 0.00 | 42.61 |
| 30.00 | - | - | - | 44.93 | 10.0 | 0.00 | 44.93 |
| 35.00 | - | - | - | 33.57 | 3.0 | 0.00 | 33.57 |
| 40.00 | - | - | - | 35.16 | 8.0 | 0.00 | 35.16 |
| 45.00 | - | - | - | 27.70 | 10.0 | 0.00 | 27.70 |
| 50.00 | - | - | - | 28.09 | 8.0 | 0.00 | 28.09 |
| 55.00 | - | - | - | 24.29 | 8.0 | 0.00 | 24.29 |

(N1)60 has been fines corrected in liquefaction analysis

Settlement of Saturated Sands:

Settlement Analysis Method: Tokimatsu / Seed

| Depth ft | CSRfs w/fs | F.S. | Fines % | (N1)60s | Dr % | ec % | dsz in. | dsv in. | S in. |
|-------------|---------------|------|------------|---------|---------|---------|------------|------------|----------|
| 54.95 | 0.31 | 0.84 | 8.0 | 24.33 | 78.44 | 1.058 | 0.006 | 0.006 | 0.006 |
| 50.00 | 0.33 | 1.04 | 8.0 | 28.09 | 85.89 | 0.238 | 0.001 | 0.423 | 0.429 |
| 45.00 | 0.34 | 0.99 | 10.0 | 27.70 | 85.09 | 0.540 | 0.003 | 0.243 | 0.672 |
| 40.00 | 0.35 | 5.00 | 8.0 | 35.16 | 100.00 | 0.000 | 0.000 | 0.066 | 0.738 |
| 35.00 | 0.35 | 5.00 | 3.0 | 33.57 | 98.74 | 0.000 | 0.000 | 0.000 | 0.738 |
| 30.00 | 0.36 | 5.00 | 10.0 | 44.93 | 100.00 | 0.000 | 0.000 | 0.000 | 0.738 |
| 25.00 | 0.34 | 5.00 | 35.0 | 42.61 | 100.00 | 0.000 | 0.000 | 0.000 | 0.738 |
| 20.00 | 0.33 | 5.00 | 48.0 | 57.60 | 100.00 | 0.000 | 0.000 | 0.000 | 0.738 |
| 15.00 | 0.30 | 5.00 | 61.0 | 58.34 | 100.00 | 0.000 | 0.000 | 0.000 | 0.738 |
| 10.00 | 0.25 | 1.07 | 38.0 | 23.60 | 77.08 | 0.193 | 0.001 | 0.007 | 0.745 |

Settlement of Saturated Sands=0.745 in.
qc1 and (N1)60 is after fines correction in liquefaction analysis
dsz is per each segment: dz=0.05 ft
dsv is per each print interval: dv=5 ft
S is cumulated settlement at this depth

Settlement of Dry Sands:

| dsz in. | Depth ft | sigma' tsf | sigC' tsf | (N1)60s | CSRfs w/fs | Gmax tsf | g*Ge/Gm | g_eff | ec7.5 % | Cec | ec |
|------------|-------------|---------------|--------------|---------|---------------|-------------|---------|--------|------------|------|--------|
| 3.2E-4 | 9.95 | 0.65 | 0.42 | 23.75 | 0.25 | 832.6 | 2.0E-4 | 0.0324 | 0.0255 | 1.03 | 0.0263 |
| 9.7E-5 | 0.000 | 0.000 | 0.21 | 37.13 | 0.26 | 684.9 | 1.2E-4 | 0.0204 | 0.0078 | 1.03 | 0.0081 |
| 6.3E-6 | 5.00 | 0.33 | 0.00 | 32.52 | 0.26 | 3.6 | 7.2E-7 | 0.0010 | 0.0005 | 1.03 | 0.0005 |

Settlement of Dry Sands=0.027 in.
dsz is per each segment: dz=0.05 ft
dsv is per each print interval: dv=5 ft
S is cumulated settlement at this depth

Total Settlement of Saturated and Dry Sands=0.773 in.
Differential Settlement=0.386 to 0.510 in.

Units Depth = ft, Stress or Pressure = tsf (atm), Unit Weight = pcf, Settlement = in.

| | |
|---------|--|
| SPT | Field data from Standard Penetration Test (SPT) |
| BPT | Field data from Becker Penetration Test (BPT) |
| qc | Field data from Cone Penetration Test (CPT) |
| fc | Friction from CPT testing |
| Gamma | Total unit weight of soil |
| Gamma' | Effective unit weight of soil |
| Fines | Fines content [%] |
| D50 | Mean grain size |
| Dr | Relative Density |
| sigma | Total vertical stress [tsf] |
| sigma' | Effective vertical stress [tsf] |
| sigc' | Effective confining pressure [tsf] |
| rd | Stress reduction coefficient |
| CSR | Cyclic stress ratio induced by earthquake |
| fs | User request factor of safety, apply to CSR |
| w/fs | with user request factor of safety inside |
| CSRfs | CSR with User request factor of safety |
| CRR7.5 | Cyclic resistance ratio (M=7.5) |
| Ksigma | Overburden stress correction factor for CRR7.5 |
| CRRV | CRR after overburden stress correction, $CRRV=CRR7.5 * Ksigma$ |
| MSF | Magnitude scaling factor for CRR (M=7.5) |
| CRRm | After magnitude scaling correction $CRRm=CRRV * MSF$ |
| F.S. | Factor of Safety against liquefaction $F.S.=CRRm/CSRfs$ |
| Cebs | Energy Ratio, Borehole Dia., and Sample Method Corrections |
| Cr | Rod Length Corrections |
| Cn | Overburden Pressure Correction |
| (N1)60 | SPT after corrections, $(N1)60=SPT * Cr * Cn * Cebs$ |
| d(N1)60 | Fines correction of SPT |
| (N1)60f | (N1)60 after fines corrections, $(N1)60f=(N1)60 + d(N1)60$ |
| Cq | Overburden stress correction factor |
| qc1 | CPT after overburden stress correction |
| dqc1 | Fines correction of CPT |
| qc1f | CPT after Fines and Overburden correction, $qc1f=qc1 + dqc1$ |
| qc1n | CPT after normalization in Robertson's method |
| Kc | Fine correction factor in Robertson's Method |
| qc1f | CPT after Fines correction in Robertson's Method |
| Ic | Soil type index in Suzuki's and Robertson's Methods |
| (N1)60s | (N1)60 after seattlement fines corrections |
| ec | Volumetric strain for saturated sands |
| ds | Settlement in each Segment dz |
| dz | Segment for calculation, dz=0.050 ft |
| Gmax | Shear Modulus at low strain |
| g_eff | gamma_eff, Effective shear Strain |
| g*Ge/Gm | gamma_eff * G_eff/G_max, Strain-modulus ratio |
| ec7.5 | Volumetric strain for magnitude=7.5 |
| Cec | Magnitude correction factor for any magnitude |
| ec | Volumetric strain for dry sands, $ec=Cec * ec7.5$ |
| NoLiq | No-Liquefy Soils |

References:

- NCEER workshop on Evaluation of Liquefaction Resistance of Soils. Youd, T.L., and Idriss, I.M., eds., Technical Report NCEER 97-0022.
 SP117. Southern California Earthquake Center. Recommended Procedures For Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California. University of Southern California. March 1999.

APPENDIX D

General Grading Specifications

GENERAL EARTHWORK AND GRADING SPECIFICATIONS

1. GENERAL INTENT

These specifications present general procedures and requirements for grading and earthwork as shown on the approved grading plans, including preparation of areas to be filled, placement of fill, installation of subdrains, and excavations. The recommendations contained in the geotechnical report are a part of the earthwork and grading specifications and shall supersede the provisions contained hereinafter in the case of conflict. Evaluations performed by the consultant during the course of grading may result in new recommendations of the geotechnical report.

2. EARTHWORK OBSERVATION AND TESTING

Prior to the commencement of grading, a qualified geotechnical consultant (soils engineer and engineering geologist, and their representatives) shall be employed for the purpose of observing earthwork and testing the fills for conformance with the recommendations of the geotechnical report and these specifications. It will be necessary that the consultant provide adequate testing and observation so that he may determine that the work was accomplished as specified. It shall be the responsibility of the contractor to assist the consultant and keep him apprised of work schedules and changes so that he may schedule his personnel accordingly.

It shall be the sole responsibility of the contractor to provide adequate equipment and methods to accomplish the work in accordance with applicable grading codes or agency ordinances, these specifications and the approved grading plans. If in the opinion of the consultant, unsatisfactory conditions, such as questionable soil, poor moisture condition, inadequate compaction, adverse weather, etc., are resulting in a quality of work less than required in these specifications, the consultant will be empowered to reject the work and recommend that construction be topped until the conditions are rectified. Maximum dry density tests used to determine the degree of compaction will be performed in accordance with the American Society of Testing and Materials tests method ASTM D 1557-78.

3.0 PREPARATION OF AREAS TO BE FILLED

3.1 Clearing and Grubbing: All brush, vegetation and debris shall be removed or piled and otherwise disposed of.

3.2 Processing: The existing ground which is determined to be satisfactory for support of fill shall be scarified to a minimum depth of 6 inches. Existing ground which is not satisfactory shall be overexcavated as specified in the following section. Scarification shall continue until the soils are broken down and free of large clay lumps or clods and until the working surface is reasonably uniform and free of uneven features which would inhibit uniform compaction.

3.3 Overexcavation: Soft, dry, spongy, highly fractured or otherwise unsuitable ground, extending to such a depth that the surface processing cannot adequately improve the condition, shall be overexcavated down to firm ground, approved by the consultant.

3.4 Moisture Conditioning: Overexcavated and processed soils shall be watered, dried-back, blended, and/or mixed, as required to attain a uniform moisture content near optimum.

3.5 Recomposition: Overexcavated and processed soils which have been properly mixed and moisture- conditioned shall be recompact to a minimum relative compaction of 90 percent.

3.6 Benching: Where fills are to be placed on ground with slopes steeper than 5: 1 (horizontal to vertical units), the ground shall be stepped or benched. The lowest bench shall be a minimum of 15 feet wide, shall be at least 2 feet deep, shall expose firm material, and shall be approved by the consultant. Other benches shall be excavated in firm material for a minimum width of 4 feet. Ground sloping flatter than 5 : 1 shall be benched or otherwise overexcavated when considered necessary by the consultant.

3.7 Approval: All areas to receive fill, including processed areas, removal areas and toe-of-fill benches shall be approved by the consultant prior to fill placement.

4.0 FILL MATERIAL

4.1 General: Material to be placed as fill shall be free of organic matter and other deleterious substances, and shall be approved by the consultant. Soils of poor gradation, expansion, or strength characteristics shall be placed in areas designated by consultant or shall be mixed with other soils to serve as satisfactory fill material.

4.2 Oversize: Oversize material defined as rock, or other irreducible material with a maximum dimension greater than 12 inches, shall not be buried or placed in fills, unless the location, materials, and disposal methods are specifically approved by the consultant. Oversize disposal operations shall be such that nesting of oversize material does not occur,

and such that the oversize material is completely surrounded by compacted or densified fill. Oversize material shall not be placed within 10 feet vertically of finish grade or within the range of future utilities or underground construction, unless specifically approved by the consultant.

4.3 Import: If importing of fill material is required for grading, the import material shall meet the requirements of Section 4. 1.

5.0 FILL PLACEMENT AND COMPACTION

5.1 Fill Lifts: Approved fill material shall be placed in areas prepared to receive fill in near-horizontal layers not exceeding 6 inches in compacted thickness. The consultant may approve thicker lifts if testing indicates the grading procedures are such that adequate compaction is being achieved with lifts of greater thickness. Each layer shall be spread evenly and shall be thoroughly mixed during spreading to attain uniformity of material and moisture in each layer.

5.2 Fill Moisture: Fill layers at a moisture content less than optimum shall be watered and mixed, and wet fill layers shall be aerated by scarification or shall be blended with drier material. Moisture-conditioning and mixing of fill layers shall continue until the fill material is at a uniform moisture content or near optimum.

5.3 Compaction of Fill: After each layer has been evenly spread, moisture conditioned, and mixed, it shall be uniformly compacted to not less than 90 percent of maximum dry density. Compaction equipment shall be adequately sized and shall be either specifically designed for soil compaction or of proven reliability, to efficiently achieve the specified degree of compaction.

5.4 Fill Slopes: Compaction of slopes shall be accomplished, in addition to normal compacting procedures, by backfilling of slopes with sheepsfoot rollers at frequent increments of 2 to 3 feet in fill elevation gain, or by other methods producing satisfactory results. At the completion of grading, the relative compaction of the slope out to the slope face shall be at least 90 percent.

5.5 Compaction Testing: Field tests to check the fill moisture and degree of compaction will be performed by the consultant. The location and frequency of tests shall be at the consultant's discretion. In general, the tests will be taken at an interval not exceeding 2 feet in vertical rise and/or 1,000 cubic yards of embankment.

6.0 SUBDRAIN INSTALLATION

Subdrain systems, if required, shall be installed in approved ground to conform to the approximate alignment and details shown on the plans or herein. The subdrain location or materials shall not be changed or modified without the approval of the consultant. The consultant, however, may recommend and upon approval, direct changes in subdrain line, grade or material. All subdrains should be surveyed for line and grade after installation, and sufficient time shall be allowed for the surveys, prior to commencement of filling over the subdrains.

7.0 EXCAVATION

Excavation and cut slopes will be examined during grading. If directed by the consultant, further excavation or overexcavation and refilling of cut areas shall be performed, and/or remedial grading of cut slopes shall be performed. Where fill-over-cut slopes are to be graded, unless otherwise approved, the cut portion of the slope shall be made and approved by the consultant prior to placement of materials for construction of the fill portion of the slope.

8.0 TRENCH BACKFILLS

8.1 Supervision: Trench excavations for the utility pipes shall be backfilled under engineering supervision.

8.2 Pipe Zone: After the utility pipe has been laid, the space under and around the pipe shall be backfilled with clean sand or approved granular soil to a depth of at least one foot over the top of the pipe. The sand backfill shall be uniformly jetted into place before the controlled backfill is placed over the sand.

8.3 Fill Placement: The onsite materials, or other soils approved by the engineer, shall be watered and mixed as necessary prior to placement in lifts over the sand backfill.

8.4 Compaction: The controlled backfill shall be compacted to at least 90 percent of the maximum laboratory density as determined by the ASTM compaction method described above.

8.5 Observation and Testing: Field density tests and inspection of the backfill procedures shall be made by the soil engineer during backfilling to see that the proper moisture content and uniform compaction is being maintained. The contractor shall provide test holes and exploratory pits as required by the soil engineer to enable sampling and testing.

Attachment No. 4
Summary of Mitigation Measures

| <u>Description of Impact</u> | <u>Mitigation Measure</u> |
|--|---|
| Unstable soil conditions | GEO 1 The grading plan prepared for the new proposed project shall contain the recommendations included in the Geotechnical Engineering Report for the site prepared by Soil Pacific, Inc., dated July 2004 and updated July 2008. These recommendations shall be implemented in the design of the project and include measures associated with site preparation, fill placement and compaction, dewatering, seismic design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, cement type, surface drainage, trench backfill, and geotechnical observation. |
| Grading and excavation around existing abandoned oil wells | HAZ 1 The developer shall consult with DOGGR to determine if plug or re-plug of existing abandoned oil wells is necessary. Prior to the issuance of grading permits, the developer shall submit evidence of consultation with DOGGR indicating wells have been plugged or abandoned to current DOGGR standards. |
| Grading and excavation around existing abandoned oil wells | HAZ 2 In the event that abandoned oil wells are damaged during construction, construction activities shall cease in the immediate vicinity immediately. Remedial plugging operations would be required to re-plug the affected wells to current Department of Conservation specifications. Depending on the nature of soil contamination, if any, appropriate agencies shall be notified (e.g. City of Huntington Beach Fire Department). The developer shall ensure proper implementation for the re-abandonment operation in compliance with all applicable laws and regulations. |

RESPONSE TO COMMENTS FOR DRAFT
MITIGATED NEGATIVE DECLARATION NO. 08-011

- I. This document serves as the Response to Comments on the Draft Mitigated Negative Declaration No. 08-011 (Pacific View Mixed Use Building). This document contains all information available in the public record related to the construction of a 12,898 sq. ft. mixed use building as of September 16, 2008 and responds to comments in accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines.

This document contains four sections. In addition to this Introduction, these sections are Public Participation and Review, Comments, Responses to Comments, and Appendix.

The Public Participation section outlines the methods the City of Huntington Beach has used to provide public review and solicit input on the Draft Mitigated Negative Declaration No. 08-011. The Comments section contains those written comments received from agencies, groups, organizations, and individuals as of September 16, 2008. The Response to Comments section contains individual responses to each comment.

It is the intent of the City of Huntington Beach to include this document in the official public record related to the Draft Mitigated Negative Declaration No. 08-011. Based on the information contained in the public record, the decision-makers will be provided with an accurate and complete record of all information related to the environmental consequences of the project.

II. PUBLIC PARTICIPATION AND REVIEW

The City of Huntington Beach notified all responsible and interested agencies and interested groups, organizations, and individuals that a Draft Mitigated Negative Declaration No. 08-011 had been prepared for the proposed project. The City also used several methods to solicit input during the review period for the preparation of the Draft Mitigated Negative Declaration No. 08-011. The following is a list of actions taken during the preparation, distribution, and review of the Draft Mitigated Negative Declaration No. 08-011.

1. A cover letter and copies of the Draft Mitigated Negative Declaration No. 08-011 were filed with the State Clearinghouse on August 7, 2008. The State Clearinghouse assigned Clearinghouse Number 2008081021 to the proposed project. A copy of the cover letter and the State Clearinghouse distribution list is available for review and inspection at the City of Huntington Beach, Planning Department, 2000 Main Street, Huntington Beach, California 92648.

2. An official 30 day public review period for the Draft Mitigated Negative Declaration No. 08-011 was established by the State Clearinghouse. It began on August 7, 2008 and ended on September 5, 2008. Public comment letters were accepted by the City of Huntington Beach through September 10, 2007.
3. Notice of the Draft Mitigated Negative Declaration No. 08-011 was published in the Huntington Beach Independent on August 7, 2008. Upon request, copies of the document were distributed to agencies, groups, organizations, and individuals.

III. COMMENTS

Copies of all written comments received as of September 16, 2008 are contained in Appendix A of this document. All comments have been numbered and are listed on the following pages. All comments from letters received have been either summarized or retyped verbatim in a comment-response format for clarity. Responses to Comments for each comment which raised an environmental issue are contained in this document.

IV. RESPONSE TO COMMENTS

The Draft Mitigated Negative Declaration No. 08-011 was distributed to responsible agencies, interested groups, organizations, and individuals. The report was made available for public review and comment for a period of 30 days. The public review period for the Draft Mitigated Negative Declaration No. 08-011 established by the State Clearinghouse commenced on August 7, 2008 and expired on September 5, 2008. The City of Huntington Beach accepted comment letters through September 10, 2008.

Copies of all documents received as of September 16, 2008 are contained in Appendix A of this report. Comments have been numbered with responses correspondingly numbered. Responses are presented for each comment which raised a significant environmental issue.

Several comments do not address the completeness or adequacy of the Draft Mitigated Negative Declaration No. 08-011, do not raise significant environmental issues, or request additional information. A substantive response to such comments is not appropriate within the context of the California Environmental Quality Act (CEQA). Such comments are responded to with a "comment acknowledged" reference. This indicates that the comment will be forwarded to all appropriate decision makers for their review and consideration.

Response to Comments
Mitigated Negative Declaration No. 08-011
Magnolia Street Sidewalk Installation

CalTrans-1:

Comment:

Thank you for the opportunity to review and comment on the Draft Mitigated Negative Declaration (MND) for the Pacific View Mixed-Use Development. The proposal is to construct a 12,922 sq. ft. mixed development. The ground floor will have 4,082 sq. ft. on commercial uses; while seven residential units consisting of 4,472 sq. ft. will be on the second floor and 4,367 sq. ft. on the third floor. The project site is located at 620 Pacific Coast Highway (SR-1) in the City of Huntington Beach. The nearest State route to the project site is SR-1.

Response:

Thank you for taking the time to review and provide comments on Negative Declaration No. 08-011. They will be forwarded to the Planning Commission for consideration and are responded to below.

CalTrans-2:

Comment:

The Department of Transportation Department is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right-of-way, an encroachment permit will be required.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Carter-1

Comment:

This comment expresses opposition to the proposed project.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Carter -2

Comment:

The comment expresses concern with the request for a variance to allow a fourth floor in lieu of the maximum allowed number of three floors.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Carter -3

Comment:

The comment expresses concern with the request for a special permit request to change the slope of the transition ramp within the subterranean parking structure and questions the safety of the cyclist and pedestrians using the alley.

Response:

The increased slope from 10% to 15% will only occur within the subterranean parking structure. The slope of the ramp will remain at 10% at the intersection of the ramp and the alley. Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Carter -4

Comment:

The comment expresses concern with the request for a special permit to reduce the setback requirements. The comment also raises issue with the aesthetics of the proposed four story building with reduced setbacks.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Carter -5

Comment:

This comments expresses concern with increased traffic in the area which will be endured by residents and guests at the Huntington Pacific (711 PCH) and other residents and businesses in the proximity of this project. The comment also states that residents of the Huntington Pacific residential community have requested installation of a "No U-TURN", crosswalk and traffic light at the intersection of 8th and PCH.

Response:

The comment addresses existing condition found at the intersection of PCH and 8th St. The project is located between 7th St. and 6th St. Main vehicular access to the project site will be provided via an alley located to the rear of the project site between 7th St. and 6th Street. The alley provides access to the signalized intersection located at 6th Street and PCH. It is anticipated that a majority of the vehicle trips arriving to and leaving the site will utilize the signalized intersection at PCH and 6th Street. The proposed development will generate 349 new vehicle daily trips, of which 32 will occur in the AM peak hour and 65 in the PM peak hour. The intersection of 6th Street and Pacific Coast Highway was analyzed for potential impacts during the peak periods. The existing level of service (LOS) for the AM and PM peak hour was determined to be LOS A. The existing plus project traffic was analyzed and determined to be LOS A for both the AM peak hour and the PM peak hour. No significant impacts result from the trips generated by the proposed project.

Richardson-1

Comment:

This comment expresses opposition to the proposed project.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Richardson-2

Comment:

Comment expresses concern with the increased traffic and safety issues with existing U-Turn movement at 8th St. and PCH.

Response:

See response to Carter-5.

Richardson -3

Comment:

This comment express opposition to the variance request to permit a fourth floor in lieu of the maximum allowed three floors.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Telford-1:

Comment:

This comment expresses opposition to the proposed project.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Telford -3:

Comment:

This comment expresses concern with the increased traffic and safety issues with existing U-Turn movement at 8th Street and PCH.

Response:

See response to Carter-5.

Telford -4:

Comment:

This comment express opposition to the variance request to permit a fourth floor in lieu of the maximum allowed three floors and reduced landscaped planters along the street frontages.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Telford -5:

Comment:

This comment requests the installation of a traffic signal with a crosswalk for pedestrians at the intersection of 8th St. and PCH.

Response:

See response to Carter-5. Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Moon-1:

Comment:

This comment expresses concern with the increased traffic and safety issues with existing U-Turn movement at 8th Street and PCH.

Response:

See response to Carter-5

Moon-2:

Comment:

This comment express opposition to the variance request to permit a fourth floor in lieu of the maximum allowed three floors and reduced landscaped planters along the street frontages.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Moon-3:

Comment:

The comment expresses concern with the request for a special permit request to change the slope of the transition ramp within the subterranean parking structure and questions the safety of the cyclist and pedestrians using the alley.

Response:

See response to Carter-3.

Oelstrom -1:

Comment:

This comment expresses opposition to the proposed project.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

Oelstrom -2:

Comment:

This comment expresses concern with the increased traffic and safety issues with existing U-Turn movement at 8th Street and PCH. The comment also cites changes/additions to PCH which have occurred since Huntington Pacific (711 PCH).

Response:

Much of the issues raised pertain to the intersection of 8th St. and PCH at 711 PCH. See response to Carter-5.

Oelstrom -3:

Comment:

This comment requests the installation of a traffic signal with a crosswalk for pedestrians at the intersection of 8th St. and PCH.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

EB-1:

Comment:

At the September 4, 2008 Environmental Board meeting, the members reviewed the subject proposal. The Board offers the following comments and recommendations for your consideration:

Response:

Thank you for you comments. They will be forwarded to the Planning Commission for consideration and are responded to below.

EB-2:

Comment:

The developer is requesting that the structure encroach on setbacks at the front by 15', on one side by 10' and the other side yard by 5'. The purpose of the city's setback requirements are to allow for landscaping and for the building to be able to "breathe". Reducing the setbacks in areas that are already tight as they are along Pacific Coast Highway and the downtown area is viewed as undesirable on this busy highway corridor.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

EB-3:

Comment:

The Board recommends that park "in-lieu" fees be dedicated to improve park/open space in the project's immediate vicinity.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

EB-4:

Comment:

The developer requests a variance to increase the slope the underground garage ramps by an additional 5%. Since the water table in this area is relatively high, concerns arise regarding subterranean garage flooding. The Board suggests that special attention be given to dewatering and subsequent waterproofing.

Response:

Suggested Mitigation Measure GEO-1 addresses dewatering of the site by requiring the project adhere to the Geotechnical Engineering Report prepared by Soil Pacifica, Inc. dated July 2004 and Updates July 2008 which includes measures for dewatering.

EB-5:

Comment:

The Downtown Specific Plan calls for a building height not to exceed three stories. The developer requests a fourth story for the purpose of providing roof-top recreational space, the implication being that this would be open space. However, in the developer's architectural rendering of the 4th floor, it appears that there are three structures, one on each of three corners of this top level. The purpose of these structures is unclear and the additional height appears to

impede upon existing height restrictions and would negatively affect the ocean views of neighboring residents. The Board therefore questions the need for a fourth floor.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

EB-6:

Comment:

The vacant lot proposed for the project was most recently the site of a gas station. The Board wonders if mitigation measures will be required since there are two abandoned oil wells capped at a depth of approximately 8'. The wells appear to be at the depth of the proposed subterranean parking level. There are a number of inherent hazards implicit in designing a parking structure over abandoned oil wells which would require consultation with various agencies including the California Division of Oil, Gas and Geothermal Resources (DOGGR).

Response:

Suggested Mitigation Measure HAZ-1 and HAZ-2 addresses the re-abandonment of existing oil wells to levels below the proposed subterranean garage.

Franklin-1

Comment:

The comment expresses concern with the request for a variance to allow an increases in the number of floors and special permit requests to change the slope of the transition ramp within the subterranean parking structure and reduced setbacks.

Response:

Comment acknowledged and will be forwarded to the Planning Commission for consideration.

APPENDIX A

APPENDIX A

DEPARTMENT OF TRANSPORTATION

District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894
Tel: (949) 724-2241
Fax: (949) 724-2592

SEP 10 2008



*Flex your power!
Be energy efficient!*

September 4, 2008

Rami Talleh
City of Huntington Beach
2000 Main Street
Huntington Beach, California 92648

File: IGR/CEQA
SCH#: 2008081021
Log #: 2100
SR-1

Subject: Pacific View Mixed-Use Development

Dear Mr. Talleh,

Thank you for the opportunity to review and comment on the **Draft Mitigated Negative Declaration (MND) for the Pacific View Mixed-Use Development**. The proposal is to construct a 12,922 sq. ft. mixed-use development. The ground floor will have 4,082 sq. ft. of commercial uses; while seven residential units consisting of 4,472 sq. ft will be on the second floor and 4,367 sq. ft. on the third floor. The project site is located at 620 Pacific Coast Highway (SR-1) in the City of Huntington Beach. The nearest State route to the project site is SR-1.

The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right-of-way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Chamberlain".

Ryan Chamberlain, Branch Chief
Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

CalTrans

Carter Family Trust
James & Judith Carter
P O Box 800
West Sacramento CA 95691
916 285-9511
916 285-9552 FAX

September 5, 2008

Mr. Rahmi Talleh
Senior Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, Ca. 92648

RE: Pacific View Project

Dear Mr. Talleh

I read with interest the Environmental Assessment for the Pacific View Project.

I am writing to express my concerns on several issues.

- The project is asking for a variance to add a fourth floor although the benefit appears to be for a very small number of people. If the units were at full capacity, how many would actually benefit, twenty to twenty-five unit owners and family or their guests? Does that merit a variance that will impact the entire community?

The actual square footage of the roof top deck contradicts the purpose of the variance request. I feel the real purpose is to add a grandiose appearance to the project. I do not believe this request is reasonable.

- A special permit request will allow transition ramps slope to change from 10% to 15%. Does this occur within the garage or the ingress and egress to the parking garages?

Won't this impact the ability of the driver's view of bicycle, skateboard and pedestrians traffic who also may be using the alley?

- Another special permit will reduce the front yard setback ten feet. This area is

Carter

ATTACHMENT NO. 793

designated to landscaping.

No amount of glass tiles, imported slate, false store fronts can replace the calming pleasant look of a landscaped setback. Please don't approve a looming four story building without the *minimum* landscaping requirements.

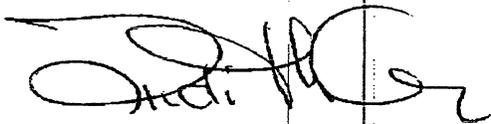
What is *so green* about a development wishing to reduce our city's landscape requirement? I am opposed to all the setback requests.

- Increased traffic in the area will be endured by the residents and guests at The Huntington Pacific and other residents and business in the proximity of this project.

Our community has pleaded with Cal-Trans and the City of Huntington Beach to help us secure a "No U-TURN sign in front of our complex. We have asked for traffic lights and more crosswalks. Now is the time!

I realize the proposed building, built within our current regulations, could add value to the neighborhood.

I feel it is time our planners take responsibility for the positions they hold. Plan well for the city and her citizens now and for the future.



Judith Carter
Owner Unit #210
The Huntington Pacific

September 5, 2008

SEP 08 2008

Re: Pacific View, 620 PCH

Dear Mr. Talleh:

My name is Mrs. Andrea Richardson. I am the owner of Unit #202 and #310 at 711 PCH, in Huntington Beach. Please be advised that I reject the entire project at 620 PCH based on the traffic issues that currently exist, and know that this new project will bring only more issues. We already have difficulty exiting and entering our complex. With the heavy flow of traffic in the morning, for example, it is dangerous to pull out of our complex to get my child to school. The heavy traffic creates a major safety issue. It is not in the best interest to put our children at risk in a situation that could be remedied. Do we risk injuring our children and ourselves for this new development and the added traffic that it will bring to this area?

This new project will further impact our exit/entering our complex because of the u-turn situation that already exists. Any traffic coming from the new project and wanting to go south on PCH, for example, will first need to travel north, make a u-turn, and then go south. Guess where they will be making this u-turn? Directly in front of our complex, along with the many motorists who already are using our intersection for u-turns.

I also reject the project variances with height and distance to streets. It is not within the requirements set by the City and not consistent with the neighborhood.

Thank you for considering these points as you protect neighboring Huntington Beach residents. I look forward to your response. Please feel free to contact me.

Sincerely,



Mrs. Andrea Richardson
714.606.9021 (cell)

Cc: Huntington Beach City Council

Richardson

ATTACHMENT NO. 795

Talleh, Rami

From: Nancy & Tom Telford [telford@telford.com]
Sent: Saturday, September 06, 2008 12:23 PM
To: Talleh, Rami
Subject: Re: Pacific View, 620 PCH

September 6, 2008

Re: Pacific View, 620 PCH

Dear Mr. Talleh:

We are Tom & Nancy Telford.

We are the owners of Unit #329 at 711 PCH, in Huntington Beach.

We are totally opposed to the entire project at 620 PCH.

We have seen numerous near miss collisions of cars trying to enter and exit our complex.

This new project will further only escalate an already dangerous situation that already exists.

All traffic coming from the new project and wanting to go south on PCH will be making a U Turn Directly in front of our complex, along with the many motorists who already are using our intersection for u-turns.

We also reject the project variances with height and distance to streets. It is not within the requirements set by the City and not consistent with the neighborhood.

We strongly urge you to put in a traffic signal with a crosswalk for pedestrians, and so vehicles can safely enter and exit our complex.

Sincerely,

Thomas Telford-Broker
Telford Real Estate &
Nancy Telford C-21 Beachside
(909) 931-1767-Direct Line
Toll Free Voice Line (888) 370-9531
Toll Free Fax (866) 287-1323
Website www.NancyTelford.com

Telford

9/9/2008

ATTACHMENT NO. 7.96

Mr. Rahmi Talleh

RE: Pacific View Project

Good Afternoon,

We have reviewed the Environmental Assessment for the Pacific View Project on Pacific Coast Highway in Huntington Beach and have some concerns.

As a 22 year resident of Huntington Pacific at 8th Street and Pacific Coast Highway, the amount of traffic making U turns in front of our ingress and egress driveway has increased dramatically. We find it more and more difficult to exit our development and we are concerned a major accident is just waiting to happen.

We do not need more cars exiting onto Pacific Coast Highway, that have to make U turns in front of our development, to go South on Pacific Coast Highway.

We are also concerned about any variance which reduces the cities landscaping requirements. In our concrete world there is not enough greenery and we need all we can get.

Reducing the set back requirement and increasing the exit ramps slope is going to be even more dangerous to the pedestrians, bikers and skateboarders innocently passing by. This would create a safety hazard.

Mr. Talleh, as a city planner, we hope you will do what is best for the local citizens and approximate 200 residents in Huntington Pacific.

Sincerely,

Tom and Naomi Moon
711 Pacific Coast Highway #214
Huntington Beach, CA 92648

Naomi@reobroker.com

Moon

ATTACHMENT NO. 7.97

September 5, 2008

Mr. Rami Talleh, Senior Planner
Copy to: City Council Members
City of Huntington Beach Planning Dept.
2000 Main Street
Huntington Beach, CA 92648

City of Huntington Beach

SEP 08 2008

RE: Project location: Pacific View, 620 PCH, Huntington Beach

My family and I reside in the 106-unit condo complex, Huntington Pacific, at 711 PCH, across the street from the above-proposed project. We are NOT in support of this project for two big reasons that follow.

- Variance requests: We cannot support any of the many variances requested. The City has set project minimum requirements. New projects should adhere to these requirements.
- Traffic: We do NOT want any additional traffic on PCH from new developments of commercial and residential units until current traffic problems have been solved, and an acceptable future plan has been brought forward and approved by PCH residents and businesses. (We find it interesting, by the way, that Pacific View is touted as so "green". What about the traffic and the affect it will have on the neighborhood? Green would be--NOT building it at all and putting a small park there!!!)

The residents at 711 PCH currently have a VERY difficult time attempting to enter and to exit the complex. The waits are long at rush hour, on weekends, and most of the summer days. In addition to the long wait to enter/exit our complex, it has become very DANGEROUS for us to enter and to exit our complex due to the following additions/changes that have occurred since our complex was built in the late 60s.

- a. Speed limit is 45 mph as traffic passes our complex. Much of the traffic travels an additional 5 or 10+ mph in excess of the speed limit. This makes it very difficult and dangerous for us to merge into traffic on PCH in FRONT of our complex. Many of us no longer try to actually cross PCH to 8th Street, nor do we attempt to cross and turn left onto PCH. We habitually make only right turns onto the highway for safety reasons.
- b. There is no traffic light at our intersection to help control any of the following dangerous traffic situations in FRONT of our property.
- c. Two lanes change to three within a block of our property going both directions. Motorists begin moving from/to the third lane in FRONT of our complex's entry/exit. Many maneuver without using their indicators, making it even more dangerous.
- d. Eighth Street "dead ends" into our property. There is no traffic light for 8th street traffic to enter PCH nor cross PCH—and many turn left or south in FRONT of our complex.

Oelstrom

- e. A bus stop is located on PCH at our intersection. Buses begin to move to the curb directly in FRONT of our complex as we are attempting to pull out. In addition, when the bus has stopped, it is difficult to see if traffic is approaching from the south.
- f. Turn lanes exist coming from both directions on PCH directly in FRONT of our complex. Motorists use these turn lanes to U-turn directly in FRONT of our complex. So while those from the south may be turning into our complex—they also might just be making a U-turn. This is especially dangerous!! MANY near-accidents have occurred due to motorists using the turn lanes to make u-turns. Could they not be forced to make U-turns only at the intersections with traffic lights at 6th or 9th Streets?
- g. Pedestrians attempt to cross PCH directly in FRONT of our complex. Folks still attempt to run across the street—even though there is no traffic light, nor a cross-walk.
- h. Pier Plaza attracts folks for the Friday market and for weekend events. This means more traffic, and this means more folks making the u-turn in FRONT of our complex to go back to find parking places at the meters on PCH or to return to the Main Street.
- i. Hotel traffic. There is a multi-story hotel at our intersection whose traffic feeds directly onto PCH in FRONT of our complex.
- j. Additional multi-family homes have been built along PCH the last several years, greatly impacting PCH traffic in FRONT of our complex.
- k. Additional businesses, including the Hyatt and Hilton impact PCH traffic in FRONT of our complex.
- l. Additional visitors to Huntington Beach, in general, impact PCH traffic in FRONT of our complex.

These are just some of the changes that have taken place since our complex was built and since we bought our homes at 711 PCH. We realize that we are in a unique location. We have needs, too.

We have attempted to bring our traffic issues to the City but have been reminded that PCH is a State Highway, and we must adhere to the State's requirements. We did manage to obtain a KEEP CLEAR sign at our intersection, which has been a big improvement. But we need more. We need a traffic signal. At a minimum, we need NO U-TURN signs at our intersection in both directions.

In the meantime, we CANNOT support any more development in this area. We still have two more shopping centers to open on PCH, one of which is to open very soon. We're fearful of the impact their traffic will have on PCH in FRONT of our complex.

We need the City's attention and assistance. Please help.

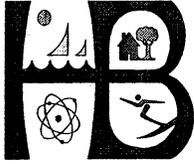
Jeanne Oelstrom

Jeanne Oelstrom -- 32-year resident and supporter of Huntington Beach

711 PCH #121

Huntington Beach, CA 92648

714.969.5309



CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

September 8, 2008

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

Attention: Rami Talleh, Senior Planner

Subject: Pacific View

Dear Mr. Talleh:

At the September 4, 2008 Environmental Board meeting, the members reviewed the subject proposal. The Board offers the following comments and recommendations for your consideration:

1. The developer is requesting that the structure encroach on setbacks at the front by 15', on one side by 10' and the other side yard by 5'. The purpose of the city's setback requirements are to allow for landscaping and for the building to be able to "breathe". Reducing the setbacks in areas that are already tight as they are along Pacific Coast Highway and the downtown area is viewed as undesirable on this busy highway corridor.

2. The Board recommends that park "in-lieu" fees be dedicated to improve park/open space in the project's immediate vicinity.

3. The developer requests a variance to increase the slope the underground garage ramps by an additional 5%. Since the water table in this area is relatively high, concerns arise regarding subterranean garage flooding. The Board suggests that special attention be given to dewatering and subsequent waterproofing.

4. The Downtown Specific Plan calls for a building height not to exceed three stories. The developer requests a fourth story for the purpose of providing roof-top recreational space, the implication being that this would be open space. However, in the developer's architectural rendering of the 4th floor, it appears that there are three structures, one on each of three corners of this top level. The purpose of these structures is unclear and the additional height appears to impede upon existing height restrictions and would negatively affect the ocean views of neighboring residents. The Board therefore questions the need for a fourth floor.

5. The vacant lot proposed for the project was most recently the site of a gas station. The Board wonders if mitigation measures will be required since there

EB

ATTACHMENT NO. 7.100

are two abandoned oil wells capped at a depth of approximately 8'. The wells appear to be at the depth of the proposed subterranean parking level. There are a number of inherent hazards implicit in designing a parking structure over abandoned oil wells which would require consultation with various agencies including the California Division of Oil, Gas and Geothermal Resources (DOGGR).

We appreciate the opportunity of working with you on this project and don't hesitate to contact us with questions.

Very truly yours,
HB ENVIRONMENTAL BOARD

 David Guido
Chair

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ATTACHMENT NO. 7.1a

City of Huntington Beach

AUG 13 2008

FERDIE F. FRANKLIN

711 Pacific Coast Highway, Unit 307
Huntington Beach, CA 92648
Home: (714) 573-9667

August 12, 2008

Rami Talleh
Senior Planner
City of Huntington Beach Planning Dept.
2000 Main Street
Huntington Beach, CA 92648

**Re: Draft MND and Request for Variances for Project
at 620 Pacific Coast Highway**

Dear Mr. Talleh:

We are the owners of a unit in the Huntington Pacific development, 711 Pacific Coast Highway, Huntington Beach. These are our comments with respect to the proposed project at 620 Pacific Coast Highway.

The developer asked to be allowed to add an extra story to the structure, to reduce the front yard setback, to reduce the side yard setback, to reduce the interior side yard setback, and to use a slope greater than the Code allows. The developer asks for variances to accommodate these requests. There is nothing indicated that would constitute special circumstances for granting any, much less all, of these variances. Rather, this appears to simply be a case of a developer wanting to put a bigger structure on the lot than allowed per the Code. To grant the variances under these circumstances is unjustified and would constitute a grant of special privileges, inconsistent with the limitations on other properties in the vicinity and zone, in direct contradiction to *Government Code* § 65906.

While we do not oppose reasonable development of the site, we do request that the City require any developer to comply with the law. The proposed development does not.

Very truly yours,



FERDIE F. FRANKLIN
CATHERINE FRANKLIN

FFF:ra

Franklin

ATTACHMENT NO. 7102

September 5, 2008

SEP 08 2008

Re: Pacific View, 620 PCH

Dear Mr. Talleh:

My name is Mrs. Andrea Richardson. I am the owner of Unit #202 and #310 at 711 PCH, in Huntington Beach. Please be advised that I reject the entire project at 620 PCH based on the traffic issues that currently exist, and know that this new project will bring only more issues. We already have difficulty exiting and entering our complex. With the heavy flow of traffic in the morning, for example, it is dangerous to pull out of our complex to get my child to school. The heavy traffic creates a major safety issue. It is not in the best interest to put our children at risk in a situation that could be remedied. Do we risk injuring our children and ourselves for this new development and the added traffic that it will bring to this area?

This new project will further impact our exit/entering our complex because of the u-turn situation that already exists. Any traffic coming from the new project and wanting to go south on PCH, for example, will first need to travel north, make a u-turn, and then go south. Guess where they will be making this u-turn? Directly in front of our complex, along with the many motorists who already are using our intersection for u-turns.

I also reject the project variances with height and distance to streets. It is not within the requirements set by the City and not consistent with the neighborhood.

Thank you for considering these points as you protect neighboring Huntington Beach residents. I look forward to your response. Please feel free to contact me.

Sincerely,



Mrs. Andrea Richardson
714.606.9021 (cell)

Cc: Huntington Beach City Council

Carter Family Trust
James & Judith Carter
P O Box 800
West Sacramento CA 95691
916 285-9511
916 285-9552 FAX

September 5, 2008

Mr. Rahmi Talleh
Senior Planner
City of Huntington Beach
2000 Main Street
Huntington Beach, Ca. 92648

RE: Pacific View Project

Dear Mr. Talleh

I read with interest the Environmental Assessment for the Pacific View Project.

I am writing to express my concerns on several issues.

- The project is asking for a variance to add a fourth floor although the benefit appears to be for a very small number of people. If the units were at full capacity, how many would actually benefit, twenty to twenty-five unit owners and family or their guests? Does that merit a variance that will impact the entire community?

The actual square footage of the roof top deck contradicts the purpose of the variance request. I feel the real purpose is to add a grandiose appearance to the project. I do not believe this request is reasonable.

- A special permit request will allow transition ramps slope to change from 10% to 15%. Does this occur within the garage or the ingress and egress to the parking garages?

Won't this impact the ability of the driver's view of bicycle, skateboard and pedestrians traffic who also may be using the alley?

- Another special permit will reduce the front yard setback ten feet. This area is

designated to landscaping.

No amount of glass tiles, imported slate, false store fronts can replace the calming pleasant look of a landscaped setback. Please don't approve a looming four story building without the *minimum* landscaping requirements.

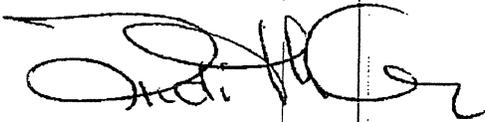
What is *so green* about a development wishing to reduce our city's landscape requirement? I am opposed to all the setback requests.

- Increased traffic in the area will be endured by the residents and guests at The Huntington Pacific and other residents and business in the proximity of this project.

Our community has pleaded with Cal-Trans and the City of Huntington Beach to help us secure a "No U-TURN sign in front of our complex. We have asked for traffic lights and more crosswalks. Now is the time!

I realize the proposed building, built within our current regulations, could add value to the neighborhood.

I feel it is time our planners take responsibility for the positions they hold. Plan well for the city and her citizens now and for the future.



Judith Carter
Owner Unit #210
The Huntington Pacific

Talleh, Rami

From: Nancy & Tom Telford [telford@telford.com]
Sent: Saturday, September 06, 2008 12:23 PM
To: Talleh, Rami
Subject: Re: Pacific View, 620 PCH

September 6, 2008

Re: Pacific View, 620 PCH

Dear Mr. Talleh:

We are Tom & Nancy Telford.

We are the owners of Unit #329 at 711 PCH, in Huntington Beach.

We are totally opposed to the entire project at 620 PCH.

We have seen numerous near miss collisions of cars trying to enter and exit our complex.

This new project will further only escalate an already dangerous situation that already exists.

All traffic coming from the new project and wanting to go south on PCH will be making a U Turn Directly in front of our complex, along with the many motorists who already are using our intersection for u-turns.

We also reject the project variances with height and distance to streets. It is not within the requirements set by the City and not consistent with the neighborhood.

We strongly urge you to put in a traffic signal with a crosswalk for pedestrians, and so vehicles can safely enter and exit our complex.

Sincerely,

Thomas Telford-Broker
Telford Real Estate &
Nancy Telford C-21 Beachside
(909) 931-1767-Direct Line
Toll Free Voice Line (888) 370-9531
Toll Free Fax (866) 287-1323
Website www.NancyTelford.com

9/9/2008

ATTACHMENT NO. 84

Mr. Rahmi Talleh

RE: Pacific View Project

Good Afternoon,

We have reviewed the Environmental Assessment for the Pacific View Project on Pacific Coast Highway in Huntington Beach and have some concerns.

As a 22 year resident of Huntington Pacific at 8th Street and Pacific Coast Highway, the amount of traffic making U turns in front of our ingress and egress driveway has increased dramatically. We find it more and more difficult to exit our development and we are concerned a major accident is just waiting to happen.

We do not need more cars exiting onto Pacific Coast Highway, that have to make U turns in front of our development, to go South on Pacific Coast Highway.

We are also concerned about any variance which reduces the cities landscaping requirements. In our concrete world there is not enough greenery and we need all we can get.

Reducing the set back requirement and increasing the exit ramps slope is going to be even more dangerous to the pedestrians, bikers and skateboarders innocently passing by. This would create a safety hazard.

Mr. Talleh, as a city planner, we hope you will do what is best for the local citizens and approximate 200 residents in Huntington Pacific.

Sincerely,

Tom and Naomi Moon
711 Pacific Coast Highway #214
Huntington Beach, CA 92648

Naomi@reobroker.com

September 5, 2008

City of Huntington Beach

Mr. Rami Talleh, Senior Planner
Copy to: City Council Members
City of Huntington Beach Planning Dept.
2000 Main Street
Huntington Beach, CA 92648

SEP 08 2008

RE: Project location: Pacific View, 620 PCH, Huntington Beach

My family and I reside in the 106-unit condo complex, Huntington Pacific, at 711 PCH, across the street from the above-proposed project. We are NOT in support of this project for two big reasons that follow.

- Variance requests: We cannot support any of the many variances requested. The City has set project minimum requirements. New projects should adhere to these requirements.
- Traffic: We do NOT want any additional traffic on PCH from new developments of commercial and residential units until current traffic problems have been solved, and an acceptable future plan has been brought forward and approved by PCH residents and businesses. (We find it interesting, by the way, that Pacific View is touted as so "green". What about the traffic and the affect it will have on the neighborhood? Green would be--NOT building it at all and putting a small park there!!!)

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- a. Speed limit is 45 mph as traffic passes our complex. Much of the traffic travels an additional 5 or 10+ mph in excess of the speed limit. This makes it very difficult and dangerous for us to merge into traffic on PCH in FRONT of our complex. Many of us no longer try to actually cross PCH to 8th Street, nor do we attempt to cross and turn left onto PCH. We habitually make only right turns onto the highway for safety reasons.
- b. There is no traffic light at our intersection to help control any of the following dangerous traffic situations in FRONT of our property.
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- d. Eighth Street "dead ends" into our property. There is no traffic light for 8th street traffic to enter PCH nor cross PCH—and many turn left or south in FRONT of our complex.

- e. A bus stop is located on PCH at our intersection. Buses begin to move to the curb directly in FRONT of our complex as we are attempting to pull out. In addition, when the bus has stopped, it is difficult to see if traffic is approaching from the south.
- f. Turn lanes exist coming from both directions on PCH directly in FRONT of our complex. Motorists use these turn lanes to U-turn directly in FRONT of our complex. So while those from the south may be turning into our complex—they also might just be making a U-turn. This is especially dangerous!! MANY near-accidents have occurred due to motorists using the turn lanes to make u-turns. Could they not be forced to make U-turns only at the intersections with traffic lights at 6th or 9th Streets?
- g. Pedestrians attempt to cross PCH directly in FRONT of our complex. Folks still attempt to run across the street--even though there is no traffic light, nor a cross-walk.
- h. Pier Plaza attracts folks for the Friday market and for weekend events. This means more traffic, and this means more folks making the u-turn in FRONT of our complex to go back to find parking places at the meters on PCH or to return to the Main Street.
- i. Hotel traffic. There is a multi-story hotel at our intersection whose traffic feeds directly onto PCH in FRONT of our complex.
- j. Additional multi-family homes have been built along PCH the last several years, greatly impacting PCH traffic in FRONT of our complex.
- k. Additional businesses, including the Hyatt and Hilton impact PCH traffic in FRONT of our complex.
- l. Additional visitors to Huntington Beach, in general, impact PCH traffic in FRONT of our complex.

These are just some of the changes that have taken place since our complex was built and since we bought our homes at 711 PCH. We realize that we are in a unique location. We have needs, too.

We have attempted to bring our traffic issues to the City but have been reminded that PCH is a State Highway, and we must adhere to the State's requirements. We did manage to obtain a KEEP CLEAR sign at our intersection, which has been a big improvement. But we need more. We need a traffic signal. At a minimum, we need NO U-TURN signs at our intersection in both directions.

In the meantime, we CANNOT support any more development in this area. We still have two more shopping centers to open on PCH, one of which is to open very soon. We're fearful of the impact their traffic will have on PCH in FRONT of our complex.

We need the City's attention and assistance. Please help.

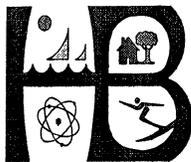
Jeanne Oelstrom

Jeanne Oelstrom -- 32-year resident and supporter of Huntington Beach

711 PCH #121

Huntington Beach, CA 92648

714.969.5309



CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

September 8, 2008

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

Attention: Rami Talleh, Senior Planner

Subject: Pacific View

Dear Mr. Talleh:

At the September 4, 2008 Environmental Board meeting, the members reviewed the subject proposal. The Board offers the following comments and recommendations for your consideration:

1. The developer is requesting that the structure encroach on setbacks at the front by 15', on one side by 10' and the other side yard by 5'. The purpose of the city's setback requirements are to allow for landscaping and for the building to be able to "breathe". Reducing the setbacks in areas that are already tight as they are along Pacific Coast Highway and the downtown area is viewed as undesirable on this busy highway corridor.

2. The Board recommends that park "in-lieu" fees be dedicated to improve park/open space in the project's immediate vicinity.

3. The developer requests a variance to increase the slope the underground garage ramps by an additional 5%. Since the water table in this area is relatively high, concerns arise regarding subterranean garage flooding. The Board suggests that special attention be given to dewatering and subsequent waterproofing.

4. The Downtown Specific Plan calls for a building height not to exceed three stories. The developer requests a fourth story for the purpose of providing roof-top recreational space, the implication being that this would be open space. However, in the developer's architectural rendering of the 4th floor, it appears that there are three structures, one on each of three corners of this top level. The purpose of these structures is unclear and the additional height appears to impede upon existing height restrictions and would negatively affect the ocean views of neighboring residents. The Board therefore questions the need for a fourth floor.

5. The vacant lot proposed for the project was most recently the site of a gas station. The Board wonders if mitigation measures will be required since there

are two abandoned oil wells capped at a depth of approximately 8'. The wells appear to be at the depth of the proposed subterranean parking level. There are a number of inherent hazards implicit in designing a parking structure over abandoned oil wells which would require consultation with various agencies including the California Division of Oil, Gas and Geothermal Resources (DOGGR).

We appreciate the opportunity of working with you on this project and don't hesitate to contact us with questions.

Very truly yours,
HB ENVIRONMENTAL BOARD



David Guido
Chair

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19382 Woodlands Lane
Huntington Beach, CA 92648

October 4, 2008

CITY OF HUNTINGTON BEACH
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
Ref: Pacific View Design of building
From: Margarita Volker

City of Huntington Beach

OCT 15 2008

Attention: Rami Talleh, Senior Planner

Dear Mr. Yalleh:

It was a pleasure to see you at the City Hall planning meeting in September 23, 2008. My concern was the design of the Pacific View project. The reaction of the City Officials was that **three members did not like the design at all**, and one did. This should be considered when the Planning Design reviews this design again.

There are several major pointers I would like for you to add to the concerns of this design.

1. The back of the building shows **balconies** which are the full length of the building and are without interruption as you would see in the type of cheap motel designs. **Balconies need breaks** with planters or some other design feature so that it doesn't look like a Motel in the back. Planters would really add to the design especially if we are going to have to look at this monstrous building at least in can look attractive from the back and front.

2, The **front of the building needs equally a change** of design for the seven condo **balconies**. They are so plain especially with the **plain glass** instead of architectural features like many of the other Buildings along Pacific Coast highway. The **ARCH** is the most unattractive part of the building because it ages the building and it doesn't add to the beauty of the building but makes it old looking like those of 1970's motel look. Also you have the feeling you want to look into the **CAVE like entry**.

Please **review the landscape or lack of it**. The small area of green planting area doesn't seem enough to break up this large building. There is a **lack of palm trees and other planter areas** to make this building look attractive. Please expand the area of grass and other plants and trees.

Please **review this design and make it follow the design guidelines** that you have been enforcing for years with other projects which resonate with the resort Mediterranean or Tuscany look that has been followed with buildings like the ones in Bella Terra and other parts of Huntington Beach Main street.

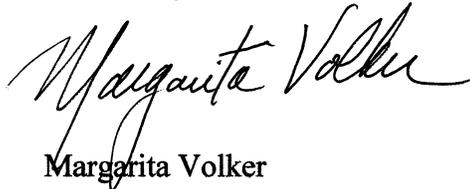
ATTACHMENT NO. 8.10

3. My **final concern** in the construction of this building is the **underground of this lot..** My question is has the city run the **test for hazardous materials on this property?** I understand that the history of this lot which is some 50 years old and which had a gas station with underground tanks on the property for all this time. It has remained unsold for years because **this property was contaminated by the deep gas tanks which ruptured and have seeped** into the soil. The property was never sold because it would require probably a five hundred thousand to a million dollars to clean up if at all possible. You have to consider all the tenants that live right in the back of the lot. This could be dangerous situation if not properly taken care of in the removal of this material which by the way smells terrible. A deep hole around 7 inches and 12 feet deep was opened right at the edge of this property a couple of years ago and the smell was extremely foul and spread all over the complex.

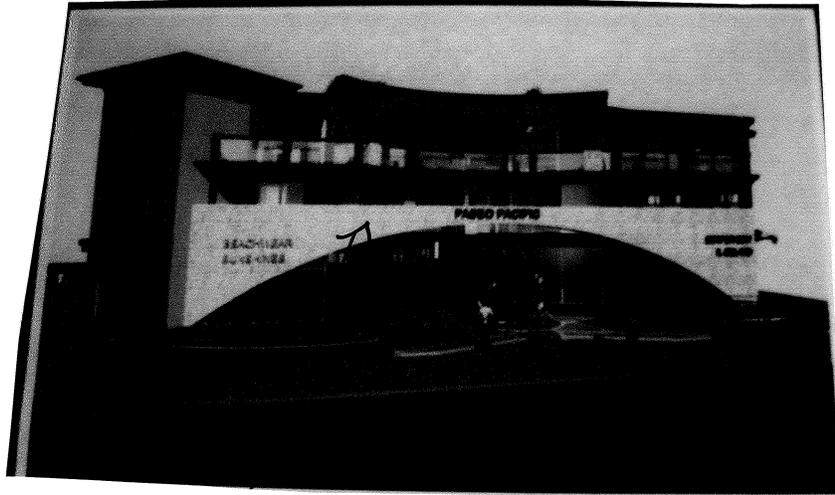
That shows you how bad the soil must be under there. **Please make sure you require several ground tests deep into that property ,** and guide the owner to take all measures to **remove the hazardous material without damage to the tenants and house owners that live near by.**

Thank you so much for your cooperation.

Sincerely,



Margarita Volker



The "ARCH" is the worst part of this building. It has a Cave like Feel to the entry instead of being inviting and warm.

The "ARCH" in the design of this commercial does not fit any of the city design guideline styles of other commercial properties in the immediate area. There is a theme downtown which gives the downtown area a cohesive look and it should be adhered to. Looking at main street you can see how it is developing into a California resort Tuscan style. This building DOESN'T FIT IN TO ANY STYLE.

Not only that but we have 2 million dollars residential homes that surround the building, and now we would have to look at a 1970's unattractive Motel style tall building.

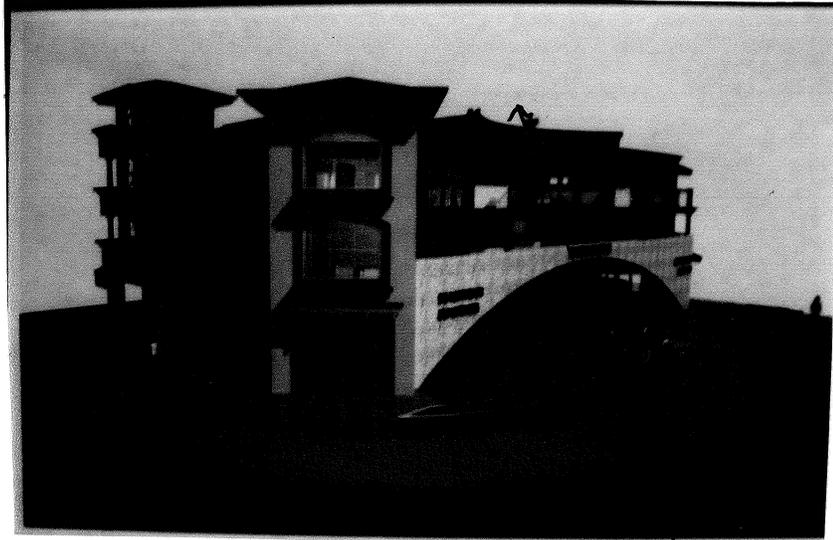
Please work with the architect on this design for some improvements.



BACK BALCONIES/ PARKING AREA

LONG BACK BALCONIES: Balconies look like the long balconies you see in cheap hotels and motels. I would like to recommend some way of breaking up the long walking halls of the balconies to use planters or some other architectural feature which visually breaks up the balconies.. Need to get away from that motel old look.

PARKING SLOT AREA:The owners and tenants that live in the property that backs the alley where the parking area will be very dangerously impacted. Every time they walk out their front door they will have to worry about cars pulling out from the parking area and backing into them. Please consider this seriously that you can avoid some serious accident.



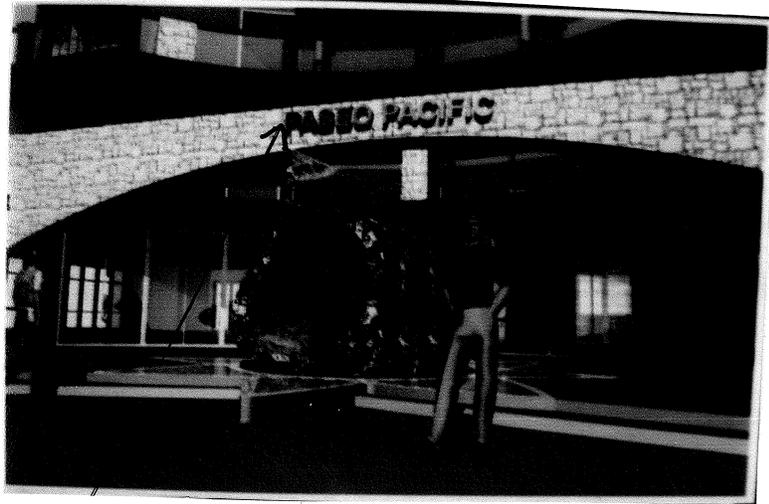
PLEASE DO NOT PASS THE USE OF THE TOP FLOOR OF THIS BUILDING. It will only cause problems for the city police during events as people can get very out of control in the downtown area. Not only that but at the meeting in City Hall I noted that this was not approved fo0r other projects..



FRONT

Balconies look very plain with the front dividers , and do not fit with the Design guidelines of the city. It would look better if the balconies were broken up with planters or architectural design features. The way it looks now it looks more like a motel without style.

The front of the building has a **real lack of landscaping and greenery features.** Hopefully there is a plan in that area.



FRONT LETTTERING

The sign of "PASEO PACIFIC" LETTERING THAT IS IN FRONT OF THE BUILDING IS VERY CROWDED ON THE TOP OF THE ARCH. THERE SHOULD BE SPACE TOP AND BELOW WHERE THE SIGNAGE IS INSTALLED.