

**CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
DRAFT NEGATIVE DECLARATION NO. 2013-004**

1. PROJECT TITLE: 17332 Gothard Street Industrial Buildings

Concurrent Entitlements: Conditional Use Permit No. 2013-008
Tentative Parcel Map 2012-146

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

Contact: Ms. Kristi Rojas
Phone: (714) 375-5058/Kristi.rojas@surfcity-hb.org

3. PROJECT LOCATION:

The project site is located at 17332 Gothard Street, Huntington Beach, California. The project site is approximately 6.5 acres, located on the east side of Gothard Street south of Warner Avenue and north of Slater Avenue. Refer to Exhibit 1, Site Vicinity.

4. PROJECT PROPONENT: Gothard HB LLC
130 Vantis, Suite 200
Aliso Viejo, CA 92656

Contact Person: Jon Marchiorlatti
Phone: (949) 389-7049

5. GENERAL PLAN DESIGNATION:

Industrial – 0.50 FAR- Design Overlay (I-F2-d)

6. ZONING:

Industrial General (IG)

7. PROJECT DESCRIPTION:

Site History

The project site is the location of the former Randall Lumber, which has closed its operation and has remained vacant since 2009. The majority of the site is paved with asphalt. On-site structures include a two-story office building facing Gothard Street and two open wall “barn” type structures at the northeast corner.

Proposed Project

The project applicant is proposing to demolish the entire site (structures and parking lot areas) and subdivide the 6.5-acre site into two numbered lots and one lettered lot for the construction of two two-story industrial buildings (one on each numbered lot) totaling 142,300 square feet and associated parking. Lot 1 will consist of 2.11 acres and be developed with a 93,100 square foot building (Building 1). Lot 2 will consist of 1.12 acres and be developed with 49,200 square foot building (Building 2). Lot A will consist of 3.30 acres and be developed with 241 parking spaces and required landscaping areas.

- Building 1 – 93,100 square feet
 - 9,300 SF office
 - 83,800 SF Warehouse Speculative

- Building 2 – 49,200 square feet
 - 4,900 SF Office
 - 44,300 SF Warehouse, Wholesale, Distribution

Refer to Exhibit 2, Site Plan.

Building 1 will include five dock high loading doors and two grade level doors on the north elevation. Building 2 will include three dock high loading doors and two grade level doors on the west elevation.

Access will be provided off Gothard Street, requiring relocation of the two existing drives to improve circulation for the proposed uses. Access to the property in terms of each proposed lot will be a shared use of Lot 3 via Gothard Street that will only contain the parking and landscaping portion of the project. As such, a reciprocal access, circulation, and parking easement between the three parcels will need to be recorded against the property.

In addition, Gothard Street will be restriped to accommodate both the proposed project’s northern driveway and the City Corporate Yard northern driveway for full access.

The existing rail spur that enters the site will be removed. This spur does not have an easement in favor of any user.

Soil Import/Export

The grading elevations of the proposed project reflect balanced earthwork (cut and fill) design. The grading design anticipates recycling and reusing the existing aggregate base under the asphalt pavement and lime treating soils under the building pads. Therefore, soil export or import is not necessary for site grading.

With respect to on-site soils remediation, approximately 2,100 cubic yards will be removed and exported for off-site disposal.

Water Quality Best Management Practices

The majority of the site will surface flow to multiple catch basins, which will drain to a treatment train, consisting of a hydrodynamic separator (CDS), cartridge media filters (StormFilter) and underground detention system. Landscaped areas between the westerly property line and the proposed parking lot are utilized and drain into a Storm Water Planter. Other portions of the site will sheet flow towards curb inlet openings that discharge into storm water planters that act as a Bioretention with Underdrain system. This system consists of a planter media section with enough depth to treat the Capture Volume.

Construction Period

The construction period is anticipated to be 12 months and be completed by the end of 2014.

8. SURROUNDING LAND USES AND SETTING:

The General Plan/Zoning designations of the adjoining properties are:

North: I-F2-d (Industrial)/IG (Industrial General)

South: I-F2-d (Industrial)/IG (Industrial General)

West: RL-7 (Residential Low Density)/RL (Residential Low Density), RL-7-mmp (Residential Low Density, mobile home park)/RMP (Manufactured Home Park), and P (Public)/PS (Public-Semi Public)

East: I-F2-d (Industrial)/IG (Industrial General)

Industrial uses are immediately adjacent to the site to the north, east, and south. A portion of the project site fronts onto Gothard Street, while the remainder wraps around an adjacent industrial parcel, occupied by a self-storage business, located to the north and east of the project site.

The City of Huntington Beach's Corporate Yard is directly west of the site across Gothard Street.

Single-family residential uses are located directly south of the Corporate Yard and southwest of the site across Gothard Street and north of Slater Avenue.

The Beachview Community Mobile Home Park and Ocean View High School are located north of the Corporate Yard and northwest of the site across Gothard Street, approximately 115 and 400 feet from the northwest corner of the site, respectively.

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:

None

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

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Jane James for Kristi Rojas
Signature

Jane James / Kristi Rojas
Printed Name

10.30.13
Date

Planning Manager
Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

SAMPLE QUESTION:

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

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 General Plan designation for the project site is Industrial, I-F2-d, with a maximum floor area ratio of 0.50 and special design standards overlay. The objective of the Industrial designation is to “provide for the continuation of existing and the development of additional industrial uses that capitalize upon the existing and emerging types of industries, offer opportunities for the clustering of key economic sectors, and maintain the character and quality of the City” (General Plan). Permitted uses include the continuation of existing and development of new manufacturing, research and development, professional offices, supporting retail, restaurants, financial institutions, and similar uses in areas designated on the Land Use Plan map.

The zoning designation for the project site is General Industrial, IG. The IG General Industrial District provides sites for the full range of manufacturing, industrial processing, resource and energy production, general service, and distribution.

The proposed project involves the demolition of existing on-site structures associated with the former Randall Lumber facility and the construction of two industrial buildings totaling 142,300 square feet. The proposed industrial buildings and warehouse, wholesale, and distribution uses are consistent with both the General Plan I-F2-d and zoning IG designations. *Table 1, Proposed Project Consistency with Site Development Standards*, shows the proposed project’s consistency with applicable requirements of the *Huntington Beach Zoning and Subdivision Ordinance (HBZSO)*.

**Table 1
Proposed Project Consistency with Site Development Standards**

Subject	HBZSO Section	Required	Proposed - Parcel 1	Proposed - Parcel 2	Proposed - Parcel A
Minimum Lot Area (SF)	212.06	20,000 SF	92,012 SF	48,969 SF	143,689 SF
Minimum Lot Width (FT)	212.06	100 FT	Minimum 157 FT	Minimum 288 FT, 2 IN	
Maximum Floor Area (FAR) Ratio (%)	212.06	Maximum 50%	50% = 142,300 SF		
Maximum Height of Structures (FT)	212.06	40 FT	34 FT/38 FT Maximum	34 FT/38 FT Maximum	N/A
Minimum Site Landscaping (%)	212.06	Minimum 8% = 22,768 SF	14.4% = 40,833 SF		
Minimum Setbacks (FT)	212.06				
Front		10-20	159 FT	67 FT	N/A
Side		0	0 FT	0 FT	N/A
Street Side		10	N/A	N/A	N/A
Rear		0	5 FT	5 FT	N/A
Off-Street Parking and Loading	231.04				
Industrial: Speculative (Maximum 10% Office Area)		1/500 SF	186		

ISSUES (and Supporting Information Sources):

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

Industrial: Wholesale, Warehouse, & Distribution		1/1000 SF	49	
Total		235 Spaces	241 Spaces	
Handicap Parking		7 for 201-300 Spaces	7 Spaces	
Bicycle Parking	231.20	1/25 Spaces = 10 Spaces	10 Spaces	
Parking for Carpool Vehicles	230.36	14% of 186 = 26 Spaces	26 Spaces	
Notes: SF = Square Feet; FT = Feet, IN = Inches				

The percentage of office proposed within each building is slightly less than 10 percent, thus, the proposed project is not subject to *HBZSO* Section 212.04 Additional Provisions (H), requiring a Conditional Use Permit (CUP) from the Zoning Administrator. However, the proposed project is subject to *HBZSO* Section 218.12 requiring a CUP for new construction.

Given that the proposed uses are consistent with the allowed uses for both the General Plan and zoning designations, and that the proposed project complies with the zoning standards, less than significant impacts would occur in this regard.

The project site is not subject to provisions of the City's *Local Coastal Program*, as the property is not located within the coastal zone boundaries. Therefore, no impacts would occur in this regard.

- b) Conflict with any applicable habitat conservation plan or natural community conservation plan?
- (Sources: 1, 26)

Discussion: The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts would occur in this regard.

- c) Physically divide an established community?
- (Sources: 1, 2)

Discussion: The project site has been identified for industrial development in both the *General Plan* and *Zoning* designations. As noted above, the site was developed with the former Randall Lumber facility, which has been closed since 2009. The proposed development would occur on an existing parcel with direct access to an existing public street. No public access ways through the subject property exist. Due to the project's location in an already developed area in Huntington Beach, the proposed project would not physically divide an established community, as the proposed project involves infill development in a predominantly industrial area. Therefore, no impacts would occur in this regard.

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

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 1, 27)

Discussion: The proposed project includes approximately 142,300 square feet of new warehouse, wholesale, and distribution uses in the City of Huntington Beach. The project does not propose the development of housing, which would result in a direct growth impact in the City's permanent population. However, the employment created by the proposed project has the potential to result in an indirect growth impact in the City's population as the potential exists that future employees and their families may choose to relocate to the City. Estimating the number of these future employees who would choose to relocate to the City is highly speculative, since there are many factors that influence personal housing location decisions, including but not limited to, family income levels and the cost and availability of suitable housing in the local area. Additionally, housing opportunities exist for the proposed project's future employees in the City and the surrounding communities. Thus, population growth and related housing needs are considered to be less than significant.

The proposed project is estimated to have 282 employees, assuming one employee per 500 square feet. The project site was previously developed with the former Randall Lumber facility, which provided up to 20 employment opportunities in the City. The Southern California Association of Governments 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* includes population, employment, and housing projections for all cities/counties within the SCAG region. The City of Huntington Beach is estimated to have 80,100 jobs in 2020. The proposed project represents 0.4 percent of the 80,100 jobs projected in the City for 2020. Therefore, the proposed project would result in less than significant impacts in this regard.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 1)

Discussion: The project site includes development of the former Randall Lumber facility, and no housing currently exists on-site. As such, no housing would be displaced. Therefore, no impacts would occur in this regard.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: 1)

Discussion: Refer to Response II(b). The proposed project would not result in the displacement of people that would require the construction of replacement housing elsewhere. Therefore, no impacts would occur in this regard.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 15, 16)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: For the purposes of the Alquist-Priolo Earthquake Fault Zoning Act, the State of California defines active faults as those that have historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch).¹ Fault rupture is caused by the breakage of the ground surface overlaying a fault as a result of seismic activity. The project site is not located within the boundaries of an Earthquake Fault Zone identified for fault-rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Thus, no impact would occur in this regard.

- ii) Strong seismic ground shaking? (Sources: 15, 16)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project site would be subject to seismic ground shaking, as is the case throughout seismically active southern California. Ground shaking may occur as a result of movement along any one of southern California's large regional faults. A number of major faults exist in the vicinity of the City of Huntington Beach. The seismic environment of the area is considered high based on the proximity of these known active or potentially active faults. The Newport-Inglewood Fault is of special concern because of its location within the southern portion of the City and is capable of producing ground shaking that could potentially affect the project site.

The proposed project would result in the construction of new habitable structures that would expose people or structures to seismic activity beyond existing conditions. Although the proposed project would require the demolition of existing on-site structures and the construction of two new industrial buildings, all new construction would conform to existing building requirements of the *California Building Code (CBC)*, in order to minimize the potential for damage and major injury during a seismic event. The *CBC* provides procedures for earthquake resistant structural design that includes: the consideration of on-site soil conditions, seismic zoning, occupancy, and the configuration of the structures including the structural system and height. In addition, the *CBC* includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Adherence to these existing building requirements would minimize risks related to seismic shaking to a less than significant level.

¹ California Department of Conservation and California Geologic Survey. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Liquefaction occurs when the dynamic loading of saturated sand or silt causes pore water pressures to increase to the point where grain-to-grain contact is lost and the material temporarily behaves as a viscous fluid. Liquefaction can cause settlement of the ground surface, settlement and tilting of engineered structures, flotation of buoyant buried structures and fissuring of the ground surface. A common trait of liquefaction is formation of sand boils, which are short-lived fountains of soil and water that emerge from fissures or vents and leave freshly deposited conical mounds of sand or silt on the ground surface.

Based upon information in the California Division of Mines and Geology Seismic Hazard Zone Map – Newport Beach Quadrangle, dated April 15, 1997, the project site does not lie in an area of historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions to indicate a potential for permanent ground displacement (refer to Appendix D, Geotechnical Engineering Investigation of the *Conceptual Water Quality Management Plan*).

The proposed project would require the demolition of existing on-site structures, and the construction of two new industrial buildings. As described in Response III(a)(ii), all new construction would comply with *CBC* standards in order to minimize the potential for hazards due to liquefaction. Adherence to the *CBC* would reduce risks related to liquefaction to a less than significant level.

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

Discussion: According to *General Plan Environmental Hazards Element* Figure EH-2, the greatest potential for landslide areas within the City are limited to the mesa bluffs region, but does show the project site is within an area with a low potential for unstable slope area. However, the project site is located in a relatively flat area with no significant slopes, and has been subject to past urban development. Therefore, project implementation would not expose people or structures to potential substantial adverse effects involving landslides. Thus, no impacts would occur in this regard.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources:1, 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The primary concern in regards to soil erosion or loss of topsoil would be during the construction phase of the project. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. All demolition and construction activities within the City would be subject to compliance with the *CBC*. Further, the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities. The NPDES Storm Water General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would identify specific erosion and sediment control Best Management Practices (BMPs) that would be implemented to protect storm water runoff during construction activities. Compliance with the *CBC* and NPDES requirements would minimize effects from erosion and ensure consistency with the RWQCB Water Quality Control Plan. Following compliance with the *CBC* and NPDES requirements, project implementation

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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would result in a less than significant impact regarding soil erosion.

The project site and vicinity are urbanized and have relatively flat topography. The project site has been previously graded and developed with structures and parking surfaces. Although the proposed project has the potential to result in erosion of soils during construction activities, erosion would 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. Implementation of the proposed project would not require significant alteration of the existing topography of the project site. Therefore, less than significant impacts would occur in this regard.

- 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, 21)
-

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. Withdrawal of groundwater, oil, or other mineral resources would not occur as part of the proposed project and, therefore, subsidence is not anticipated to occur. Adherence to the design recommendations of soils studies and grading plans as required by the City would ensure that less than significant impacts occur in this regard.

- 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, 21)
-

Discussion: The project site is located in an area of moderate to high/low to moderate expansive soil conditions as shown on *General Plan Environmental Hazards Element* Figure EH-12. This was confirmed in the *Geotechnical Engineering Investigation* (refer to Appendix D of the *Conceptual Water Quality Management Plan*, which noted that silty clay soils were found as part of the site borings. This soil type is considered to be a moderate expansive soil, and per the *Geotechnical Engineering Investigation*, requires design and maintenance considerations as identified in the Expansive Soil Guidelines attached to the report. Improvements associated with the proposed project include an asphalt parking area, two industrial buildings, and landscaping. All new construction and site improvements would be required to comply with standard code requirements, including submittal and approval of grading plans, and the recommendations in the *Geotechnical Engineering Investigation*. Therefore, less than significant impacts would occur in this regard.

- 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)
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Discussion: The project site is currently served by the public sewer system for the on-site disposal of wastewater; therefore it would not be necessary to install septic tanks or alternative wastewater disposal

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

systems. Therefore, no impact would occur in this regard.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? (Sources: 21)

Discussion: As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) has established regulations under the NPDES program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the National Pollution Discharge Elimination System (NPDES) permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Huntington Beach is located within the jurisdiction of the Santa Ana RWQCB (SARWQCB). The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the NPDES authority granted under the Clean Water Act. The general permit applicable to the proposed project is the "Statewide General Construction Stormwater Permit," which addresses requirements for the discharge of stormwater runoff associated with construction activities.

Consistent with municipal stormwater NPDES Permit No. CAS618030 issued by the SARWQCB, the City of Huntington Beach is required to implement a stormwater pollution prevention plan (SWPPP) to minimize the incidence of construction-related pollutants entering the storm water system. Several items are required in a SWPPP, including the site maps showing drainage and discharge locations, the location of control measures, a description of the pollution prevention BMPs to be implemented on-site, BMP inspection procedures, and requirements for stormwater monitoring. Compliance with these requirements would prevent the violation of water quality standards and waste discharge requirements during construction of the proposed project.

A *Conceptual Water Quality Management Plan* (WQMP) has been prepared, which is required by the City to be prepared and submitted prior to project construction. The *Conceptual WQMP* identifies the Best Management Practices (BMP) that would be used on-site to control predictable pollutant runoff, including hydrologic source controls, biotreatment BMPs, treatment control BMPs, non-structural source control BMPs, and structural source BMPs. The BMPs used for the proposed project include bioretention with underdrains (storm water planters), cartridge media filters (Contech stormfilter vault), hydrodynamic separation device (Contech CDS), and common areas with efficient irrigation and run-off minimizing landscape (refer to *Exhibit 5*). Implementation of the BMPs identified in the *Conceptual WQMP* would ensure that stormwater from the project site during construction and post-development (operation) would not detrimentally impact the beneficial uses of receiving waters. Therefore, less than significant impacts would occur in this regard

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources: 21)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project site derives its potable water supplies from the City of Huntington Beach. The project does not propose any groundwater-extracting wells. Additionally, the project site was previously developed with the former Randall Lumber facility, which includes buildings, parking lots, and other impervious hardscape areas. With the current on-site development, it does not function as a substantial source of groundwater recharge.

The proposed project would demolish existing on-site buildings and construct two new industrial buildings. Under pre-project conditions 92 percent of the site contains impervious surfaces. With the proposed project, impervious surfaces would be decreased to 85.6 percent. The proposed development would slightly increase pervious areas, but would not substantially alter groundwater percolation and recharge over existing conditions. Thus, impacts would be less than significant in this regard.

- 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)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project would not alter the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site. Also, by implementing the SWPPP during construction and the *Conceptual WQMP* for post-construction, development of the proposed project would result in a less than significant impact in this regard.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount or surface runoff in a manner which would result in flooding on or off-site? (Sources: 1, 21, 32)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The site is located in the Anaheim Bay-Huntington Harbour Watershed and discharges to the East Garden Grove Wintersburg Channel, which drains to Huntington Harbour, Anaheim Bay, and Bolsa Chica State Beach.

The proposed condition of the site includes two industrial buildings, parking lot, and landscape areas. The site would continue to follow the existing drainage pattern and drain towards the northwest. Storm water runoff would drain via gutter, catch basins, and storm drain pipes that ultimately flow to a diversion structure. Low

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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flows (first flush) would be diverted through a treatment train for water quality mitigation. Higher flows, such as 25- and 100-year flows, would bypass the water quality treatment train and enter into an underground detention system. Reduced flows would discharge through the use of a sump pump and ultimately connect to the existing 24-inch storm drain pipe at the northeast corner of the project site.

A small portion of the site would drain towards Gothard Street into bioretention with underdrain planters via curb cuts. Overflow and drawdown flows would discharge to Gothard Street via under-sidewalk culverts.

With implementation of the on-site drainage infrastructure shown on the *Exhibit 5, WQMP Site Plan*, the proposed project would ensure there is no increase in the rate or amount of runoff that would result in flooding on- or off-site. Therefore, less than significant impacts would occur in this regard.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The site is located in the Anaheim Bay-Huntington Harbour Watershed and discharges to the East Garden Grove Wintersburg Channel, which drains to Huntington Harbour, Anaheim Bay, and Bolsa Chica State Beach. Anaheim Bay is listed on the 2010 Clean Water Act (CWA) Section 303(d) list for Pesticides, Metals, Organic Compounds (PCBs), and Toxicity (Sediment Toxicity). Huntington Harbour is listed on the 2010 CWA Section 303(d) list for Pesticides, Metals, Pathogens, PCBs, and Sediment Toxicity. Bolsa Chica State Beach is listed on the 2010 CWA Section 303(d) list for Metals (Copper and Nickel).

As described in the *Conceptual WQMP*, the site is divided into two separate drainage areas: Area “A” and Area “B.” The majority of the site, Area “A,” surface flows to multiple catch basins, which drain to a treatment train, consisting of a hydrodynamic separator (CDS), cartridge media filters (StormFilter) and underground detention system (mitigates deficient downstream public storm drains per City of Huntington Beach requirements). Area “A-1” utilizes a landscape area between the westerly property line and the proposed parking lot and drains into a Storm Water Planter (BIO-1). This Best Management Practice (BMP) treats a portion of the design capture volume before draining to the proposed treatment train.

The remainder of the site, Area “B,” sheet flows towards curb inlet openings that discharge into storm water planters that act as a Bioretention with Underdrain system. This system consists of a planter media section with enough depth to treat the Capture Volume. There a perforated drain line discharges treated flows through a street culvert to Gothard Street.

As shown above, the post-project site would be graded to drain to catch basins located at several locations, and a treatment train of proprietary filter devices located near points of discharge would mitigate pollutants of concern. Therefore, less than significant impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f) Otherwise substantially degrade water quality?
(Sources: 1)

Discussion: Refer to Responses IV(d) and IV(e). Implementation of the proposed project would result in short-term water quality impacts during construction activities, and these activities could contribute to significant cumulative impacts on water quality. Project compliance with mandatory NPDES, Santa Ana RWQBC, Storm Water Pollution Prevention Plan (SWPPP) for construction-related impacts, and City of Huntington Beach building standard requirements and implementation of the *Conceptual WQMP* would ensure that all impacts regarding water quality are reduced to less than significant levels. The *Conceptual WQMP* prepared for the proposed project identifies BMPs designed to reduce project-related impacts to water quality, such as bioretention through underdrains, and Cartridge Media Filters and Hydrodynamic Separation Devices. Therefore, less than significant impacts would occur in this regard.

- 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, 10, 32)

Discussion: Refer to Response IV(h).

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 1, 10)

Discussion: The project site is designated as Flood Zone X on the Flood Insurance Rate Map (FIRM) Map Id No. 06059C0253J (effective date December 3, 2009), which is classified as “other flood areas.” Flood Zone X is described as an area of one percent annual change of flood with average depths of less than one foot. Development within Flood Zone X is not subject to Federal Flood Development restrictions (i.e., raised building pad elevation). The *Drainage Report* provides 100-year frequency flow calculations for developed conditions. Design calculations have been provided to show that the project site would be protected from flooding and the water surface for all street flow and catch basins would remain at a minimum one-foot below finish floor elevations. Secondary overflow from the project site would be provided by saw-cut/block removal of an existing wall adjacent to the Self-Storage Complex and outletting to Gothard Street at the entrance to the proposed project.

According to the City of Huntington Beach, public storm drain lines downstream from the project site are deficient in size. To address this, the City requires the 100-year frequency post-development flow rate to not exceed the 25-year frequency existing-development flow. The proposed project would meet this requirement through the use of underground vaults or pipes with orifice outlet control and sump pump mechanism.

The proposed project does not include any housing, nor does it propose structures within a 100-year flood hazard area. Thus, no impacts would occur in this regard.

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

Discussion: The project site is not anticipated to be located within an area that may experience flooding as a result of a levee or dam failure. Although the failure of the Prado Dam is identified as a flooding threat to the City of Huntington Beach in the *General Plan Environmental Hazards Element*, a flooding threat would only be realized if the dam was nearly full during an earthquake. Thus, the chance of flooding at the project site due to the failure of the Prado Dam is low. Therefore, less than significant impacts would occur in this regard.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j) Inundation by seiche, tsunami, or mudflow? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Tsunamis are long period, seismically induced sea waves caused by seafloor displacement. *General Plan Hazards Element* Figure EH-8 indicates that the City's tsunami hazards potential is very low, and locates the project site outside of the potential tsunami run-up area. Seiches are generated by the movement of water in an enclosed or partially enclosed body of water, and of most concern are seiches caused by tsunamis. The project site is not located nearby an enclosed or partially enclosed body of water and is not within a tsunami hazard area. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is located in a generally flat area and is within an area identified as having low potential for unstable soils as depicted on *General Plan Environmental Hazards Element* Figure EH-2, and thus would not be subject to mudflow. Therefore, no impacts would occur in this regard.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| j) Potentially impact stormwater runoff from construction activities? (Sources: 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Responses IV(a) and IV(e).

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| l) Potentially impact stormwater runoff from post-construction activities? (Sources: 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Responses IV(a) and IV(e).

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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: 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project involves the development of two industrial buildings. There is the potential that on-site businesses could contain areas of material storage, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas. Project compliance with mandatory NPDES, Santa Ana RWQBC, Storm Water Pollution Prevention Plan (SWPPP) for construction-related impacts, and City of Huntington Beach building standard requirements and implementation of the required project-specific WQMP would ensure that all on-site

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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generated stormwater pollutants are reduced to less than significant levels. The *Conceptual WQMP* prepared for the proposed project identifies BMPs designed to reduce project-related impacts to water quality, such as bioretention through underdrains, and Cartridge Media Filters and Hydrodynamic Separation Devices. Therefore, less than significant impacts would occur in this regard.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Responses IV(a) and IV(e).

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Responses IV(d) and IV(e).

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 21) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Refer to Responses IV(a) and IV(c).

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:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 23) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

SHORT-TERM CONSTRUCTION

Short-term air quality impacts are predicted to occur during grading and construction operations associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Construction activities would include demolition, grading, construction of buildings, paving, and architectural coating. The proposed project would first demolish the existing on-site buildings. For purposes of the air quality study, it was assumed that site grading would disturb a total of 6.5 acres, and would require the export of 3,500 cubic yards of soil and the import of 5,000 cubic yards of soil. These are conservative estimates, as the grading plan results in a balanced site with respect to cut and fill for site grading. However, on-site soil

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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remediation would require the export of 2,100 cubic yards for off-site disposal. Project construction requires concrete/industrial saws, excavators, and dozers during demolition; excavators, graders, dozers, scrapers, tractors, and water trucks during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving; and air compressors during architectural coating. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. The analysis of daily construction emissions has been prepared utilizing the CalEEMod computer model. *Table 2, Proposed Project Construction Emissions*, presents the anticipated daily short-term construction emissions.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust (PM₁₀ and PM_{2.5}) emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, grading, and construction is expected to be short-term and would cease upon project completion.

Additionally, most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

**Table 2
Proposed Project Construction Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 1						
Unmitigated Emissions	8.70	72.91	41.66	0.09	24.80	6.76
Mitigated Emissions	8.70	72.91	41.66	0.09	16.84	4.67
<i>SCAQMD Thresholds</i>	75	100	550	150	150	55
<i>Is Threshold Exceeded After Mitigation?</i>	No	No	No	No	No	No
Year 2						
Unmitigated Emissions	65.25	32.42	29.05	0.06	3.92	2.09
Mitigated Emissions	65.25	32.42	29.05	0.06	3.45	2.09
<i>SCAQMD Thresholds</i>	75	100	550	150	150	55
<i>Is Threshold Exceeded After Mitigation?</i>	No	No	No	No	No	No
Notes:						
1. Emissions were calculated using CalEEMod, as recommended by the SCAQMD.						
2. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SCAQMD. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; limit speeds on unpaved roads to 15 miles per hour; and use CARB Certified Tier 3 engines.						
3. Construction would occur over a three-year period with the greatest emissions being generated during the first two years of construction.						

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

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM₁₀ (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. Fine Particulate Matter (PM_{2.5}) is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM_{2.5} is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. PM_{2.5} components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Although not required to mitigate significant impacts, the project applicant and construction contractor would comply with City Code requirements to implement dust control techniques (i.e., daily watering) and adherence to SCAQMD Rules 402 and 403, which require watering of inactive and perimeter areas, track out requirements, etc., to reduce PM₁₀ and PM_{2.5} concentrations. As depicted in *Table 2*, total PM₁₀ and PM_{2.5} emissions would not exceed the SCAQMD thresholds during construction. Therefore, impacts would be less than significant.

Reactive Organic Gas Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates Reactive Organic Gas (ROG) emissions, which are O₃ precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving have been quantified with the CalEEMod model. In addition, based upon the size of the buildings, architectural coatings were also quantified within the CalEEMod model.

The highest concentration of ROG emissions would be generated during the application of architectural coatings on the building. As required by law, all architectural coatings for the proposed project structures would comply with SCAQMD Regulation XI, Rule 1113 – Architectural Coating.² Rule 1113 provides specifications on painting practices as well as regulates the ROG content of paint. As depicted in *Table 2*, ROG emissions would not exceed the SCAQMD thresholds during construction. Therefore, impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site. Standard SCAQMD regulations, such as maintaining all construction equipment in proper tune, shutting down equipment when not in use for extended periods of time, and implementing SCAQMD Rule 403 would be adhered to. As noted within *Table 2*, construction equipment exhaust would not cause an exceedance of the SCAQMD's NO_x thresholds during construction. Therefore, NO_x impacts during construction are less than significant.

² South Coast Air Quality Management District, *Regulation XI Source Specific Standards*, http://www.aqmd.gov/rules/reg/reg11_tofc.html, accessed on February 15, 2013.

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

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Construction Odors

Potential odors could arise from the diesel construction equipment used on-site, as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Additionally, odors generated during construction activities would be temporary. Therefore, construction odors are considered to be less than significant.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Construction would occur over a three-year period with the greatest emissions being generated during the initial stages (first two years) of construction. Additionally, the greatest amount of ROG emissions would typically occur during the final stages of development due to the application of architectural coatings.

The CalEEMod model allows the user to input mitigation measures such as watering the construction area to limit fugitive dust. Mitigation measures that were input into the CalEEMod model allow for certain reduction credits and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB, SCAQMD, and other air quality management districts throughout California, and were programmed within the CalEEMod model. As indicated in *Table 2*, the CalEEMod model calculates the reduction associated with recommended mitigation measures.

As indicated in *Table 2*, impacts would be less than significant for all criteria pollutants during construction. Implementation of standard SCAQMD measures (City Code requirement) would further reduce these emissions. Thus, construction-related air emissions would be less than significant.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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LONG-TERM OPERATIONAL EMISSIONS

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Both existing and project-generated vehicle emissions have been estimated using the CalEEMod model in order to obtain the net increase. Trip generation rates associated with the proposed project were based on the *Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012)* document. The proposed project would result in 183 net new daily weekday trips. *Table 3, Long-Term Air Emissions*, presents the anticipated mobile source emissions. As shown in *Table 3*, unmitigated emissions generated by vehicle traffic associated with the proposed project would not exceed established SCAQMD regional thresholds.

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas associated with the development of the proposed project. The primary use of natural gas producing area source emissions by the project would be for consumer products, architectural coating, and landscaping. As shown in *Table 3*, unmitigated area source emissions from the proposed project would not exceed SCAQMD thresholds for ROG, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}.

**Table 3
Long-Term Air Emissions**

Source	Estimated Emissions (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	5.42	0.00	0.00	0.00	0.00	0.00
Energy Sources	0.09	0.83	0.69	0.00	0.06	0.06
Mobile Sources	5.31	10.21	48.79	0.09	11.52	0.82
Total Proposed Emissions	10.82	11.04	49.48	0.09	11.58	0.88
SCAQMD Threshold	55	55	550	150	150	55
Is Threshold Exceeded? (Significant Impact)	No	No	No	No	No	No

Notes:
1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the proposed project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in *Table 3*, unmitigated energy source emissions from the proposed project would not exceed SCAQMD thresholds for ROG, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}.

ISSUES (and Supporting Information Sources):

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

As indicated in *Table 3* unmitigated operational emissions from the proposed project would not exceed SCAQMD thresholds. If stationary sources, such as backup generators, are installed on-site, they would be required to obtain the applicable permits from SCAQMD for operation of such equipment. The SCAQMD is responsible for issuing permits for the operation of stationary sources in order to reduce air pollution, and to attain and maintain the national and California ambient air quality standards in the Basin. Backup generators would be used only in emergency situations, and would not contribute a substantial amount of emissions capable of exceeding SCAQMD thresholds. Thus, operational air quality impacts would be less than significant.

- b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 23)

Discussion: Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences adjacent to the west and south of the project site. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

LOCALIZED SIGNIFICANCE THRESHOLDS (LST)

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five acre projects emitting CO, NO_x, PM_{2.5}, or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project site is located within SRA 18, North Coastal Orange County.

Construction

Based on the SCAQMD guidance on applying CalEEMod to LSTs, the proposed project would disturb approximately two acres of land per day. Therefore, the LST thresholds for two acres were utilized for the construction LST analysis. The closest sensitive receptors to the project site are residential uses located approximately 42 meters (approximately 138 feet) west of the project site. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, the LST values were linearly interpolated. *Table 4, Localized Significance of Construction Emissions*, shows the localized unmitigated and mitigated construction-related emissions. It is noted that the localized emissions presented in *Table 4* are less than those in *Table 2* because localized emissions include only on-site emissions (i.e., from construction

ISSUES (and Supporting Information Sources):

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

equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in *Table 4*, mitigated on-site emissions would not exceed the LSTs for Source Receptor Area (SRA) 18.

**Table 4
Localized Significance of Construction Emissions**

Source	Pollutant (pounds/day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Year 1				
Total Unmitigated On-Site Emissions ²	51.92	27.65	9.02	5.83
Total Mitigated On-Site Emissions ²	51.92	27.65	4.92	3.74
<i>Localized Significance Threshold¹</i>	128.96	1,048.36	16.52	6.36
Thresholds Exceeded?	No	No	No	No
Year 2				
Total Unmitigated On-Site Emissions ³	26.77	19.43	1.79	1.79
Total Mitigated On-Site Emissions ³	26.77	19.43	1.79	1.79
<i>Localized Significance Threshold¹</i>	128.96	1,048.36	16.52	6.36
Thresholds Exceeded?	No	No	No	No
Notes:				
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction, the distance to sensitive receptors, and the source receptor area (SRA 18).				
2. Year 1 Grading Phase represents the worst case scenario.				
3. Year 2 Building Construction + Architectural Coating Phases (overlapping phases) represent the worst case scenario.				

Operations

For proposed project operations, the five-acre threshold was conservatively utilized, as the project site is approximately 6.5 acres. As the nearest sensitive uses are approximately 42 meters (approximately 138 feet) west of the project site, the LST values were linearly interpolated. As seen in *Table 5, Localized Significance of Operational Emissions*, project-related unmitigated operational area source emissions would be negligible and would be below the LSTs. Therefore, operational LST impacts would be less than significant in this regard.

**Table 5
Localized Significance of Operational Emissions**

Source	Pollutant (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Operational				
Total Unmitigated Area Source Emissions	0.00	0.00	0.00	0.00
<i>Localized Significance Threshold²</i>	192.24	1,815.04	8.76	2.68
Thresholds Exceeded?	No	No	No	No
Note:				
1. The proposed project does not include hearths.				
2. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the total acreage, the distance to sensitive receptors, and the source receptor area (SRA 18).				

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The City is located in the Basin, which is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide (CO Plan)* for the SCAQMD's *2003 Air Quality Management Plan*. The locations within the SCAB selected for microscale modeling in the CO Plan are worst-case intersections in the SCAB, and would likely experience the highest CO concentrations. Of the locations modeled, the Wilshire Boulevard/Veteran Avenue intersection experienced the highest CO concentration (4.6 ppm), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. Traffic volumes closest to the project site at the intersection of Gothard Street/Warner Avenue were approximately 58,000 vehicles per day, and 41,000 vehicles per day at the Gothard Street/Slater Avenue intersection, as shown on Figure 2-5, Existing (2005/2006) ADT Volumes in Appendix F, Traffic Study, in the *Circulation Element Update Environmental Impact Report*. As CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections near the project site due to the low volume of traffic (, 183 net new trips) that would occur as a result of project implementation. Therefore, impacts would be less than significant in this regard.

- c) Create objectionable odors affecting a substantial number of people? (Sources: 23)

Discussion: According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term. Therefore, less than significant impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion: On December 7, 2012, the SCAQMD Governing Board approved the 2012 AQMP, which outlines its strategies for meeting the NAAQS for PM_{2.5} and ozone. The 2012 AQMP will then be forwarded to CARB for inclusion into the California State Implementation Plan (SIP) in January 2013. Subsequently, the 2012 AQMP will be submitted to the EPA as the 24-hour PM_{2.5} SIP addressing the 2006 PM_{2.5} NAAQS and as a limited update to the approved 8-hour ozone SIP. The 1-hour ozone attainment demonstration and vehicle miles traveled (VMT) emissions offset demonstration will also be submitted through CARB to the EPA. According to the SCAQMD's 2012 AQMP, two main criteria must be addressed.

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. Localized concentrations of CO, NO_x, PM₁₀, and PM_{2.5} would be less than significant during project operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project cause or contribute to new air quality violations?*

Operations of the proposed project would result in emissions that would be below the SCAQMD operational thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project operations. As such, the proposed project would not delay the timely attainment of air quality standards or 2012 AQMP emissions reductions.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the South Coast Air Basin (Basin) focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's

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

second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2012 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2012 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2012 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the City's *General Plan*, SCAG's *Growth Management Chapter of the Regional Comprehensive Plan (RCP)*, and SCAG's *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. The *RTP/SCS* also provides socioeconomic forecast projections of regional population growth. The project site is designated "I-F2-d" (Industrial with a maximum floor area ratio of 0.50 and special design standards overlay) by the *General Plan*. The project proposes two industrial buildings. Therefore, the proposed project would be consistent with the *General Plan*. Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the *RCP*. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into the 2012 AQMP, it can be concluded that the proposed project would be consistent with the projections.

- b) *Would the project implement all feasible air quality mitigation measures?*

Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as previously identified. As such, the proposed project would meet this AQMP consistency criterion.

- c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The proposed project would serve to implement various City of Huntington Beach and SCAG policies. The proposed project is located within a developed portion of the City, and is considered to be an infill development.

IMPACT CONCLUSION

In conclusion, the determination of 2012 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2012 AQMP. Therefore, less than significant impacts would occur in this regard.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 23)
-

Discussion: The South Coast Air Basin is in non-attainment for ozone, particulate matter (PM₁₀ and PM_{2.5}), and nitrogen dioxide. As shown in Response V(a), the proposed project’s emissions would not exceed SCAQMD significance thresholds during either construction or operation for any criteria pollutants. Therefore, cumulatively considerable net increase of any criteria pollutant associated with the proposed project would be less than significant.

VI. TRANSPORTATION/TRAFFIC. Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Sources: 1, 25)
-

b) **Discussion:** To calculate trips forecast to be generated by existing uses and the proposed project, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized, refer to Table 6.

**Table 6
ITE Trip Generation Rates**

Land Use (ITE Code)	Units	AM Peak Hour Rates	PM Peak Hour Rates	Daily Trip Rates
Light Industrial (110)	tsf	0.92	0.97	6.97
Warehouse (150)	tsf	0.30	0.32	3.56
Building Materials/Lumber Store (812)	tsf	2.60	4.49	45.16

Source: 2012 ITE Trip Generation Manual, 9th Edition.
Note: tsf = thousand square feet.

Table 7 summarizes trips forecast to be generated by existing uses and the proposed project utilizing the trip generation rates shown in Table 6.

ISSUES (and Supporting Information Sources):

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

**Table 7
Forecast Trip Generation of Proposed Project**

Land Use	AM Peak Hour Trips	PM Peak Hour Trips	Daily Trips
Proposed Project			
93.100-tsf Light Industrial	85	90	649
49.200-tsf Warehouse	15	16	175
Existing Uses			
14.197-tsf Building Materials/Lumber Store	(37)	(64)	(641)
Total Trip Generation	63	42	183
Note: tsf = thousand square feet			

As shown in *Table 7*, the proposed project is forecast to generate approximately 183 net new daily trips which includes approximately 63 AM peak hour trips and approximately 42 PM peak hour trips. The projected traffic does not exceed the applicable City of Huntington Beach and State of California Department of Transportation Engineers (Caltrans) traffic impact thresholds of 100 peak hour trips for requiring a Traffic Impact Study. Accordingly, based on City of Huntington Beach and Caltrans traffic impact analysis guidelines, no significant increase in traffic is expected as a result of the proposed project.

Based on information in the *Circulation Element Update Environmental Impact Report*, the adjacent intersection of Gothard Street/Slater Avenue currently operates at an acceptable level (LOS B) during both the AM and PM peak hours. The proposed project is forecast to generate approximately 64 AM peak hour trips and 42 PM peak hour trips, which would not result in a change in level of service at Gothard Street/Slater Avenue or any of the surrounding intersections. The proposed project would be subject to the payment of Traffic Impact Fees for new added daily trips. In addition, the proposed project would be required to obtain a Haul Permit should over 5,000 cubic yards of dirt be imported and/or exported from the project site. In conclusion, development of the proposed project would result in less than significant impacts in this regard.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- (Sources: 1, 28)

Discussion: The Orange County Transportation Authority (OCTA) is Orange County’s designated congestion management agency. OCTA is responsible for developing the *Orange County Congestion Management Program (CMP)*. The goals of Orange County’s CMP are to support regional mobility and air quality objectives by reducing traffic congestion; to provide a mechanism for coordinating land use and development decisions that support the regional economy; and to determine gas tax fund eligibility.

Within the vicinity of the project site, the CMP Highway System includes two arterials: Warner Avenue and Beach Boulevard. The intersection of Warner Avenue and Beach Boulevard is the closest CMP intersection to the project site.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The *Orange County CMP* states that “a TIA will be required for CMP purposes for all proposed developments generating 2,400 or more daily trips,” and that “for developments which will directly access a CMP Highway System link, the threshold for requiring a TIA should be reduced to 1,600 or more trips per day.”

The proposed project is estimated to generate 183 net new daily trips. Thus, no CMP traffic impact analysis is required for the proposed project. Therefore, no impacts would occur in this regard.

- 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: 18, 19, 20)

Discussion: There are no airports or private airstrips in the City of Huntington Beach. The nearest heliport in the City of Huntington Beach is the Huntington Beach Police Department Heliport, located approximately 1.2 miles from the project site. The nearest public airport is John Wayne Airport, which is located approximately eight miles southeast of the project site, and the closest military airport is the Los Alamitos Airfield at the Los Alamitos Joint Force Training Base, which is located approximately six miles northwest of the project site. The proposed project includes the construction of two industrial buildings totaling approximately 142,300 square feet. Construction of the proposed project would not impact air traffic patterns. Therefore, no impacts would occur in this regard.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 25)

Discussion:

GOTHARD STREET ROADWAY GEOMETRY

Gothard Street between Warner Avenue and Slater Avenue in the project site vicinity is a four-lane divided roadway with a continuous two-way left-turn lane in the center median of the roadway to accommodate left-turn movements; on-street bike lanes are located on the roadway shoulders. The posted speed limit is 40 miles per hour; on-street parking is prohibited.

The project site is currently served by two existing full access driveways along Gothard Street, which will both be relocated with the proposed project to improve traffic circulation and site access by improving the spacing of the site access driveways with driveways across Gothard Street serving the City of Huntington Beach Corporate Yard’s (City Corporate Yard) located directly west of the project site, currently served by three full-access driveways. As shown on *Exhibit 2*, the proposed project’s northerly access driveway has been relocated 43 feet southerly from the existing location to increase the offset between the site’s northerly access driveway with the City Corporate Yard’s northerly access driveway from the current 65-foot offset to an offset of 108 feet. The site’s southerly access driveway will be relocated to align with the City Corporate Yard’s middle driveway.

CITY CORPORATE YARD EXISTING PEAK HOUR TRAFFIC VOLUMES

To determine whether the existing left-turn traffic volumes entering and exiting the City Corporate Yard are substantial enough to potentially affect the peak hour trips forecast to be entering and exiting the project site

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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assuming implementation of the proposed project, existing AM peak period and PM peak period traffic movement counts were collected at the three existing Corporate Yard driveway access locations on Gothard Street in May 2013 during typical weekday peak conditions. The AM peak period intersection counts were collected from 7:00 AM to 9:00 AM and the PM peak period intersection counts were collected from 4:00 PM to 6:00 PM. The traffic volumes used in this analysis were taken from the highest hour of each two-hour peak period counted.

Table 8 summarizes the AM peak hour and PM peak hour traffic volumes at the three existing Corporate Yard driveway access locations along Gothard Street.

**Table 8
City Corporate Yard Peak Hour Driveway Existing Traffic Volumes**

Intersection	Northbound Gothard St		Southbound Gothard St		Eastbound Driveway Access	
	Left-Turn	Through	Through	Right-Turn	Left-Turn	Right-Turn
AM Peak Hour						
Gothard St/Corporate Yard Northerly Dwy	10	685	699	5	0	1
Gothard St/Corporate Yard Middle Dwy	5	699	699	1	1	1
Gothard St/Corporate Yard Southerly Dwy	0	700	700	0	4	20
PM Peak Hour						
Gothard St/Corporate Yard Northerly Dwy	4	1,089	907	1	0	0
Gothard St/Corporate Yard Middle Dwy	3	1,087	908	0	10	5
Gothard St/Corporate Yard Southerly Dwy	0	1,094	914	0	0	5
Source: Traffic count data collected in May 2013.						

Table 8 shows 15 vehicles turning left into the City Corporate Yard from northbound Gothard Street during the AM peak hour dispersed between two driveways and 7 vehicles turning left into the City Corporate Yard from northbound Gothard Street during the PM peak hour dispersed between two driveways.

Additionally, *Table 8* shows 5 vehicles turning left out of the City Corporate Yard to northbound Gothard Street during the AM peak hour dispersed between two driveways and 10 vehicles turning left out of the City Corporate Yard to northbound Gothard Street during the PM peak hour.

As shown in *Table 8*, the directional peak hour traffic on Gothard Street is approximately 700 vehicles during the AM peak hour and approximately 1,000 vehicles during the PM peak hour dispersed over two lanes of travel. The peak hour vehicular capacity of each lane is approximately 1,700 vehicles. Hence, since less than 50 percent of the traffic capacity is used by the peak hour through movement on Gothard Street adjacent to the project site, ample gaps exist in the peak hour through movement flow to accommodate vehicles turning left in or out of driveways on Gothard Street in the project site vicinity.

Additionally, the proximity of the existing traffic signals at the Gothard Street/Warner Avenue intersection to the north and the Gothard Street/Slater Avenue intersection to the south will result in the frequent platooning

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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of vehicles and gap opportunities for vehicles performing left-turn maneuvers to access driveways along Gothard Street.

Exhibit 1 in Reference 25 shows the existing measured AM and PM peak hour movements at the City Corporation Yard on the west side of Gothard Street and the forecast traffic volumes accessing the project site on the eastside of Gothard Street via the relocated project site access driveways. More trips generated by the proposed project are forecast to utilize the southerly access driveway since the larger of the two buildings proposed on the project site are located nearest that driveway.

The proposed project is forecast to peak in trip generation in the traditional AM peak around 8:00 AM, while the City Corporation Yard peaks several hours earlier around 6:00 AM. Likewise, the proposed project is forecast to peak in trip generation in the traditional PM peak around 5:00 PM, while the City Corporation Yard peaks several hours earlier around 3:00 PM. Having offset peak hours in both the AM and PM reduces the number of potentially conflicting movements entering and exiting the project site and the City Corporate Yard. In addition, as part of the project design features, Gothard Street would be restriped to accommodate both the proposed project's northern driveway and the City Yard northern driveway for full access. Therefore, less than significant impacts would occur in this regard.

- e) Result in inadequate emergency access? (Sources: 1, 2, 3)

Discussion: The proposed site plan has been reviewed by the Fire and Public Works Departments for conformance with City requirements for emergency access. The proposed driveway access and on-site circulation have been found to be consistent with City standards for emergency access and circulation. During construction, construction equipment and construction workers' vehicles would be contained on-site and would not block streets or potentially impede emergency access. Therefore, less than significant impacts would occur in this regard.

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

Discussion: The proposed project is required by *HBZSO* Section 231.04 to provide a total of 235 parking spaces and 7 handicap parking spaces to support the two industrial buildings. The proposed project includes 241 parking spaces and 7 handicap spaces. In addition, the project site has designated 26 spaces for carpool parking in compliance with the 14 percent requirement in *HBZSO* Section 230.36. The proposed project complies with the parking requirements specified in the *HBZSO*, and would not result in inadequate parking capacity. No variances to parking standards are proposed or required, and no unique circumstances exist that would suggest that the minimum parking standards applicable to the proposed project inadequate. Therefore, no impacts would occur in this regard.

- g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources:1, 2)

Discussion: The proposed project meets the thresholds established in *HBZSO* Section 230.36, Transportation Demand Management, based upon employment factors contained therein and the employment projections in

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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this Initial Study, and as such would be required to comply with site development standards, such as parking for carpool vehicles, shower and locker facilities, bicycle parking, commuter information areas, passenger loading areas, parking for vanpool areas, or bus stops, some of which are up to the City to determine their applicability. According to *HBZSO* Section 231.20, the proposed project would require 10 bicycle parking stalls, and would provide 10 stalls, thus meeting the code requirement.

Pedestrian access to the project site is available from Gothard Street. Existing Class II bicycle lanes are located along Gothard Street, and along Warner Avenue and Slater Avenue, which are north and south of the site, respectively. The Class II bicycle lanes are striped for one-way travel. Pedestrian and bicycle access is presently available to the project site, would remain available during construction, and would be available after development of the proposed project. Therefore, less than significant impacts would occur in this regard.

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)
-

Discussion: The project site and all surrounding properties are currently developed with industrial, quasi-public, and residential land uses. The project site does not support any unique, sensitive, or endangered species and is not shown in the *General Plan* as a generalized habitat area. Therefore, no impacts would occur in this regard.

- 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)
-

Discussion: The project site is developed with the former Randall Lumber facility. 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 proposed project would not result in any loss to endangered or sensitive animal or bird species and does not conflict with any habitat conservation plans. Therefore, no impacts would occur in this regard.

- 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)
-

Discussion: The project site is developed with the former Randall Lumber facility, and no wetlands exist on the site. Therefore, no impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 1)
-

Discussion: The project site and all surrounding properties are currently developed with industrial, quasi-public, and residential land uses. The project site does not support any fish or wildlife and would not interfere with the movement of any fish or wildlife species nor impede the use of native wildlife nursery sites. Therefore, no impacts would occur in this regard.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 2)
-

Discussion: Along the Gothard Street frontage, the site contains four on-site trees, including one canary island pine, two carrotwood, and one palm. In addition, there are two street trees, both carrotwood. However, none are rare or unique plant species. Construction of the proposed project would be subject to standard requirements for the submittal of a landscape plan in accordance with *HBZSO* requirements, along with 2:1 replacement for the four on-site and two street trees. The two street trees would be removed and replaced with a total of seven street trees. The three on-site trees would be removed and replaced with new trees. The proposed project includes 101 trees, along with shrubs, vines, and ground cover throughout the site. The final landscape plan would note which, if any, existing on-site trees were retained. The proposed project greatly increases the amount of landscaping and trees on-site, and complies with the 2:1 tree replacement requirement. No other biological resources exist on the site. Therefore, less than significant impacts would occur in this regard.

- 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: 26)
-

Discussion: The project site 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 would occur in this regard.

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)
-

Discussion: The project site is not designated as a known mineral resource recovery site in the *General Plan*. Therefore, the proposed project would not result in the loss of a known mineral resource. Thus, no impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1)	<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. Therefore, development of the proposed project would have no impact on any mineral resource recovery. Thus, no impacts would occur in this regard.

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: 3, 22)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project involves the construction of warehouse, wholesale, and distribution uses on the site consistent with the General Plan and zoning designations. The proposed project may involve limited amounts of use, storage, transport, and/or disposal of hazardous materials related to business operations, but does not propose the use of underground storage tanks. The proposed uses are not anticipated to result in the creation of significant health hazards following compliance with health and safety regulations and *Huntington Beach Municipal Code Chapter 17.58*.

The Huntington Beach Fire Department (HBFD), and the Orange County Environmental Health Department both identify the types and amounts of waste generated in the City and establish programs for managing these wastes.

Prior to the issuance of grading permits, the proposed development plans would be reviewed by HBFD for hazardous material use, safe handling, and storage of materials. The HBFD would require that conditions of approval be applied to the project or individual user to reduce hazardous material impacts and ensure that any hazardous waste that is generated on-site be transported to an appropriate disposal facility by a licensed hauler in accordance with State and Federal law. Additionally, any hazardous materials used in construction and operation of the proposed project would be subject to City, State and Federal regulations. Therefore, impacts would be less than significant in this regard.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 1, 22)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project site is located within a Methane Overlay District as shown on *General Plan Environmental Hazards Element* Figure EH-10, which requires compliance with City Specification No. 429 (*Municipal Code Section 17.04.085*).

As part of the Methane District Building Permit Requirements, the City strongly recommends not building structures over or near abandoned oil wells or hydrocarbon contaminated soil. If abandoned wells can be proved safe and/or hydrocarbon contaminated soils conform to Huntington Beach Soil Cleanup Standard 431-

ISSUES (and Supporting Information Sources):

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

92, construction may be allowed at the discretion of the Fire Chief. The presence of abandoned wells and approved non-remediated soils shall be disclosed to future property owners.

The potential for upset or accidental release of hazardous materials is discussed in relation to several recognized environmental conditions at the project site in this section.

According to the historical sources for the site, including a Phase I ESA prepared in 2012, the site was purchased by Petroleum Midway Company in 1923 and developed into a petroleum tank farm in support of nearby oil field operations prior to 1935. By 1953, the site had been cleared of all petroleum structures. In 1977, the property was purchased from Texaco, Inc. and redeveloped as the Randall Lumber yard. In 1992, three underground storage tanks (USTs) were removed from the site. Between July and November 1992, site investigation and remedial action (excavation) was completed and a “no further action” for the USTs was issued by Orange County Health Care Agency (OCHCA).

Based on the findings of the Phase I ESA, Roux Associates recommended a Phase II for the site. The purpose of the Phase II was to address the following Recognized Environmental Conditions (REC):

- Former large and small aboveground storage tanks (ASTs), manifold piping, settling ponds, and pumping station associated with the petroleum tank farm at the site from at least 1935 to 1953
- Three former USTs at the site
- Abandoned drums and staining observed at the site
- A rail spur extending onto the site from the adjacent railroad right-of-way
- Two shallow, concrete-lined pits with trash and oily rainwater

Roux Associates developed a scope of work for a Phase II and performed the work between January 29 and February 1, 2013. The scope of work included collection of soil gas from 14 multi-depth probe locations and collection of soil samples from 15 soil boring locations to maximum depths of 20 feet below ground surface (bgs). Soil gas sampling locations were selected to provide coverage across the site and therefore, were placed in an approximate grid pattern, with bias towards potential point sources, based upon the findings of the Phase I ESA. Soil boring locations targeted specific RECs across the site.

The Phase II investigation identified soil hydrocarbon impacts in the area of the former USTs, the former settling ponds, the rail spur, and the former large AST, located near the southeastern site boundary.

Soil analytical results confirmed that impacts from the former tank farm operations are shallow (<12 feet bgs) and generally confined to the areas of the former settling ponds, rail spur, and former AST at the eastern and southern portions of the site. Analytical results also confirmed that soil contamination is limited to petroleum hydrocarbons, with limited metals above background concentrations and no significant contribution from volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), or polychlorinated biphenyls (PCBs). Soil impacts observed at the former UST tank pit were evident at 15 bgs but did not extend to 20 feet bgs.

Soil gas VOC concentrations revealed limited volatile fuel constituents present in the areas of observed soil hydrocarbon impacts. The soil gas investigation did reveal a number of VOC constituents present beneath the site that based on site history and former on-site operations are unlikely to have originated at the property. These chemicals, namely tetrachloroethene, trichloroethene, 1,1-dichloroethene, and chloroform, likely

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

originated from neighboring properties, and/or are off-gassing from potentially impacted groundwater migrating beneath the site. It is noted that soil gas samples collected from 15 feet bgs across the site generally had more individual VOC constituents and at higher concentrations than the samples from 5 feet bgs, suggesting that VOC sources generally do not originate in shallow on-site soils, particularly for non-petroleum or fuel related VOCs. Regardless, all reported VOC constituents at 5 feet bgs were below applicable CHHSL concentrations (where available) for a commercial/industrial scenario.

Methane concentrations above 5,000 ppmv, which is 10 percent of the Lower Explosive Limit (LEL), were found at the eastern and southern portions of the site, in the same general areas that exhibited soil hydrocarbon impacts. Because the sources of petroleum hydrocarbons at the site are believed to be small, the potential for future methane generation following grading and any necessary soils mitigation prior to site redevelopment is considered small.

Completion of the *Phase II ESA* meets the requirements identified in City Specification No. 429. The *Phase II ESA* has concluded that the potential for upset or accidental release of hazardous materials would not be significant. Therefore, less than significant impacts would occur in this regard.

- 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: 22)
-

Discussion: The project site is located within 400 feet of the Ocean View High School. There is the potential for the use of hazardous materials during construction and operation; however, proposed facilities would process these materials for ultimate disposal at a permitted disposal facility. Any hazardous materials used as part of the proposed project would be subject to applicable City, State, and Federal regulations. Therefore, the proposed project would not pose a health risk to nearby schools, and no significant impacts to schools would result from the construction and operation of the proposed project. Thus, less than significant impacts would occur in this regard.

- 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: 22)
-

Discussion: The *Phase II ESA* included a review of the computer-generated environmental records search by EDR and found the project site is on a regulatory-listed site. EDR identified the site in the Underground Storage Tank Listing (UST), Facility Inventory Database (CA FID UST), Statewide Environmental Evaluation and Planning System (SWEEPS UST), Leaking Underground Fuel Tank Report (LUST), and Hazardous Waste & Substance Site List (HIST CORTESE). All of these database listings are related to the storage of diesel, gasoline, and waste oil in former USTs at the site.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant No Impact
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ON-SITE UNDERGROUND STORAGE TANKS

Three underground storage tanks were formerly located at the site. According to files maintained by the Hbfd, the former B.W. Randall Lumber Company obtained a permit in 1992 for the removal of one 6,000 gallon diesel tank, one 3,000 gallon gasoline tank, and one 1,000 gallon waste oil tank from the site. No documentation for the installation of the USTs was found but it assumed they were installed at the time of site redevelopment in 1978.

Historical information for the site from the OCHCA showed that the former diesel and gasoline USTs were located at the central-west portion of the site, just south of the masonry wall delineating the site's northern property boundary. The waste oil UST appears to have been located in the northeastern corner of the site, just north of the former canopy structure. According to OCHCA notes, the USTs were removed from the site on July 23, 1992, and confirmatory sidewall and bottom sampling of the excavated UST pits was reportedly performed, but no formal reports or laboratory records were found. According to a letter from the OCHCA to Mr. Bill Randall, owner of B.W. Randall Company, dated November 16, 1992, site investigation and remedial action was completed to the satisfaction of OCHCA and the site was recommended for no further action.

OFF-SITE PROPERTIES

The *Phase II ESA* included a computerized environmental database and radius map report prepared by EDR to conduct a government records database search of properties of known and suspected environmental concern within a one mile radius of the project site. A total of 99 environmental databases were reviewed. Appendix A of the *Phase II ESA* contains a complete copy of the EDR Radius Map Report with GeoCheck.

Terms for the databases:

- Resource Conservation and Recovery Act (RCRA)
- Federal Comprehensive Environmental Response, Compensation, and Liability Information System- No Further Remedial Action Planned (Federal CERCLIS NFRAP or Federal CERC-NFRAP)

Off-site properties identified in the state and federal databases within the searched radius include:

- One site listed as Federal CERCLIS NFRAP (CERC-NFRAP)
- One site listed as a RCRA large-quantity generator (RCRA-LQG)
- Thirteen sites listed as RCRA small-quantity generators (RCRA-SQG)
- Six sites listed as state and tribal equivalent CERCLIS (EnviroStor)
- Four sites listed as state and tribal landfill and/or solid waste disposal sites
- Twenty sites listed as state and tribal leaking storage tanks (LUST)
- Seven sites listed as state and tribal registered storage tanks (USTs and ASTs)
- Four sites on local lists of landfill/solid waste disposal sites
- One site on local list of hazardous waste/contaminated sites (SCH)
- Thirteen sites on local list of registered storage tanks
- Twelve sites listed as hazardous waste and substance sites (HIST CORTESE and CORTESE)

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

The EDR report identified one facility, K & H Johnson LTD located at 10853 Bolsa Chica Street, within the searched radius as a Federal CERCLIS NFRAP site, which has been archived and removed from the inventory of CERCLIS sites. Due to the fact that the Environmental Protection Agency (EPA) has determined that no further steps are needed to list this site on the National Priorities List, this Federal CERCLIS NFRAP does not pose an environmental concern in connection with the site.

RCRA Large-Quantity Generator (RCRA-LQG) Sites

The EDR report identified one facility, the City Yard located at 17371 Gothard Street, within the searched radius as a RCRA large-quantity generator site, which generates over 1,000 kilograms of hazardous waste, or over 1 kilogram of acutely hazardous waste per month. EDR reports that the RCRA-LQG site (Huntington Beach City Yard) is located less than one-eighth of a mile upgradient from the site and is operated by the City of Huntington Beach, which produces waste such as benzene, tetrachloroethene, and ignitable waste in large quantities. No violations have been reported, and the facility is not considered an environmental concern.

RCRA Small-Quantity Generators (RCRA-SQG) Sites

The EDR report identified 13 facilities within the searched radius as RCRA small-quantity generator sites, which generate between 100 kilograms and 1,000 kilograms of hazardous waste per month. Only two of these facilities are located within an eighth of a mile of the site. An auto body business was located south of the site (17412 Gothard Street) in the 1980s and generated unspecified solvent mixtures and waste organics. No violations were reported, and the facility is not presently considered an environmental concern in connection with the site.

State and Tribal Equivalent CERCLIS (EnviroStor) Sites

The EDR report identified six sites within the searched radius as state and tribal equivalent CERCLIS sites (EnviroStor). The EnviroStor database, maintained by the DTSC, identifies sites that have known contamination for which there may be reasons for further investigation. However, none of the EnviroStor-listed sites that are located within half a mile are upgradient of the site, and therefore are not considered environmental concerns in connection with the site.

State and Tribal Landfill and/or Solid Waste Disposal Sites

The EDR report identified one facility, the City Yard located at 17371 Gothard Street, within the searched radius as a state and tribal landfill and/or solid waste disposal site. The facility, also designated as a RCRA large-quantity generator, is located less than one-eighth of a mile upgradient from the site and is operated by the City of Huntington Beach, which produces waste such as benzene, tetrachloroethene, and ignitable waste in large quantities. No violations have been reported, and the facility is not considered an environmental concern in connection with the site. State and Tribal Leaking Storage Tanks (LUST)

The EDR report identified twenty sites within the searched radius as a part of the state and tribal LUST database. Only two facilities, the City Yard and the Huntington Beach Corp Yard, both located at 17371 Gothard Street, are found upgradient of the site within one-eighth of a mile.

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

According to EDR, the cases are closed, and the facilities are therefore not considered environmental concerns in connection with the site.

State and Tribal Registered Storage Tanks (USTs and ASTs)

The EDR report identified seven sites within the searched radius as a part of the state and tribal registered storage tank databases. Only one facility, the Huntington Beach Corp Yard located at 17371 Gothard Street, is found upgradient of the site within an eighth of a mile. According to EDR, the case is closed, and the facility is therefore not considered an environmental concern in connection with the site.

Local List of Landfill/Solid Waste Disposal Sites

The EDR report identified four sites within the searched radius as a part of the local list of landfill/solid waste disposal sites. None of the listed sites are located within an eighth of a mile of the site, and therefore are not considered environmental concerns in connection with the site.

Local List of Hazardous Waste/Contaminated Sites (SCH)

The EDR report identified one site within the searched radius as a part of the local list of hazardous waste/contaminated sites. The site is not located within an eighth of a mile of the site, and therefore it is not considered an environmental concern in connection with the site.

Local List of Registered Storage Tanks

The EDR Report identified thirteen sites on the local list of registered storage tanks. Only three facilities, the City Yard, the Huntington Beach Corp Yard, and the Corporation Yard, all located at 17371 Gothard Street, are found upgradient of the site within an eighth of a mile. According to EDR, the tanks included petroleum and hydrocarbon products, and there is no further evidence to suggest that the facilities are a concern in connection with the site.

Hazardous Waste and Substance (HIST CORTESE and CORTESE) Sites

The EDR report identified one facility within the searched radius as a HIST COTRESE site, which is a hazardous waste site designated by the State Water Resource Control Board. EDR reports that the site identified as the City Yard is located at 17371 Gothard Street, less than one-eighth of a mile upgradient from the site. The City Yard is operated by the City of Huntington Beach, which produces waste such as benzene, tetrachloroethene, and ignitable waste in large quantities. No violations have been reported, and the facility is not considered an environmental concern.

IMPACT CONCLUSION

The Phase II ESA identified hazardous materials sites both on the project site and in the surrounding area. One on-site UST was identified, but site investigation and remedial action were completed to the satisfaction of OCHCA and required no further action. All off-site facilities are not considered an environmental concern. Therefore, less than significant impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 18, 19, 20)
-

Discussion: *Airport Environs Land Use Plans (AELUP)* exist for each of the airports in Orange County, which include John Wayne Airport, Fullerton Municipal Airport, and the Joint Forces Training Base Los Alamitos. Additionally, there is an *AELUP* for Heliports. The nearest heliport in the City of Huntington Beach is the Huntington Beach Police Department Heliport, located approximately 1.2 miles from the project site. The proposed project includes the construction of two industrial buildings totaling approximately 142,300 square feet, which is not anticipated to impact any heliports in the City as the *AELUP* notification area for heliports is a 5,000-foot radius around the heliport and the proposed project's distance is 1.2 miles.

The project site is not located within the *AELUP* area for any of the airports in Orange County. Therefore, impacts from airports or heliports would not result in safety hazards for employees on the project site. Thus, no impacts would occur in this regard.

- 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: 18, 19, 20)
-

Discussion: There are no airports or private airstrips in the City of Huntington Beach. The nearest public airport is John Wayne Airport, which is located approximately eight miles southeast of the project site, and the closest military airport is the Los Alamitos Airfield at the Los Alamitos Joint Force Training Base, which is located approximately six miles northwest of the project site. The proposed project includes the construction of two industrial buildings totaling approximately 142,300 square feet. Construction of the proposed project would not impact air traffic patterns. Therefore, no impacts would occur in this regard.

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

Discussion: The proposed project includes vehicular and emergency vehicle access from Gothard Street to service all areas of the site development. Compliance with City of Huntington Beach Fire Department codes, regulations, and conditions would ensure implementation of the proposed project would not interfere or impair an adopted emergency response plan or emergency evacuation plan. Therefore, less than significant impacts would occur in this regard.

- 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)
-

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

Discussion: The project site is located within an urbanized area that is not subject to wildland fires. Therefore, the proposed project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires. Thus, no impacts would occur in this regard.

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: 24)

Discussion:

SHORT-TERM CONSTRUCTION

Construction of the proposed project would include demolition, grading, building construction, paving, and architectural coating. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial construction phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in *Table 9, Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in *Table 9* are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

As depicted in *Table 9*, maximum construction equipment noise levels would range from 77 dBA to 90 dBA at 50 feet. The nearest sensitive receptors to the project site that could be affected by construction noise include the residential uses located approximately 143 feet to the west of the project site. Construction activities associated with the proposed project would expose nearby residential uses to temporary elevated noise levels during the daytime hours. Construction noise impacts are short-term and would cease upon completion of construction. Pursuant to Section 8.40.090(d) of the City's *Noise Ordinance*, construction activities would be allowed between the hours of 7:00 AM and 8:00 PM on weekdays and Saturdays. Thus, with adherence to the City's *Noise Ordinance*, a less than significant impact would result from construction activities.

**Table 9
Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Acoustical Use Factor ¹	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85
Note: 1 – Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.		
Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , January 2006.		

Construction Truck Trips

Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers. For purposes of the noise analysis, it was assumed that demolition requires the removal of 2,500 square feet of materials, which results in approximately 11 round trip hauling trips. In addition, it was assumed that grading of the project site would require the export of 3,500 cubic yards of soil, and the import of 5,000 cubic yards of soil. However, soil hauling trips would be phased, where one truck hauls away a load of soil and the same truck returns with a load; therefore, soil hauling trips are reduced to 625 total round trips. It is anticipated that construction worker trips would be a maximum of 87 trips per day. These are conservative estimates, as the grading plan results in a balanced site with respect to cut and fill for site grading, and on-site soil remediation would require the export of 2,100 cubic yards for off-site disposal. Mobile source noise would increase along access routes to and from the project site during construction. However, this source of noise would be temporary and would cease upon project completion. It is anticipated that hauling would occur along Gothard Street, which is a commercial corridor. Hauling would not be routed along residential streets. Thus, impacts in this regard would be less than significant.

LONG-TERM OPERATIONAL IMPACTS

Off-Site Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the *Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012)* document, the proposed project would result in 183 net new daily trips.

Existing Scenarios

The “Existing” and “Existing With Project” scenarios were compared. According to *Table 10, Existing Traffic Noise Levels*, under the “Existing” scenario, noise levels would be 68.5 dBA along Gothard Street between Slater Avenue and Warner Avenue. The “Existing With Project” scenario noise levels would be 68.7 dBA. *Table 10* also compares the “Existing” scenario to the “Existing With Project” scenario. The noise levels along Gothard Street would result in an increase of 0.2 dBA as a result of the proposed project. Since the proposed project would not significantly increase noise levels along this roadway segment, a less than significant impact would occur.

ISSUES (and Supporting Information Sources):

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

Cumulative Mobile Source Impacts

A project’s contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the “Future With Project” condition to “Existing” conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by projects in the cumulative project list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

Combined Effect. The cumulative with project noise level (“Future With Project”) would cause a significant cumulative impact if a 3.0 dB increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects. The “Future With Project” causes a 1.0 dBA increase in noise over the “Future Without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the project site’s general vicinity would contribute to cumulative noise impacts. *Table 12, Cumulative Noise Scenario,* lists the traffic noise effects along the affected roadway segment for “Existing,” “Future Without Project,” and “Future With Project,” conditions, including incremental and net cumulative impacts.

**Table 12
Cumulative Noise Scenario**

Roadway Segment	Existing dBA @ 50 Feet from Roadway Centerline ¹	Future Without Project dBA @ 50 Feet from Roadway Centerline ¹	Future With Project dBA @ 50 Feet from Roadway Centerline ¹	Combined Effects Difference In dBA Between Existing and Future With Project ¹	Incremental Effects Difference In dBA Between Future Without Project and Future With Project	Cumulatively Significant Impact?
Gothard Street						
Slater Avenue to Warner Avenue	68.5	68.9	69.1	0.6	0.2	No
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level 1 – The noise level at this segment is measured at 50 feet as the nearby residential uses are approximately 50 feet from the Gothard Street centerline.						
Source: Noise modeling is based on traffic data within the City’s General Plan Circulation Element and the project’s daily trips.						

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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As indicated in *Table 12*, the Incremental Effects and the Combined Effects are not exceeded along this roadway segment. This Gothard Street roadway segment would not exceed both the Incremental Effects and Combined Effects criteria; thus, this roadway segment would not be significantly impacted. Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in less than significant impacts.

Stationary Noise Impacts

The proposed project would involve occasional deliveries from slow-moving trucks. Typically, trucks used to make deliveries can generate a maximum noise level of 75 dBA at a distance of 50 feet. These are levels generated by a truck that is operated by a typically experienced driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved, but would not be considered representative of a nominal truck operation.

The project proposes light industrial uses that would be equipped with roll-up dock-high doors for truck loading/unloading on the eastern portion of Building 1 and the western portion of Building 2. As depicted on the site plan, the roll-up dock-high doors would not be located near any sensitive uses, as the nearest residents are approximately 450 feet from the nearest dock locations, and existing nearby buildings block the line of sight between the dock locations and the residents. Thus, sensitive receptors would not be directly exposed to on-site docking operations created by the proposed project, and impacts resulting from loading activities would be less than significant.

Mechanical Equipment

Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. HVAC units would be included on the roof of the proposed buildings, which would be a minimum distance of approximately 325 feet from the nearest residential uses. Additionally, the HVAC units would be shielded by a parapet, which would further attenuate noise. As the proposed project would not place mechanical equipment associated with proposed on-site uses near adjacent to residential uses, noise from the HVAC units would not be perceptible at the nearest residents. Impacts from mechanical equipment would be less than significant.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 24)

Discussion:

SHORT-TERM CONSTRUCTION

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s).

ISSUES (and Supporting Information Sources):

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

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 inch per second (in/sec) (102 velocity decibels [VdB]) is considered safe and would not result in any construction vibration damage. The vibration produced by construction equipment is illustrated in *Table 13, Typical Vibration Levels for Construction Equipment*.

Groundborne vibration decreases rapidly with distance. As indicated in *Table 13*, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.003 to 0.089 in/sec peak particle velocity (PPV) at 25 feet from the source of activity. It is noted that pile driving is not anticipated for the proposed project. With regard to the proposed project, groundborne vibration would be generated primarily during site clearing and grading activities on-site and by off-site haul-truck travel. The majority of adjacent structures are at least 25 feet from the project site boundaries and would not be exposed to significant vibration from construction activities. However, there are two industrial buildings adjoining the southern and western project site boundaries. Although these industrial buildings are located within 25 feet of the project site, the proposed construction activities would not be capable of exceeding the 0.5 in/sec PPV significance threshold for vibration as construction activities would not be concentrated within 25 feet of the nearby buildings for an extended period of time. Therefore, vibration impacts would be less than significant.

**Table 13
Typical Vibration Levels for Construction Equipment**

Equipment	Approximate peak particle velocity at 25 feet (inches/second) ¹	Approximate peak particle velocity at 50 feet (inches/second) ²	Approximate peak particle velocity at 75 feet (inches/second) ²	Approximate peak particle velocity at 100 feet (inches/second) ²
Large bulldozer	0.089	0.031	0.017	0.011
Loaded trucks	0.076	0.027	0.015	0.010
Small bulldozer	0.003	0.001	0.001	0.000
<i>Threshold</i>	<i>0.5</i>	<i>0.5</i>	<i>0.5</i>	<i>0.5</i>
Is Threshold Exceeded? (Significant Impact)	No	No	No	No

Notes:

1 – Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.

2 – Calculated using the following formula:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*

D = the distance from the equipment to the receiver

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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LONG-TERM OPERATIONAL IMPACTS

The project proposes industrial uses that would not generate ground-borne vibration that could be felt at surrounding uses. The proposed project would not involve railroads or substantial heavy truck operations capable of generating substantial vibration, and therefore would not result in vibration impacts at surrounding uses. No impact would occur in this regard.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 24)

Discussion: Refer to Response X(a).

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 24)

Discussion: Refer to Response X(a).

- 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: 18, 19, 20)

Discussion: There are no airports or private airstrips in the City of Huntington Beach. The nearest heliport in the City of Huntington Beach is the Huntington Beach Police Department Heliport, located approximately 1.2 miles from the project site. The nearest public airport is John Wayne Airport, which is located approximately eight miles southeast of the project site, and the closest military airport is the Los Alamitos Airfield at the Los Alamitos Joint Force Training Base, which is located approximately six miles northwest of the project site. Therefore, no impacts would occur in this regard.

- 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: 18, 19, 20)

Discussion: No private airstrip exists within the site vicinity. Therefore, people residing or working in the on the project site and in the project area would not be exposed to excessive noise levels. Thus, no impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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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, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police Protection? (Sources: 1, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: The proposed project has been reviewed by the Huntington Beach Fire and Police Departments staff. The project site is approximately one mile from Fire Station 1 at 18301 Gothard and 2.3 miles from the Main Police Station. Estimated emergency first response times are within 80 percent/five minute response time objective established in the *General Plan* Growth Management Element. Estimated emergency response times from the Main Police Station are within acceptable service levels. The proposed project can be adequately served by existing Fire and Police protection service levels. Because the site was previously developed, the City is already providing service. The Police Department has noted that the site in its current condition is blighted and subject to on-going vandalism and graffiti, which requires responding to calls about these issues and patrolling of the site.

The addition of approximately 142,300 square feet of industrial uses is expected to slightly increase service demand for the project site, although the Police Department anticipates fewer calls and the need to patrol the site to respond to the vandalism and graffiti issues currently occurring on the site. The proposed project has been reviewed by the Huntington Beach Fire and Police Departments staff, who have indicated the proposed project would not impact their responses times or the need to construct new facilities. In addition, project construction and internal circulation would comply with all relevant fire codes and is subject to review and approval from the Fire Department. Also, the project applicant is required to pay applicable Development Impact Fees related to law enforcement and fire suppression facilities. Therefore, less than significant impacts would occur in this regard.

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

Discussion: There are no residential uses proposed for the project site; however, the proposed project could result in indirect housing needs for employees seeking housing opportunities within Huntington Beach or neighboring communities. Any indirect impacts resulting from employees' children to the citywide school facilities would be offset by payment of fees to the Ocean View School District and Huntington Beach Union High School District as required by State law. The school fee amounts provided for in *Government Code* Sections 65995, 65995.5 and 65995.7 constitute full and complete mitigation for school facilities. Evidence of compliance shall be submitted to the City prior to the issuance of building permits. Therefore, less than significant impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Parks? (Sources: 1, 2, 3)

Discussion: Refer to Responses XV(a) and XV(b).

- e) Other public facilities or governmental services? (Sources: 1, 2, 3)

Discussion: The proposed project has been reviewed by the various City departments, including Public Works, Fire, Police, Planning, and Building for compliance with all applicable City codes, and would require the proposed project to implement all conditions of approval, be in compliance with City Specifications, and pay applicable fees. In addition, the proposed project would receive electrical, natural gas, telecommunications services from the applicable providers subject to their terms and conditions. Therefore, less than significant impacts would occur in this regard.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 30, 31)

Discussion: Utilizing a standard wastewater generation rate of 25 gallons per day (gpd)/1,000 square feet, the proposed project would be anticipated to result in approximately 3,557.5 gpd of wastewater. The City's sewer system has the capacity to handle the wastewater generated by the proposed project, as does the Orange County Sanitation District (Refer to Response XII(e)). Therefore, the proposed project would not exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board. Additionally, the proposed project would adhere to all applicable standards, regulations, and policies of the Santa Ana Regional Water Quality Control Board. Therefore, impacts would be less than significant in this regard.

- 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: 30, 31)

Discussion:

WATER

Given the project site was previously developed with the Randall Lumber facility, there is existing water infrastructure to serve the site. The proposed project would be revising the on-site infrastructure to support the two industrial buildings, however, it is not anticipated that the size of the water lines in Gothard Street would require any upsizing. The City has multiple redundant water supply and storage, ranging from tanks and reservoirs throughout the City, as well as groundwater storage that can be extracted when necessary. The addition of the proposed project would not require increased facilities, manpower, or equipment to provide sufficient level of service to the site or throughout the City. Therefore, less than significant impacts would occur in this regard.

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

Given the project site was previously developed with the Randall Lumber facility, there is existing wastewater infrastructure to serve the site. The proposed project would be revising the on-site infrastructure to support the two industrial buildings, however, it is not anticipated that the size of the wastewater lines in Gothard Street would require any upsizing.

The City of Huntington Beach operates, owns, and maintains a wastewater collection system that connects to the Orange County Sanitation District (OCSD) regional trunk sewer lines. Existing laterals from the project site connect to City sewer lines in Gothard Street that flow southerly to the existing 42-inch OCSD trunk line in Slater Avenue.

OCSD Reclamation Plant #2 is located in the City of Huntington Beach and has a treatment of 168 million gallons per day of primary treated wastewater and 150 million gallons per day of secondary treated wastewater. The current average flow is 103 million gallons per day. The proposed project's estimated generation of 3,557.5 gallons per day of wastewater discharge represents 0.0003 percent of the current average flow. Therefore, less than significant impacts would occur in this regard.

- 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: 22)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project site was previously developed as the Randall Lumber facility and includes on-site structures, parking lots, and other impervious hardscape areas. Under pre-project conditions, 92 percent of the site contains impervious surfaces. With the proposed project, impervious surfaces would be decreased to 85.6 percent of the site.

Stormwater drainage infrastructure currently exists to support the previous on-site uses. This infrastructure is consistent with the City's *Master Plan of Drainage*. The proposed project would be revising the on-site infrastructure to support the two industrial buildings, however, it is not anticipated that the modifications to off-site stormwater infrastructure is needed. Therefore, less than significant impacts would occur in this regard.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 29, 30)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Implementation of the proposed project would result in an increased demand on the existing water supplies. The proposed project is estimated to generate the need for 4,446.8 gallons per day of water assuming water consumption is 125 percent greater than the 25 gallons per day/1000 square feet factor for wastewater.

According to the *2010 Urban Water Management Plan*, there is sufficient water supply to meet the need of the project area, including the proposed project. The Plan assumes 574 Acre-Feet (AF) for industrial uses in the

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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year 2015. The proposed project would utilize approximately 0.002 percent of the 574 AF in 2015. Therefore, implementation of the proposed project would not impact the ability of the City to provide service or have sufficient water supplies to serve new or expanded entitlements. Thus, less than significant impacts would occur in this regard.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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: 30, 31) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Utilizing a standard wastewater generation rate of 25 gallons per day (gpd)/1,000 square feet, the proposed project would be anticipated to result in approximately 3,557.5 gpd of wastewater. The City conveys all of its wastewater to OCS D for treatment and disposal. It is anticipated that existing facilities could serve the proposed project's wastewater generation. Given the amount of wastewater that would be generated, no new entitlements or significant expansion of existing wastewater facilities would be necessary. Therefore, less than significant impacts would occur in this regard.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 1, 17, 30) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project would generate solid waste from construction and demolition debris during the short-term construction period and from long-term project operations. Rainbow Environmental Services is the exclusive hauler of all solid waste for the City of Huntington Beach. Rainbow Environmental Services operates a transfer station located at 17121 Nichols Street in the City of Huntington Beach, and two Materials Recovery Facilities through which all solid waste is processed. Rainbow Environmental Services' Transfer Station has a design capacity of 2,800 tons per day, and current utilization of 2,800 tons per day, and current utilization ranges between 53 and 71 percent. Assuming a worst-case scenario of 71 percent utilization, the daily solid waste contribution from the proposed project to this transfer station would be less than one percent (approximately 0.01 percent) of the its entire design capacity. Utilization of the transfer station would not be noticeably impacted with implementation of the proposed project. Remaining solid waste is then transported to the Frank R. Bowerman Landfill located at 11002 Bee Canyon Access Road in the City of Irvine. The Frank R. Bowerman Landfill is approximately 725 acres with 341 acres permitted for refuse disposal. It is permitted to receive a daily maximum of no more than 8,500 tons per day, and is scheduled to close in approximately 2053.

According to CalRecycle, the solid waste generation rate for industrial uses is 62.5 pounds per 1,000 square feet per day. Thus, the proposed project is estimated to generate approximately 8,894 pounds of solid waste per day, or approximately 4.45 tons per day. The Frank R. Bowerman Landfill would have the capacity to accept the proposed project-generated waste, as the proposed project represents 0.05 of the landfill's daily maximum of 8,500 tons per day. Therefore, less than significant impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant	No Impact
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- g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1, 17, 30)

Discussion: Assembly Bill 939, the Integrated Waste Management Act of 1989, requires each city or county plan to include an implementation schedule that shows diversion of 50 percent of all solid waste from landfill or transformation facilities by January 1, 2000 through source reduction, recycling, and composting activities. The City of Huntington Beach surpassed the mandated benchmarks set by the State and in 2000 had a diversion rate of 67 percent. In 2008, enacted Senate Bill 1016, which modified the system of measuring a jurisdiction's compliance with solid waste disposal requirements previously under Assembly Bill 939. Senate Bill 1016 established a per-capita disposal rate as the instrument of measure. The City of Huntington Beach is subject to a per resident disposal rate target of 10.4 pounds per person per day (PPD). The most recent information from the City of Huntington Beach is that the City's PPD rate dropped from 5.5 in 2007 to 4.6 in 2009, demonstrating compliance with Senate Bill 1016.

The proposed project would not conflict with any of the City's policies, as it would comply with City requirements regarding solid waste disposal and be served by a solid waste franchise hauler. Additionally, as part of the project's green building program, the proposed project would implement an Enhanced Construction Waste Management Program that would exceed recycling 65 percent of its construction waste to achieve CALGreen Tier 2 standards in this area. Therefore, less than significant impacts would occur in this regard.

- h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 22)

Discussion: Refer to Responses IV(d) and IV(e).

XIII. AESTHETICS. Would the project:

- a) Have a substantial adverse effect on a scenic vista? (Sources: 1)

Discussion: The proposed project would not have a substantial adverse impact on a scenic vista due to its distance from the Pacific Ocean, nor would it block views of the distant mountain ranges or other scenic resources. Therefore, no impacts would occur in this regard.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1, 22)

Discussion: The project site is not located adjacent to or near an Officially Designated State/County Scenic Highway or Eligible or Officially Designated Route as designated by the California Department of Transportation's Scenic Highway Program. Therefore, no impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The project site is immediately adjacent to industrial uses to the north, east, and south with a mix of residential, school, and the City’s Corporate Yard across Gothard Street to the west, northwest, and southwest. All of these uses currently view the former Randall Lumber facilities. The project proposes to demolish the existing on-site structures and construct two new industrial buildings.

SHORT-TERM CONSTRUCTION

During the construction phase, views across the project site from surrounding areas would be disrupted. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Construction-related activities would be visible from the surrounding industrial, residential, and school uses, as well as motorists traveling along Gothard Street. However, these construction impacts would be short-term and would cease upon completion. Thus, construction-related impacts to the site’s visual character would be less than significant.

LONG-TERM OPERATIONS

The proposed project would alter the appearance of the site by replacing the existing surface parking lot and on-site structures associated with the former Randall Lumber use with two industrial buildings. Based on the context of its surroundings, the proposed development would be visually compatible with surrounding uses.

Per the *HBZSO* Section 212.06, the maximum building height allowed is 40 feet. Building 1 includes articulation on the west and north elevations to break up the building mass; building heights vary between 34 to 38 feet (refer to *Exhibit 3, Building 1 Elevations*). Building 2 includes articulation on the south and east elevations to break up the building mass; building heights vary between 34 to 38 feet. (refer to *Exhibit 4, Building 2 Elevations*). Thus, the proposed project conforms to the height restrictions stipulated in the *HBZSO*.

The project site is not located along either a Primary Path/Image Corridor or Secondary Path/Image Corridor as identified on Figure UD-3 in the *General Plan Urban Design Element*. However, the proposed project is subject to the *City of Huntington Beach Urban Design Guidelines* (September 5, 2000), most specifically Chapter 7, Industrial/Business Park, Chapter 8, Signs, and Chapter 9, Streetscape Guidelines. The proposed project is in compliance with the *Urban Design Guidelines*. The proposed buildings would be constructed with smooth finish painted concrete tilt-up walls. However, the specific building color palette has not yet been determined. New landscaping would be installed with the proposed project and cover approximately 14.4 percent of the site, exceeding the minimum requirement of 8 percent.

The proposed project would serve to enhance the visual quality of the project site by removing vacated on-site structures and constructing new industrial buildings consistent with surrounding uses, *HBZSO* requirements, and *Urban Design Guidelines*. Thus, less than significant impacts would occur in this regard.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: Light spill is typically defined as unwanted illumination from light fixtures on adjacent properties. Perceived glare is the unwanted and potentially objectionable result from looking directly into a light source of a luminaire.

The project site is located within a developed area of the City that includes lighting sources for the various industrial, residential, and school uses adjacent to or in close proximity to the site. The site was previously developed with the former Randall Lumber facility, which included on-site lighting.

Existing on-site lighting sources would be removed and construction of the proposed project would introduce additional sources of light from the following: building exterior and interior lighting, security lighting, signage, and parking lot lighting. The project site and on-site structures would be lit through the evening and early morning hours.

All on-site lighting would be in compliance with *HBZSO* Design Standards Section 231.18 C – Illumination, which ensures that lighting is energy-efficient and designed so as not to produce glare or spillage on adjacent properties. In addition, 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. Thus, less than significant impacts would occur in this regard.

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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 project site has been previously disturbed, graded, and developed with the former Randall Lumber facility. The project site is not located in the vicinity of any known archeological, historic, or other cultural resource. The project site does not include any historic structures, and no archaeological or paleontological resources have been identified on the site. Therefore, no impacts would occur in this regard.

As there are no known archaeological sites in the immediate vicinity of the project site, it not anticipated that development of the project would disturb human remains. In the event of a discovery or recognition of any human remains, *Public Resources Code* Section 5097.98 must be followed, which requires no further excavation or site disturbance until after the county coroner has been contacted to determine that no investigation of the cause of death is required or if the coroner determines the remains to be Native American, the Native American Heritage Commission shall be notified, and the most likely descendant will make recommendations to the landowner. Therefore, less than significant impacts would occur in this regard.

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, 2, 3)

Discussion: The project proposes to demolish existing on-site structures from the former Randall Lumber facility and construct two industrial buildings. No residential uses or recreational facilities are proposed. The proposed project would not generate new residents, however, new employees would be added to daytime population that could use existing recreational facilities. It is not anticipated that the new employees generated by the proposed project would result in a significant increase in the use of existing neighborhood and regional parks. However, the project applicant would be required to pay park impact fees to offset impacts from employees using existing recreational facilities. There would not be a need to construct or expand recreational facilities. Therefore, less than significant impacts would occur in this regard.

- 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, 2, 3)

Discussion: Refer to Response XV(a).

- c) Affect existing recreational opportunities? (Sources: 1, 2, 3)

Discussion: Refer to Response XV(a).

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

Discussion: The project site is located within an urbanized setting and has been previously heavily disturbed. Designated land uses for the project site and within the project area do not include agricultural uses. Based upon the Farmland Mapping and Monitoring Program for the California Resource Agency, the proposed project would not affect any agricultural resource area. Therefore, no impacts would occur in this regard.

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

Discussion: The project site was previously developed with the former Randall Lumber facility. The proposed project demolish existing on-site buildings and construct two new industrial building would be constructed. The project site does not include any land specifically zoned as agricultural uses or under a Williamson contract. Therefore, no impacts would occur in this regard.

- 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)
-

Discussion: The project site does not serve as farmland. The proposed project would not impact property that was used for agriculture in the past, nor could the subject site be potentially utilized for agricultural purposes in the future based on its current industrial zoning designation and use. Therefore, no impacts would occur in this regard.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 23)
-

Discussion: Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in

ISSUES (and Supporting Information Sources):

Potentially Significant Impact Potentially Significant Impact

other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip generation rates from ITE and project specific land use data to calculate emissions. The project proposes industrial uses on the project site. *Table 14, Estimated Business as Usual Greenhouse Gas Emissions*, presents the estimated CO₂, N₂O, and CH₄ emissions of the proposed project.

**Table 14
Estimated Business As Usual Greenhouse Gas Emissions**

Source	CO ₂	CH ₄		N ₂ O		Total MTCO ₂ eq ³
	MT/yr ¹	MT/yr ¹	MTCO ₂ eq ²	MT/yr ¹	MTCO ₂ eq ²	
Construction (amortized over 30 years)	9.87	0.00	0.01	0.00	0.00	9.88
Area Source	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Source	1,133.65	0.05	0.95	0.00	0.00	1,134.60
Energy	546.78	0.02	0.42	0.01	2.97	550.17
Water Demand	19.73	0.16	3.40	0.00	1.27	24.40
Waste	1,680.53	99.32	2,085.64	0.00	0.00	3,766.17
Total Proposed Project-Related Emissions³	5,485.22 MTCO₂eq					
Notes:						
1. Emissions calculated using California Emissions Estimator Model.						
2. Carbon dioxide equivalent values calculated using the United States Environmental Protection Agency Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/cleanenergy/energy-resources/calculator.html , accessed May 2013.						
3. Totals may be slightly off due to rounding.						

DIRECT PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Construction Emissions

Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.³ As seen in *Table 14*, the proposed project would result in 9.88 MTCO₂eq/yr (amortized over 30 years).

Area Source

Area source emissions were calculated using the CalEEMod model and project-specific land use data. As noted in *Table 14*, the proposed project would not result in area source GHG emissions because the proposed project would not include hearths.

³ The project lifetime is based on the standard 30 year assumption of the South Coast Air Quality Management District (<http://www.aqmd.gov/hb/2008/December/081231a.htm>).

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

The proposed project would directly result in 1,134.60 MTCO₂eq/yr of mobile source-generated GHG emissions; refer to Table 14.

INDIRECT PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Energy Consumption

Energy consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via Southern California Edison (SCE). The proposed project would indirectly result in 550.17 MTCO₂eq/yr due to energy consumption; refer to Table 14.

Water Demand

The proposed project operations would result in a demand of approximately 5.2 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 24.40 MTCO₂eq/yr; refer to Table 14.

Solid Waste

Solid waste associated with operations of the proposed project would result in 3,766.17 MTCO₂eq/yr; refer to Table 14.

TOTAL PROJECT-RELATED SOURCES OF GREENHOUSE GASES

As shown in Table 14, the total amount of project-related BAU GHG emissions from direct and indirect sources combined would total 5,485.22 MTCO₂eq/yr.

CONSISTENCY WITH THE CALIFORNIA ATTORNEY GENERAL’S MITIGATION MEASURES

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General’s recommended measures to reduce GHG emissions. A list of the Attorney General’s recommended measures and the proposed project’s compliance with each applicable measure are listed in Table 15, Proposed Project Consistency with the Attorney General’s Recommendations. The proposed project would incorporate sustainable practices which include transportation, water, energy, solid waste, and land use efficiency measures.

ISSUES (and Supporting Information Sources):

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

**Table 15
Proposed Project Consistency With the Attorney General’s Recommendations**

Project Design Feature	Project Applicability
Energy Efficiency	
Install energy efficient lighting (e.g., light emitting diodes [LEDs]), heating and cooling systems, appliances (e.g., faucets, dishwasher, clothes washer, fan, refrigerator), equipment, and control systems.	Compliant. The proposed project’s mechanical and plumbing fixtures would meet 2010 California Green Building Standards (CalGreen) requirements.
Incorporate green building practices and design elements.	
Meet recognized green building and energy efficiency benchmarks.	
Reduce unnecessary outdoor lighting.	Compliant. The proposed buildings would only include lighting necessary to ensure safety, and would not be excessive.
Install light colored “cool” roofs and cool pavements.	Compliant. The project proposes to install cool roof materials.
Water Conservation and Efficiency	
Incorporate water-reducing features into building and landscape design.	Compliant. The project proposes to incorporate water-efficient landscapes into the project design such as water-efficient irrigation systems and devices (e.g., moisture-based irrigation controllers). Any landscaping on the project site would be compliant with the standards of <i>Municipal Code</i> Section 14.52, <i>Water Efficiency Landscape Requirements</i> . The project would also maintain the existing hydrology, and would incorporate a below grade detention/filtration system on-site.
Create water-efficient landscapes (e.g., turf reduction area, gal/yr maximum applied water allowance, gal/yr estimated total water use).	
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.	
Implement low-impact development practices that maintain the existing hydrology of the site to manage storm water and protect the environment.	
Design buildings to be water-efficient. Install water-efficient fixtures (e.g., faucets, toilet, shower) and appliances.	Compliant. The project proposes to install water-efficient faucets and toilets, per the requirements of CalGreen.
Solid Waste Measures	
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	Compliant. The project would reuse and recycle construction waste during project construction activities per CalGreen.
Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.	Compliant. The project would implement recycling programs as supported by the waste provider.
Land Use Measures	
Ensure consistency with “smart growth” principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.	Compliant. The proposed project is considered to be an infill project, as it would facilitate development on an underutilized site in the City.
Increase density.	Compliant. The proposed project would redevelop a currently vacant and previously developed site.
Ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation.	Compliant. The proposed sidewalks and paths within the project site would connect the project site to the surrounding circulation network and the bus stop along Slater Avenue. Additionally, the project proposes to include ten bicycle parking spaces/racks per the <i>Municipal Code</i> requirements. It is also noted that bicycle lanes exist along Gothard Street.
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.	
Promote “least polluting” ways to connect people and goods to their destinations.	

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	
Connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.	Compliant. The project site is within 0.5-mile of Huntington Central Park. On-street bicycle lanes and the existing sidewalks along Gothard Avenue provide access to Huntington Central Park.
Provide public transit incentives such as free or low-cost monthly transit passes to employees, or free ride areas to residents and customers.	Compliant. Future tenants that generate 100 or more employees would be required to implement a transportation demand management program pursuant to <i>HBZSO</i> Section 230.36.
Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.	
Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.	
Create a ride sharing program. Promote existing ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.	
Create or accommodate car sharing programs, e.g., provide parking spaces for car share vehicles at convenient locations accessible by public transportation.	
Provide a vanpool for employees.	
Source: State of California Department of Justice, Attorney General's Office, <i>Addressing Climate Change at the Project Level</i> , updated January 6, 2010.	

PROJECT DESIGN FEATURES

Although the proposed project's GHG emissions are below the 10,000 MTCO₂eq/yr GHG threshold, the proposed project includes project design features that would further reduce project-related GHG emissions. These reduction measures were applied to the project-related GHG emissions using the CalEEMod model. *Table 16, Reduced Greenhouse Gas Emissions*, shows the reduced GHG emissions associated with the project design features regarding energy, water efficiency, transportation and land use (mobile source), and solid waste measures that can be accounted for in CalEEMod. The proposed project would comply with *CalGreen* standards. Additionally, the proposed project would install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and fixtures into the buildings. Due to the project site's infill location, existing public transportation options (bus service) are in proximity to the project site. The project site is served by Orange County Transportation Authority (OCTA) Route 76 which stops approximately 0.24-mile from the project site at the corner of Slater Avenue and Metzler Lane. Also, the proposed project's uses and location within a developed area would reduce vehicle trips. The project design features would result in further reduced GHG emissions.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact Potentially Significant Impact Potentially Significant Impact Potentially Significant Impact

**Table 16
Reduced Greenhouse Gas Emissions**

GHG Source	Proposed Project Business As Usual GHG Emissions (MTCO ₂ eq/yr) ¹	Project Design Feature Applied in CalEEMod	Reduced GHG Emissions (MTCO ₂ eq/yr) ¹
Mobile	1,134.60	Increase Density	1,023.52
		Improve Walkability Design	
		Increase Transit Accessibility	
Energy	550.17	N/A	550.17
Water	24.40	Install Low Flow Bathroom Faucets	21.39
		Install Low Flow Toilets	
		Use Water Efficient Irrigation System	
Waste	3,766.17	N/A	3,766.17
Construction	9.88	N/A	9.88
<i>Total GHG Emissions</i>	5,485.22	--	5,371.13
GHG Significance Threshold			10,000 MTCO₂eq/yr
Significant Impact?			No
Notes:			
1. Emissions calculated using CalEEMod computer model.			

IMPACT CONCLUSION

As shown in *Table 16*, operational-related BAU emissions would be 5,485.22 MTCO₂eq/yr, which is below the 10,000 MTCO₂eq/yr GHG significance threshold. With implementation of the project design features, GHG emissions would be reduced to 5,371.13 MTCO₂eq/yr. Therefore, the proposed project would not exceed the 10,000 MTCO₂eq/yr GHG significance threshold, and impacts would be less than significant in this regard.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 23)

Discussion: The City does not currently have an adopted plan for the purpose of reducing GHG emissions such as a climate action plan. However, as previously discussed, the City has prepared an *EAP* and a *Sustainability Report*, both of which address the City’s efforts in reducing energy consumption and becoming more sustainable. The *EAP* has set a community-wide GHG reduction goal of 20 percent by 2020, and recommends several energy efficiency measures and programs in order for the City to achieve its goal. Additionally, the *Sustainability Report* identifies several transportation, waste, energy, and water efficiency measures that would help reduce GHG emissions in the City. As noted above, the proposed project would be required to comply with the CalGreen energy and water efficiency requirements and would not result in a substantial GHG impact. Therefore, the proposed project would not conflict with the City’s *EAP* or *Sustainability Report*, or an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, impacts are less than significant in this regard.

ISSUES (and Supporting Information Sources):

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion: Based on the analysis contained in this Environmental Assessment, the proposed project would not have an impact on biological resources, or historic, archaeological, or paleontological resources. Therefore, the proposed project would not potentially 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.

- 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: 1-29)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: Based on the analysis contained in this Environmental Assessment, the proposed project would not have cumulatively considerable impacts. All potential impacts were found to be less than significant with adherence to the City’s standard code requirements thereby reducing the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1-29)
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed project includes various design features and commitments that together with compliance with standard City, State, or Federal codes and regulations and mitigation measures would reduce potentially adverse impacts on human beings to less than significant levels. As detailed in the responses for each of the preceding environmental topics, potential environmental impacts are less than significant levels.

XIX. EARLIER ANALYSIS/SOURCE LIST.

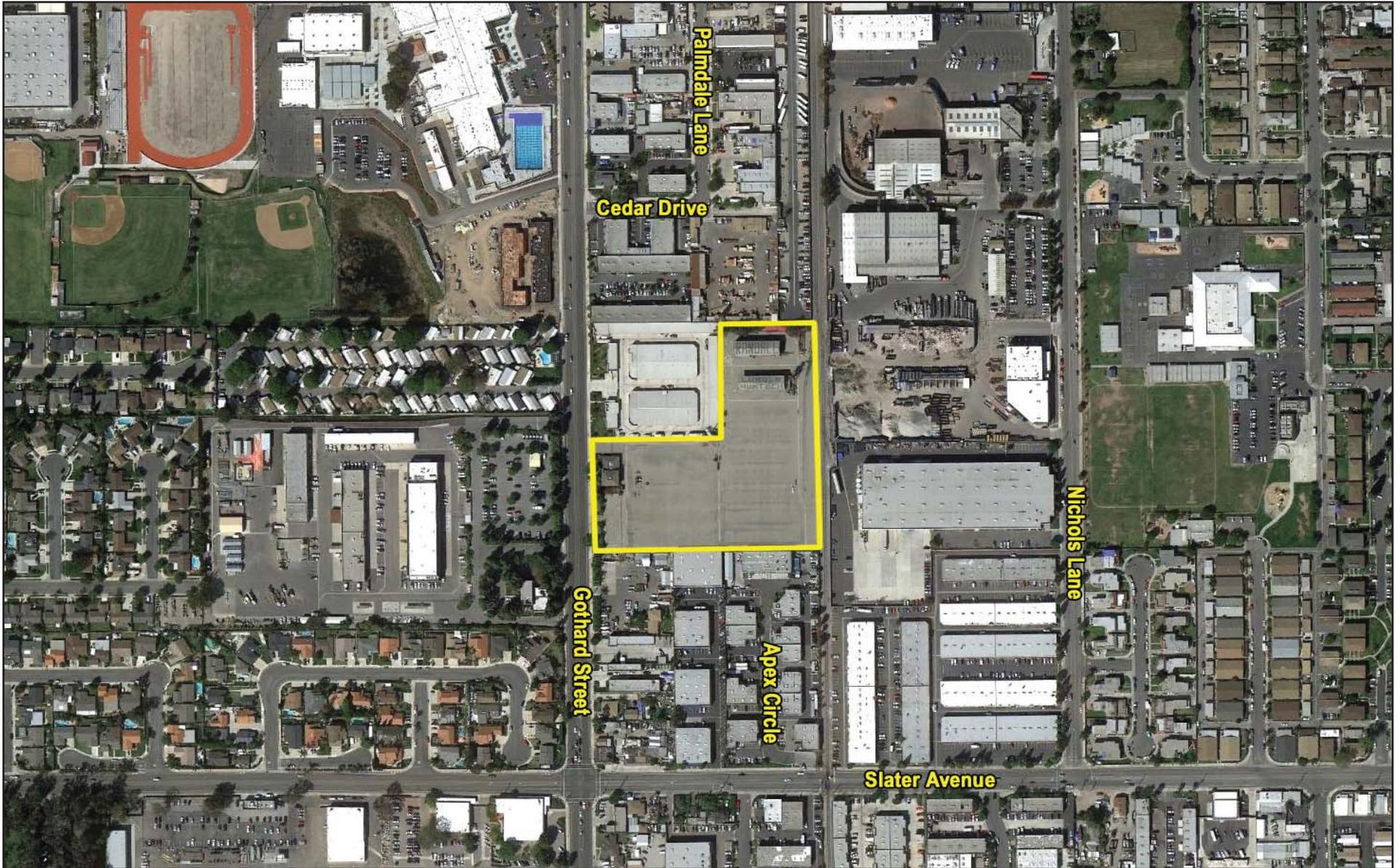
Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). Earlier documents prepared and utilized in this analysis, as well as sources of information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

Earlier Documents Prepared and Utilized in this Analysis:

Reference #	Document Title	Available for Review at:
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
4	Site Vicinity	See Attachment #1
5	Site Plan	See Attachment #2
6	Building 1 Elevations	See Attachment #3
7	Building 2 Elevations	See Attachment #4
8	WQMP Site Plan	See Attachment #5
9	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
10	FEMA Map Service Center, FEMA Issued Flood Maps, Map Item ID 06059C0253J, Accessed May 22, 2013	https://msc.fema.gov/webapp/wcs/stores/servlet/MapSearchResult?storeId=10001&catalogId=10001&langId=-1&userType=G&panelIDs=06059C0253J&Type=ppb&nonprinted=&unmapped=
11	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
12	City of Huntington Beach CEQA Procedure Handbook	“
13	Trip Generation Handbook, 9 th Edition, Institute of Traffic Engineers	“
14	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	“

Reference #	Document Title	Available for Review at:
15	State Seismic Hazard Zones Map	“
16	California Department of Conservation and California Geologic Survey	http://www.conservation.ca.org/cgs/rghm/ap/Pages/Indes.aspx
17	CalRecycle Website, Accessed May 24, 2013	http://www.calrecycle.ca.gov/wastechar/wastegenrates/Industrial.htm
18	Orange County Airport Land Use Commission, Airport Environs Land Use Plan for Heliports, Amended June 19, 2008.	http://www.ocair.com/commissions/aluc
19	Orange County Airport Land Use Commission, Airport Environs Plan for John Wayne Airport, Amended April 17, 2008.	http://www.ocair.com/commissions/aluc
20	Orange County Airport Land Use Commission, Airport Environs Plan for Joint Forces Training Base Los Alamitos, October 17, 2002, Amended April 17, 2008.	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
21	Conceptual Water Quality Management Plan, Adams-Streeter Civil Engineers, February 2013.	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
22	Phase I/II Environmental Site Assessment, Roux Associates, Inc., February 26, 2013.	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
23	Air Quality/Greenhouse Gas Assessment for the 17332 Gothard Street Industrial Buildings Project, Huntington Beach, California, RBF Consulting, May 20, 2013	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
24	Acoustical Assessment for the 17332 Gothard Street Industrial Buildings Project, Huntington Beach, California, RBF Consulting, May 20, 2013	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
25	Proposed 17332 Gothard Street Project Trip Generation & Site Access Evaluation Memorandum, RBF Consulting, May 22, 2013	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
26	Central & Coast Subregion Natural Community Conservation Plan/Habitat Conservation Plan, Parts I & II: NCCP/HCP, July 17, 1996, pg I-15	Not Applicable
27	Southern California Association of Governments 2012-2035 Regional Transportation	http://rtpscs.scag.ca.gov/Pages/default.aspx

Reference #	Document Title	Available for Review at:
	Plan/Sustainable Communities Strategy (RTP/SCS), Growth Forecast Appendix, Adopted April 2012, Accessed May 28, 2013.	
28	Orange County Transportation Authority, 2011 Congestion Management Program (CMP)	http://www.octa.net.cmp.aspx
29	2010 Urban Water Management Plan	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
30	Draft Mitigated Negative Declaration No .2008-012, Tri Pointe Homes Wardlow Residential Subdivision	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach and at http://www.surfcity-hb.org/Government/Departments/planning/Environmentalreports.cfm
31	County Sanitation Districts of Los Angeles County, Table 1 – Loadings for Each Class of Land Use. Accessed May 28, 2013	http://www.lacsd.org/wastewater/willserveprogram.asp
32	Drainage Report for Shea Center Huntington Beach, Adams-Streeter Civil Engineers, September 18, 2013	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach
33	Tentative Parcel Map	See Attachment #6
34	Circulation Element Update Environmental Impact Report, Hogle-Ireland Associates, November 2012	City of Huntington Beach Planning and Building Dept., 2000 Main St., Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/Environmentalreports.cfm



Source: Google Earth, February 2013.
- Project Boundary

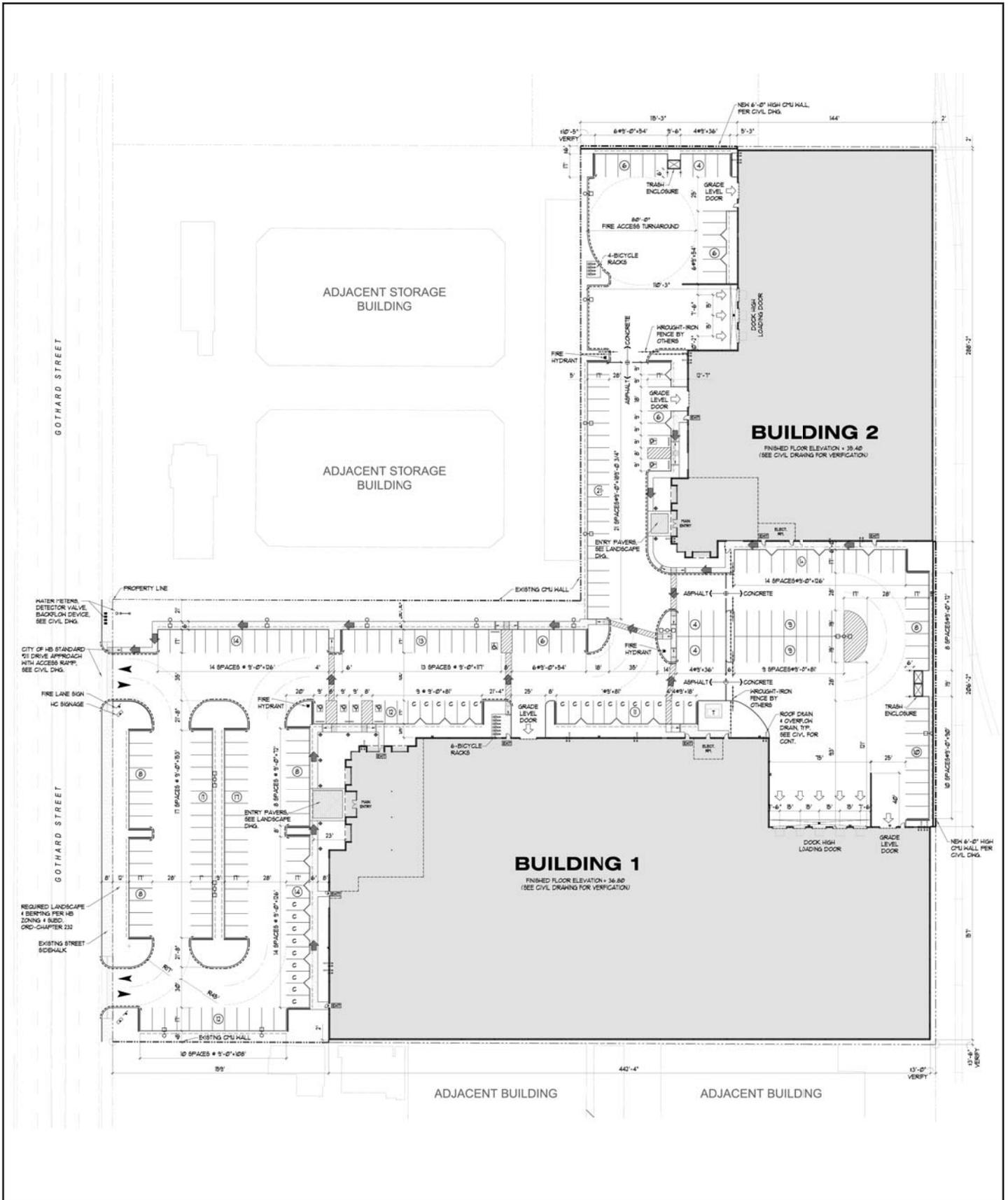
NOT TO SCALE



05/13 • JN 135271

ENVIRONMENTAL ASSESSMENT
17332 GOTHARD STREET INDUSTRIAL BUILDINGS
Site Vicinity

Exhibit 1



Source: Design Worx Architecture & Land Planning, September 19, 2013.

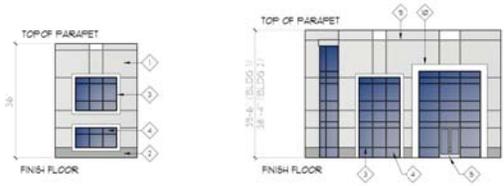
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09/13 • JN 135271

ENVIRONMENTAL ASSESSMENT
17332 GOTHARD STREET INDUSTRIAL BUILDINGS
Site Plan

Exhibit 2

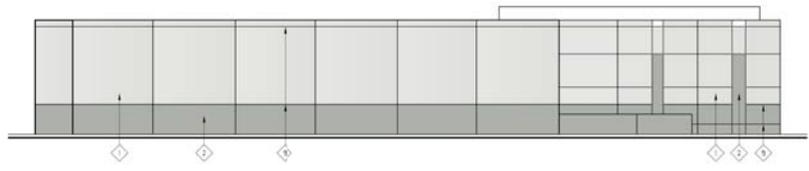


- ◇ SMOOTH FINISH PAINTED CONCRETE TILT-UP WALLS (FIELD COLOR, TBD)
- ◇ SMOOTH FINISH PAINTED CONCRETE TILT-UP WALLS (ACCENT COLOR, TBD)
- ◇ PRE-FINISHED ALUMINUM STOREFRONT (CLEAR ALUMINUM)
- ◇ VIRACON® ONE (1") THICK SOLAR SCREEN RADIANT LOW-E (VRE) INSULATING GLASS
- ◇ NARROW STILE STOREFRONT DOOR
- ◇ HOLLOW METAL MANDOOK
- ◇ ROLL-UP GRADE LEVEL DOOR
- ◇ DOCK HIGH LOADING ROLL-UP DOOR WITH DOCK LEVELER
- ◇ CHAMFER LINES, TYPICAL
- ◇ REVEAL LINES, TYPICAL

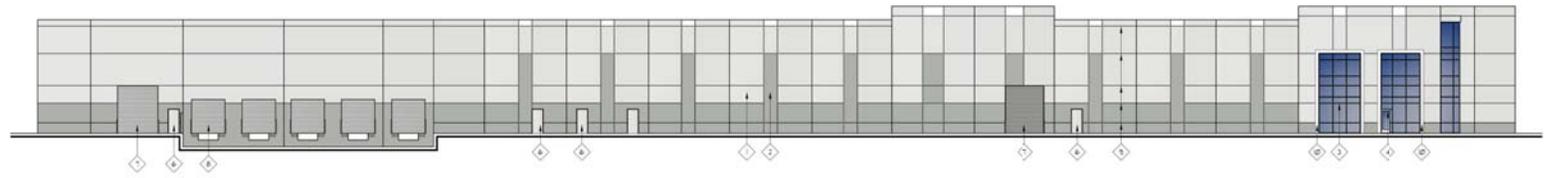
TYPICAL ELEVATION HEIGHTS & LEGEND SCALE 1/16"=1'-0" **5**



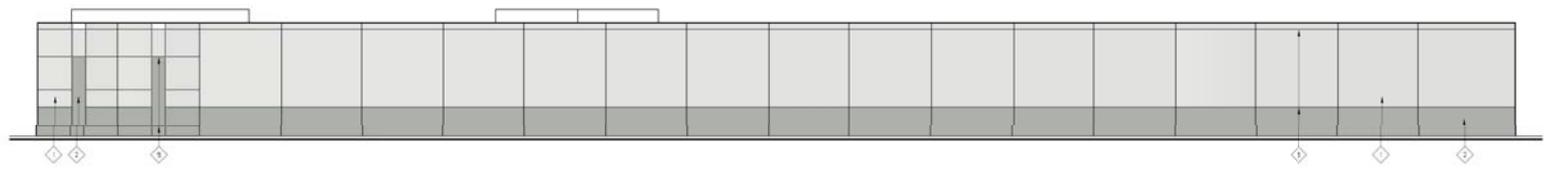
WEST SCALE 1/16"=1'-0" **4**



EAST SCALE 1/16"=1'-0" **3**

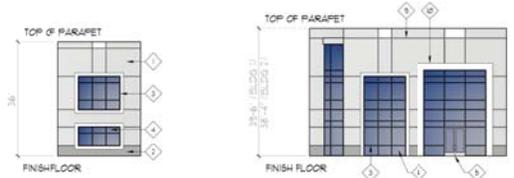


NORTH SCALE 1/16"=1'-0" **2**



SOUTH SCALE 1/16"=1'-0" **1**

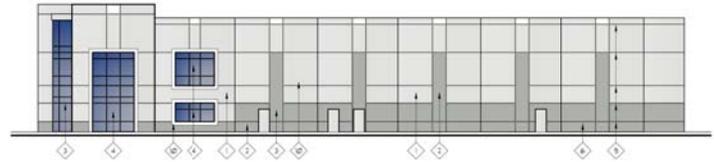
Source: Design Worx Architecture & Land Planning, September 19, 2013.



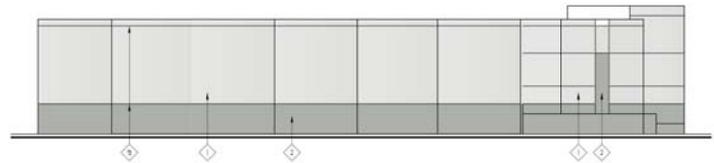
- ① SMOOTH FINISH PAINTED CONCRETE TILI-UP WALLS (FIELD COLOR, TBD)
- ② SMOOTH FINISH PAINTED CONCRETE TILI-UP WALLS (ACCENT COLOR, TBD)
- ③ PRE-FINISHED ALUMINUM STOREFRONT, (CLEAR ALUMINUM)
- ④ "MIRACON" ONE (1") THICK SOLAR SCREEN RADIANT LOW-E (VRE) INSULATING GLASS
- ⑤ NARROW STILE STOREFRONT DOOR
- ⑥ HOLLOW METAL MANDOOR
- ⑦ ROLL-UP GRADE LEVEL DOOR
- ⑧ DOCK HIGH-LOADING ROLL-UP DOOR WITH DOCK LEVELER
- ⑨ CHAMFER LINES, TYPICAL
- ⑩ REVEAL LINES, TYPICAL

TYPICAL ELEVATION HEIGHTS & LEGEND

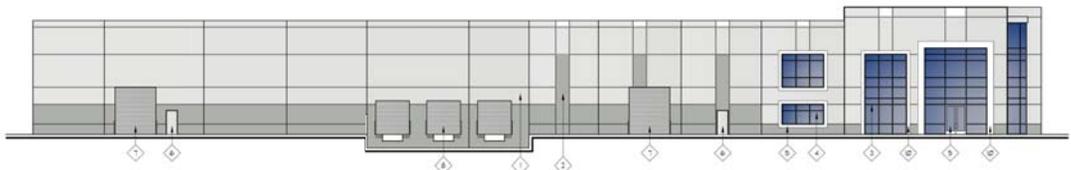
SCALE
1/16"=1'-0" **5**



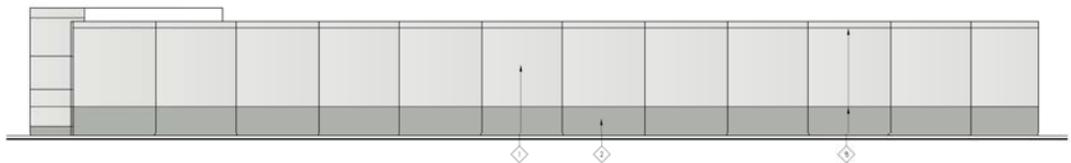
SOUTH SCALE
1/16"=1'-0" **4**



NORTH SCALE
1/16"=1'-0" **3**



EAST SCALE
1/16"=1'-0" **2**



WEST SCALE
1/16"=1'-0" **1**

Source: Design Worx Architecture & Land Planning, September 19, 2013.



Source: Adams • Streater CML Engineers, Inc, February 26, 2013.

NOT TO SCALE



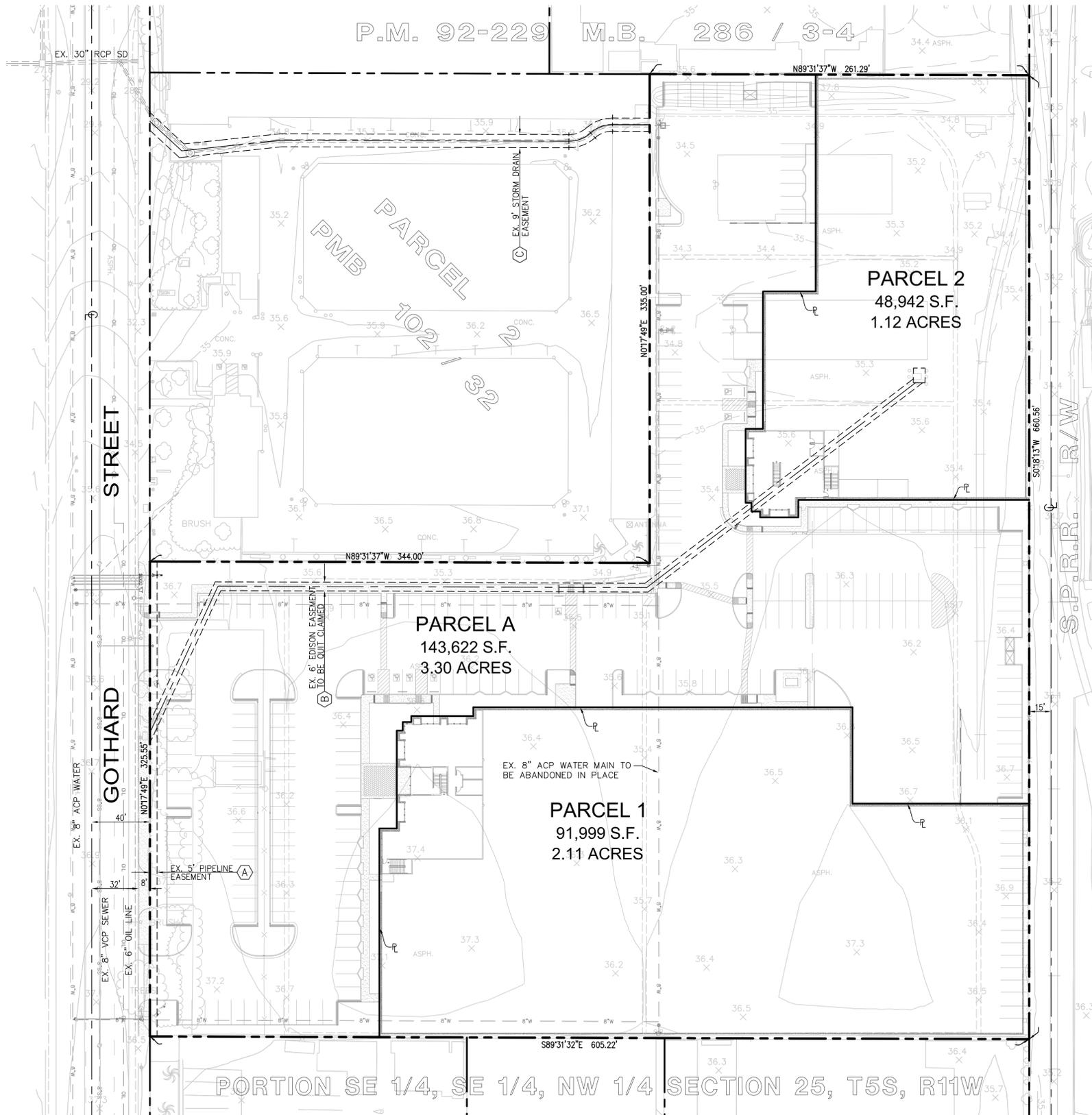
05/13 • JN 135271

ENVIRONMENTAL ASSESSMENT
17332 GOTHARD STREET INDUSTRIAL BUILDINGS
WQMP Site Plan

Exhibit 5

TENTATIVE PARCEL MAP 2012-146

FOR PLANNED UNIT DEVELOPMENT PURPOSES
IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE
STATE OF CALIFORNIA



EXISTING EASEMENTS	
PER TITLE INSURANCE COMMITMENT PREPARED BY FIDELITY NATIONAL TITLE COMPANY, NO. 997-23019044-TC1, DATED 11-30-2012.	
SYMBOL ON PLAN	DESCRIPTION
(A)	AN EASEMENT FOR UNDERGROUND PIPELINE AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 12318, PAGE 944 OF OFFICIAL RECORDS.
(B)	AN EASEMENT FOR PUBLIC UTILITY AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 12747, PAGE 1278 OF OFFICIAL RECORDS.
(C)	AN EASEMENT FOR DRAINAGE PURPOSES AS RECORDED ON OCTOBER 5, 1999 AS INSTRUMENT NO. 19990709194 OF OFFICIAL RECORDS.

AREA	
NET AREA:	284,563 SF = 6.53 AC
GROSS AREA:	284,563 SF = 6.53 AC

PARCEL SUMMARY		
PARCEL	PARCEL AREA	DESCRIPTION
1	91,999 S.F. = 2.11 AC	(1) - INDUSTRIAL BUILDING
2	48,942 S.F. = 1.12 AC	(1) - INDUSTRIAL BUILDING
A	143,622 S.F. = 3.30 AC	COMMON AREA

LOT COVERAGES

BUILDINGS:	136,936 SQ. FT.	48.1%
PAVING:	106,698 SQ. FT.	37.5%
LANDSCAPING:	40,985 SQ. FT.	14.4%
TOTAL:	284,619 SQ. FT.	100%

GENERAL NOTES

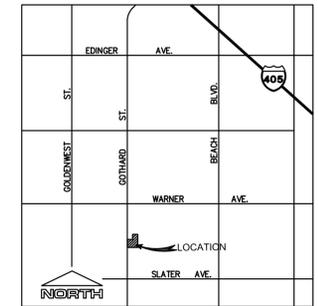
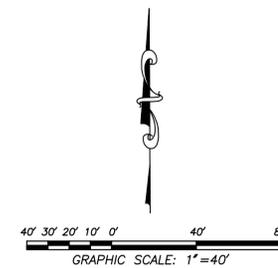
- EXISTING ZONING: IG, INDUSTRIAL GENERAL
- PROPOSED ZONING: IG, INDUSTRIAL GENERAL
- PROPOSED LAND USE: INDUSTRIAL
- AREA IS NOT SUBJECT TO OVERFLOW OR FLOOD HAZARD; ZONE "X", FIRM MAP 06059C0253J, DECEMBER 3, 2009
- ALL ON-SITE UTILITIES ARE UNDERGROUND AND PRIVATE
- A RECIPROCAL EASEMENT FOR ACCESS AND MAINTENANCE TO BE PLACED OVER ALL DRIVE ISLES, PARKING, AND HARDSCAPE.

LEGEND

	CENTER LINE
	EXISTING P/L
	PROPOSED P/L
	EXISTING EASEMENT

ABBREVIATION

C	CENTERLINE
EX.	EXISTING
P/L	PROPERTY LINE
PM	PARCEL MAP
PMB	PARCEL MAP BOOK
SD	STORM DRAIN
SF	SQUARE FOOT
SS	SANITARY SEWER
W	WATER



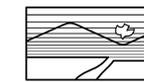
VICINITY MAP
NTS

OWNER/SUBDIVIDER

SHEA PROPERTIES

130 VANTIS, SUITE 200
ALISO VIEJO, CA 92656
CONTACT: ELIZABETH COBB, VP OF DEVELOPMENT
PHONE: 949.389.7286

PLANS PREPARED BY:



ADAMS • STREETER
CIVIL ENGINEERS, INC.
15 Corporate Park, Irvine, CA 92608
Ph: 949-474-2330 Fax: 949-474-0251

LEGAL DESCRIPTION

THAT PORTION OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 26, IN TOWNSHIP 5 SOUTH, RANGE 11 WEST, IN THE RANCHO LA BOLSA CHICA, CITY OF HUNTINGTON BEACH AS PER BOOK 51, PAGE 7 MISCELLANEOUS MAPS RECORDS OF ORANGE COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1, AS SHOWN ON A MAP FILED IN BOOK 102, PAGE 32 OF PARCEL MAP IN THE OFFICE OF THE RECORDER OF ORANGE COUNTY.

ASSESSOR PARCEL NUMBER

APN: 111-010-70

BENCHMARK

O.C.S. BENCHMARK HB-154-69 (ORANGE COUNTY NAVD88 DATUM)
2005 ELEVATION - 33.874 FEET NAVD88

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING BETWEEN O.C.S. HORIZONTAL CONTROL STATION GPS NO. 564 AND STATION GPS NO. 5083, BEING NORTH 89°24'34" WEST PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

PROJECT ADDRESS

17332 GOTHARD STREET, HUNTINGTON BEACH, CA

REVISIONS:

REVISION	DESCRIPTION	DATE

THIS MAP WAS PREPARED UNDER THE SUPERVISION OF:

Jarrold M. Egley
JARROLD M. EGLEY
RCE 71891 EXP. 12/31/13

PLAN DATE:

OCTOBER 29, 2013

J.N. 13-1934

CITY OF HUNTINGTON BEACH

SHEET

TENTATIVE PARCEL
MAP NO. 2012-146

1
OF
1