SENIOR CENTER
EIR NO. 07-002/ CUP NO. 07-039
REVISED ATTACHMENTS

Changes to Documents as a Result of New Trip Generation Analyses and Deletion of MM 4.12-2

ATTACHMENT NO. 1

Resolution No. 1618

ATTACHMENT NO. 2

Mitigation Monitoring Program (with MM 4.12-2 deleted)

ATTACHMENT NO. 3

CEQA Findings (with MM 4.12-2 deleted)

ATTACHMENT NO. 4

Final EIR (revised to include additional trip generation analyses)

Section 9.2 Traffic Analysis (pages reflected in latest revised FEIR)

Pages 9-2 and 9-3

Chapter 10: Text Changes (pages reflected in latest revised FEIR—page numbers in Draft EIR also shown)

Pages 10-11 through 10-15
Pages 10-18 though 10-22 (2 revised figures)

Chapter 11: Responses to Comments (pages reflected in latest revised FEIR)

Page 11-42 (BRIN-7)
Page 11-44 (BRIN-14)
Page 11-45 (BRIN-15)
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x 10

Traffic Data

RESOLUTION NO. 1618(R)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON BEACH, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH#2007041027) FOR THE HUNTINGTON BEACH SENIOR CENTER PROJECT

WHEREAS, Environmental Impact Report No. 07-002, State Clearinghouse #2007041027, ("EIR") was prepared by the City of Huntington Beach ("City") to address the environmental implications of the proposed Huntington Beach Senior Center Project (the "Project").

- On April 2, 2007, a Notice of Preparation/Initial Study for the Project was prepared and distributed to the State Clearinghouse, other responsible agencies, trustee agencies and interested parties.

- After obtaining comments received in response to the Notice of Preparation, and comments received at the public scoping meeting held on April 19, 2007, the City completed preparation of the Draft EIR and filed a Notice of Completion with the State Clearinghouse on September 13, 2007.

- The Draft EIR was circulated for public review and comment from September 17, 2007 to October 31, 2007 and was available for review at several locations including City Hall, the Huntington Beach Public Library, and the City's website; and

WHEREAS, public comments have been received on the Draft EIR, and responses to those comments have been prepared and provided to the Planning Commission as a section within a separately bound document entitled "Final Environmental Impact Report Huntington Beach Senior Center" (the "Responses to Comments"), dated December 2007; and

WHEREAS, Public Resources Code 21092.5(a) requires that the City of Huntington Beach provide a written proposed response to any public agency that commented on the Environmental Impact Report, and the Response to Comments included in the Final Environmental Impact Report satisfies this provision; and

WHEREAS, the Planning Commission held a public meeting on the EIR on December 11, 2007, and received and considered public testimony.

NOW, THEREFORE, the Planning Commission of the City of Huntington Beach, California, **DOES HEREBY RESOLVE,** as follows:

SECTION 1. Consistent with CEQA Guidelines Section 15132, the Final EIR for the Project is comprised of the Draft EIR and Appendices, the comments received on the Draft EIR, the Responses to Comments (including a list of persons, organizations, and

Attachment No. 1

public agencies commenting on the Draft EIR), the Text Changes to the Draft EIR (bound together with the Responses to Comments) and all Planning Department Staff Reports to the Planning Commission, including all minutes, transcripts, attachments and references. All of the above information has been and will be on file with the City of Huntington Beach Department of Planning, 2000 Main Street, Huntington Beach, California 92648.

SECTION 2. The Planning Commission finds and certifies that the Final EIR is complete and adequate in that it has identified all significant environmental effects of the Project and that there are no known potential environmental impacts not addressed in the Final EIR.

SECTION 3. The Planning Commission finds that although the Final EIR identifies certain significant environmental effects that will result if the Project is approved, all significant effects which can feasibly be mitigated or avoided have been mitigated or avoided by the incorporation of Project design features, standard conditions and requirements, and by the imposition of mitigation measures on the approved Project.

SECTION 4. The Planning Commission finds that the Final EIR has described reasonable alternatives to the Project that could feasibly obtain the basic objectives of the Project (including the "No Project" Alternative), even when these alternatives might impede the attainment of Project objectives and might be more costly. Further, the Planning Commission finds that a good faith effort was made to incorporate alternatives in the preparation of the Draft EIR and that a reasonable range of alternatives was considered in the review process of the Final EIR and ultimate decisions on the Project.

SECTION 5. The Planning Commission finds that no "substantial evidence" (as that term is defined pursuant to CEQA Guidelines Section 15384) has been presented which would call into question the facts and conclusions in the EIR.

SECTION 6. The Planning Commission finds that no "significant new information" (as that term is defined pursuant to CEQA Guidelines Section 15088.5) has been added to the EIR after circulation of the Draft EIR. The Planning Commission finds that the minor refinements that have been made in the Project as a result of clarifications in the mitigation measures and additional air quality modeling and traffic analyses (relating to trip generation rates) do not amount to significant new information concerning the Project, nor has any significant new information concerning the Project become known to the Planning Commission through the public hearings held on the Project, or through the comments on the Draft EIR and Responses to Comments.

SECTION 7. The Planning Commission finds that the Mitigation Monitoring Program establishes a mechanism and procedures for implementing and verifying the mitigations pursuant to Public Resources Code 21081.6 and hereby adopts the Mitigation Monitoring Program. The mitigation measures shall be incorporated into the Project prior to or concurrent with Project implementation as defined in each mitigation measure.

SECTION 8. The Planning Commission finds that the Final EIR reflects the independent review and judgment of the City of Huntington Beach Planning Commission, that the Final EIR was presented to the Planning Commission, and that the Planning Commission reviewed and considered the information contained in the Final EIR prior to approving Conditional Use Permit No. 07-039.

SECTION 9. The Planning Commission finds that the Final EIR serves as adequate and appropriate environmental documentation for the Project. The Planning Commission certifies that the Final EIR prepared for the Project is complete, and that it has been prepared in compliance with the requirements of the California Environmental Quality Act and CEQA Guidelines.

PASSED, APPROVED, and **ADOPTED,** this 11th day of December 2007 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

Scott Hess, Secretary	Chairperson, Planning Commission

Mitigation Monitoring Program

Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
Recreation						
MM 4.11-1 (This MM is Measure Recreation-1 from the Central Park Master Plan EIR) At least thirty days prior to construction, the City of Huntington Beach shall post signs in the vicinity of the project site indicating the proposed construction schedule of the senior center facility (including location and hours of operation) and shall complete the permanent relocation of the disc golf course hole located at the southern boundary of the site back to the official disc golf course.	Final building plans and project grading plans	Ensure construction schedule signs are posted and disc golf course hole is relocated	At least 30 days prior to construction	Planning	_____	____
Transportation/Traffic						
~~**MM 4.12-2** The project shall provide an additional northbound through lane at the intersection of Goldenwest Street and Slater Avenue. This can be provided by restriping the existing northbound right turn lane, without any physical roadway widening. In addition, approximately 300 feet of existing on-street parking from Ford Drive to Betty Drive will need to be removed in order to allow three through lanes northbound.~~	~~Street Improvement Plans & Traffic Control Plan~~	~~Review and approval of Street Improvement Plans & Traffic Control Plan~~	~~Prior to Certificate of Occupancy~~	~~City Transportation Division~~	~~_____~~	~~*~~ Deleted *
MM 4.12-4 The intersection of Goldenwest Street at Talbert Avenue shall be modified to include the project driveway as the west leg, with appropriate corresponding signal modifications and intersection lane improvements. The City Transportation Manager shall determine the ultimate signal modifications that are most appropriate for the project site. Design recommendations include, but are not limited to, the following: ■ Split phase operations for east-west movements ■ Adequate pedestrian green to accommodate a slower walk speed (e.g., 2.8 feet per second) ■ Address design site distance ■ Increased letter sizes on roadway signs ■ Increased signal clearance intervals	Street Improvement Plans & Traffic Control Plan	Review and approval of Street Improvement Plans & Traffic Control Plan	Prior to Certificate of Occupancy	City Transportation Manager	_____	____

Attachment No. 2

	landscape chemical applications and minimize the potential for chemicals in runoff water.	implementation of Mitigation Measures 4.7-1, 4.7-2, and 4.7-5.
Impact 4.7-6. Implementation of the proposed project may otherwise substantially degrade groundwater quality by allowing infiltration of polluted stormwater.	Infiltration structures that are not correctly designed and sited could result in contaminated stormwater leaching into groundwater systems and destabilization of fill material. Mitigation measure MM 4.7-2 would prevent implementation of stormwater quality BMPs that could contribute to degradation of groundwater resources.	Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.7-6 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of Mitigation Measure 4.7-2.
Noise		
Impact 4.9-1: Construction activities associated with the proposed project would not exceed the standards established in the Huntington Beach Municipal Code.	The residences closest to the project site are located immediately west of the site, along Lakeview Drive, approximately 800 feet from the site boundary. At this distance, typical daily construction activities (excavation and grading) could reach 62 dBA. Additionally, patrons utilizing the passive use park adjacent to the proposed project site could experience noise levels of up to 86 dBA during construction activities. Implementation of mitigation measures MM 4.9-1(a) and MM 4.9-1(b) as well as CR 4.8-1(a) and CR 4.9 1(b) would help minimize noise generated by construction activities associated with the proposed project to the surrounding sensitive receptors.	Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.9-1 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of CR 4.9-1 (a) and (b) and Mitigation Measure 4.9-1 (a) and (b).
Transportation/Traffic		
Impact 4.12-2. Under Year 2012 conditions, the proposed project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.	The project causes an increase of 0.026 during the AM peak hour, causing the level of service to change from LOS D to LOS E at the intersection of Goldenwest Street/Slater Avenue. MM 4.12-2 would be required to reduce this impact, which would provide an additional northbound through lane at the intersection of Goldenwest Street and Slater Avenue. Approximately 300 feet of existing on-street parking from Ford Drive to Betty Drive will need to be removed in order to allow three through lanes northbound. Alternate on-street parking within acceptable walking distance (less than 500 feet) is available on nearby local streets, including Ford Drive, Mill Circle, and Betty Drive. The loss of approximately 12 on-street parking spaces on Goldenwest therefore represents a less-than-significant impact.	Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.12-2 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of Mitigation Measure 4.12-2. * Delete
Impact 4.12-4. The project would not substantially increase roadway hazards.	In order to address safety concerns related to exiting the project site, mitigation measures have been identified that would eliminate this	Finding 1. The City finds that the identified changes or alterations in the project, which would reduce

Attachment No. 3

HUNTINGTON BEACH
SENIOR CENTER

Final Environmental Impact Report
SCH No. 2007041027

Volume II:
Text Changes and Response to Comments on the Draft EIR

Prepared for
City of Huntington Beach
Planning Department
2000 Main Street, Third Floor
Huntington Beach, California 92648

Prepared by
PBS&J
12301 Wilshire Boulevard, Suite 430
Los Angeles, California 90025

December 11, 2007 REVISED

Attachment No. 4

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CHAPTER 8 Introduction to Final EIR

8.1 CEQA REQUIREMENTS

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

> The Final EIR shall consist of
>
> (a) The Draft EIR or a revision of the Draft
>
> (b) Comments and recommendations received on the Draft EIR either verbatim or in summary
>
> (c) A list of persons, organizations, and public agencies commenting on the Draft EIR
>
> (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process
>
> (e) Any other information added by the Lead Agency

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

8.2 PUBLIC REVIEW PROCESS

The Draft EIR for the proposed Huntington Beach Senior Center project was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period that began on September 17, 2007 and concluded on October 31, 2007. A public information meeting was held on October 11, 2007 to receive comments on the adequacy of the Draft EIR, in which 28 verbal comments were received. In addition, 12 written letters were received during the review period.

8.3 CONTENTS AND ORGANIZATION OF THE FINAL EIR

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

Volume I **Draft EIR and Technical Appendices**—This volume describes the existing environmental conditions on the project site and in the vicinity of the project site, and analyzes potential impacts on those conditions due to the proposed project; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the project in combination with other future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. Text revisions to the Draft EIR

resulting from corrections of minor errors are identified in Volume II, as described below. Volume I also contains Technical Appendices 1 through 11. No text changes were made to the Technical Appendices in preparation of the Final EIR.

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

8.4 USE OF THE FINAL EIR

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

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

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

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

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the

findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring Program.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes this Final EIR. Although the project would not result in significant project-specific impacts, implementation of the proposed project could result in significant cumulative impacts. Therefore, the City of Huntington Beach would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

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

CHAPTER 9 Summary of Additional Air Quality and Traffic Analyses

Since circulation of the Draft EIR, additional air quality and traffic analyses were performed for the project. No new significant impacts were found for either issue area, and this section summarizes the additional findings.

9.1 AIR QUALITY ANALYSIS

The City of Huntington Beach requested that PBS&J perform dispersion modeling for Localized Significance Thresholds (LSTs) for construction emissions. Although the additional air quality analysis does not substantively affect any conclusions of the Draft EIR, the revisions are summarized below.

In the Draft EIR, PBS&J originally relied upon SCAQMD's mass-rate lookup tables for an LST screening-level analysis because the project site is approximately five acres in size, and a detailed ISCST3 dispersion modeling analysis is only recommended for project sites larger than five acres. However, because the access driveway leading to the project site is proposed to be constructed with the new senior center, the ISCST3 dispersion modeling analysis is appropriate to include in the Final EIR in order to identify any potentially significant impacts that may not have been included in the Draft EIR.

The LST dispersion model is directly dependent on the output of the mass daily construction emissions for the project. Further, subsequent to the mass daily emissions that were calculated for the project utilizing URBEMIS 2007 (version 9.2.0), a new version of URBEMIS 2007 (version 9.2.2) was released in order to update the emissions factors and correct known errors that were present in the previous version. Thus, because the ISCST3 dispersion modeling is dependent upon the mass daily emissions factors, PBS&J also re-ran the daily construction emissions factors to ensure that data from the latest version of URBEMIS (version 9.2.2) would be input into the dispersion model. The revised maximum daily emissions varied slightly from those included in Table 4.2-4 in the Draft EIR; however, the overall conclusions remained the same because none of the emissions exceeded SCAQMD thresholds using either version of URBEMIS.

The revised maximum daily construction emissions data were then input into the ISCST3 dispersion model. With the inclusion of the revised data, including the project access driveway, the ISCST3 dispersion model confirmed that the emissions resulting from construction activities would still not exceed SCAQMD Localized Significance Thresholds. The revised data for both maximum daily construction emissions (URBEMIS 2007 version 9.2.2) and LSTs (Tables 4.2-4 and 4.2-9 in the Draft EIR, respectively) have been updated and are included as text changes within the Final EIR. Additionally, the revised air quality construction emissions data is also included as Revised Appendix 3. Air quality impacts associated with emissions from peak construction activities (Impacts 4.2-2 and 4.2-5) would

remain less than significant. The identified updates to the air quality analysis do not result in any modifications to the original impact statements or levels of significance to the Draft EIR.

9.2 TRAFFIC ANALYSIS

Subsequent to the Planning Commission Study Session that was held on November 27, 2007, Urban Crossroads (EIR Traffic Consultant) and City staff have worked diligently to determine whether any other solution exists in place of the suggested parking removal along Goldenwest Street, between Ford Drive and Betty Drive, as stated in Mitigation Measure MM 4.12-2 of the Draft EIR. As discussed in the Draft EIR, MM 4.12-2 was required to reduce the potentially significant project impact during the AM peak hour at the intersection of Goldenwest Street and Slater Avenue. Based upon discussions with City staff, trip generation in the Draft EIR was found to warrant further evaluation.

9.2.1 Trip Generation Estimates

As discussed throughout the Draft EIR and this Final EIR, trip generation rates for the proposed project were based upon traffic counts at an existing, similar senior center in Newport Beach (the Oasis Senior Center). The Newport Beach Oasis Senior Center was found to be the best possible match available because the facility operates in much the same manner as that proposed for the project. Typical senior center classes and activities are held during primary operating hours and the facility can also be used for special events during nighttime hours.

new

The trip generation data collected from this facility are still thought to represent the best match possible; however, it was determined that the AM peak hour data collected from this facility deserved further review. The Oasis Senior Center is available for use prior to 8 A.M., whereas the proposed hours of operation of the project would not begin until 8 A.M. Thus, the traffic counts that were collected for the AM peak hour may not reflect trip generation estimates suitable for the project site. For example, the AM peak hour trips that were collected actually caught a large outbound meeting attendance (a total of 274 trips) with only a comparatively small inbound number (60) of trips. Thus, additional research was performed to determine the appropriate AM peak hour trip generation estimates for the proposed project.

Revised trip generation estimates were performed utilizing the baseline data for the existing Rodgers Senior Center to extrapolate trip generation rates for the proposed project. Based on information provided by the Huntington Beach Community Services Department, the maximum average attendance in the AM peak hour is approximately 84 persons. This attendance does not account for the number of "drop-ins" and potential fitness/weight room use but also doesn't reflect how many people may have used buses, carpools, or other means of transportation to get to the site. As such, this represents a fairly accurate estimate for trip generation to the existing site. Because the project site is approximately three times larger than the existing facility, for purposes of trip generation estimates, it is assumed that the proposed project would result in an estimate that is three times as large as the existing senior center. As a result, the projected use in the morning is approximately 252 persons. Though each individual is not expected to arrive via single occupant vehicle, a conservative analysis includes trip generation of 252

entering vehicles. It is expected that the majority of entering vehicles will remain on-site at least one hour (i.e., attending a morning class or social event), by which time the morning peak commute period will be over. This analysis makes the conservative assumption that 25 percent of arriving vehicles will depart during the peak hour of adjacent street traffic. This scenario would represent approximately 252 vehicles inbound during the AM peak hour and 63 vehicles outbound during the AM peak hour.

The traffic analysis was re-run with the revised estimate (252 trips inbound and 63 trips outbound) during the AM peak hour. This revised analysis results in a less-than-significant impact and no mitigation is required. The revised traffic data are included as Revised Appendix 10 to this Final EIR. Therefore, through this additional traffic analysis, it was concluded that MM 4.12-2 was not necessary and the associated parking on Goldenwest Street will therefore, not be removed as a result of this project.

The revised traffic generation data have been updated and are included as text changes within the Final EIR.

* new

CHAPTER 10 Text Changes

10.1 FORMAT OF TEXT CHANGES

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

10.2 TEXT CHANGES

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

Page vi, Contents

~~Volume II:~~ Environmental Impact Report Appendices

Page 2-3, Section 2.5 (Significant and Unavoidable Impacts)

There were no project-specific significant and unavoidable impacts identified in this EIR. All of the potentially significant impacts identified in the various issue areas were reduced to less-than-significant levels with the incorporation of mitigation measures and CRs. However, a significant cumulative impact associated with aesthetics could occur. As a result, to approve the proposed project, the City of Huntington Beach must adopt a Statement of Overriding Considerations pursuant to CEQA Guidelines Sections 15043 and 15093. Detailed discussions of project impacts, including cumulative impacts, can be found in Section 4 (Environmental Impact Analysis) of this document.

Page 2-4, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.1-3(a) All exterior nighttime lighting shall be angled down and away from the adjacent open space areas. Prismatic glass coverings and cutoff shields shall be used ~~where feasible~~ to further prevent spillover off site.

Page 2-4, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.1-3(e) Trees and barrier-type vegetation should be placed ~~on~~ throughout the site, including along the entire perimeter, to help shield vehicle headlights ~~in the parking areas and access roads~~ from adjacent uses ~~to the north and south~~.

Page 2-8, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.3-2 (This MM is Measure Biological Resources-4 from the Central Park Master Plan EIR)

The City shall mitigate for impacts to raptor foraging habitat through dedication as open space, conservation and/or enhancing areas of raptor foraging habitat at a ratio of 1:1 for acres of impact on raptor foraging habitat to provide suitable habitat values and functions for raptors. Mitigation for impacts on raptor foraging habitat will be accomplished within suitable areas that are City-owned and preferably nearby, such as the areas in association with the Sully Miller Lake Group Facility, Low Intensity Recreation Area, Semi-Active Recreation Area, and/or Midden Area/Urban Forest/Trailhead. Enhancement would include, but not be limited to, the planting of native trees within and adjacent to conserved areas of raptor foraging habitat. Prior to ground disturbance, the City shall identify the particular site or area to be enhanced and shall formulate a plan to accomplish the raptor foraging habitat enhancement activities. This plan shall be reviewed for approval by a qualified biologist.

Page 2-10, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.5-2 In order to mitigate the erosion potential of the slopes adjacent to the site, the near surface soils shall be compacted along the northern slope face (earthen berm) where the site improvements encroach upon the existing slopes ~~(i.e., the northern slope or earthen berm)~~. The slope shall then be covered with an appropriate erosion protection device and drought tolerant plants. Surface water runoff must be diverted away from the top of the slope to reduce the likelihood of surficial sliding and erosion.

Page 2-12, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.6-1(c) (This MM is Measure Hazards-9 from the Central Park Master Plan EIR)

Any unrecorded or unknown wells uncovered during the excavation or grading process shall be immediately reported to and coordinated with the City and Division of Oil, Gas and Geothermal Resources (DOGGR). In addition, should any known and unexpected landfills be excavated and discovered during the construction phase of the proposed project, construction work will be immediately halted and the Local Enforcement Agency (LEA) will be notified. Further construction operations will resume at the discretion of LEA and upon work approval by LEA.

Page 2-14, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.7-1 and MM 4.7-2

MM 4.7-5~~, MM 4.7-1, and MM 4.7-2~~ The project proponent shall prepare and implement a Nutrient and Pesticide Management Program.

A Nutrient and Pesticide Management Program (NPMP) shall be prepared and implemented to minimize the risk of pollutants associated with landscape establishment and maintenance practices in runoff waters. This NPMP shall include guidelines, application regulations, and applicator training, and shall encourage minimization of chemical use.

Page 2-17, Section 2.3 (Summary of Proposed Project)

MM 4.12-4 The intersection of Goldenwest Street at Talbert Avenue shall be modified to include the project driveway as the west leg, with appropriate corresponding signal modifications and intersection lane improvements. The City ~~Traffic Engineer~~ Transportation Manager shall determine the ultimate signal modifications that are most appropriate for the project site. Design recommendations include, but are not limited to, the following:

- Split phase operations for east-west movements
- Adequate pedestrian green to accommodate a slower walk speed (e.g., 2.8 feet per second)
- Address design site distance
- Increased letter sizes on roadway signs
- Increased signal clearance intervals

Page 4.1-15, Section 4.1.3 (Project Impacts and Mitigation)

A qualitative assessment of visual impacts was prepared by evaluating the existing visual setting and comparing it to visual conditions assumed to occur under the proposed project. It is important to note that an assessment of visual impacts is not a quantitative analysis, but rather qualitative and can be largely subjective.

The project site and surrounding uses were observed, and photographs were taken to determine the short- and long-term visual effects of the proposed project. Policies from the City's General Plan and applicable zoning ordinances were identified to determine if the project design was consistent with these adopted plans.

Page 4.1-17, Section 4.1.3 (Project Impacts and Mitigation)

Views of the project site from the Shipley Nature Center located to the north of the site are presently obstructed by the large earthen berm ~~at~~ north of the ~~northern boundary of the~~ site. ...

Page 4.1-25, Section 4.1.3 (Project Impacts and Mitigation)

MM 4.1-3(a) *All exterior nighttime lighting shall be angled down and away from the adjacent open space areas. Prismatic glass coverings and cutoff shields shall be used ~~where feasible~~ to further prevent spillover off site.*

Page 4.1-25, Section 4.1.3 (Project Impacts and Mitigation)

MM 4.1-3(e) *Trees and barrier-type vegetation should be place ~~on~~ throughout the site, including along the entire perimeter, to help shield vehicle headlights ~~in the parking areas and access road~~ from adjacent uses ~~to the north and south~~.*

Page 4.2-16, Section 4.2.3 (Project Impacts and Mitigation)

Localized Significance Thresholds for Construction

~~In addition to the daily air emission thresholds established by SCAQMD, potential localized impacts for certain criteria pollutants with regard to project-related emissions are calculated using a separate method. For smaller projects (up to and including 5 acres, such as the proposed project), localized significance thresholds (LSTs) were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative I-4. The LST methodology was provisionally adopted by the SCAQMD Governing Board in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. As mentioned previously, a LST screening analysis using the SCAQMD provided mass-rate lookup tables only applies to projects that are 5 acres or less in size and are only applicable to CO, NO_2, PM_{10}, and $PM_{2.5}$. For project sites larger than 5 acres, the SCAQMD recommends that ISCST3 dispersion modeling be performed for CO, NO_2, PM_{10}, and $PM_{2.5}$. Dispersion modeling can be done on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. As the proposed project is approximately 5 acres in size, a screening analysis was performed using the mass-rate lookup tables provided by SCAQMD.~~

In addition to the daily air emission thresholds established by SCAQMD, potential localized impacts for certain criteria pollutants with regard to project-related emissions are calculated using a separate method. Localized Significance Thresholds (LSTs) were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative (I-4). The LST methodology was provisionally adopted by the SCAQMD Governing Board in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LSTs, which are voluntary, only apply to CO, NO_2, and PM_{10} emissions during construction at the discretion of the lead agency. Screening-level analysis of LSTs is only recommended for project sites that are 5 acres or less. The SCAQMD recommends that projects over 5 acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The total size of the proposed project site is approximately 5 acres. However, because the access driveway leading to the project site is proposed to be constructed with the new senior center, the ISCST3 dispersion modeling is an appropriate method of analysis. ISCST3 dispersion modeling was performed to identify CO, NO_2, PM_{10}, and $PM_{2.5}$ emissions during construction of the proposed project using the BEEST dispersion model. Dispersion modeling can be done on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts at the nearest sensitive receptors. LSTs have been established by the SCAQMD only for construction of projects and do not apply to emissions during operation as localized concentration cannot be properly quantified during operation due to the variable locations of mobile sources, which make up the largest source of criteria air pollutants under operation of the proposed project.

Page 4.2-19, Section 4.2.3 (Project Impacts and Mitigation)

Because of the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 4.2-4 identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust, and that all other appropriate mitigation (MM 4.2-2(a) through MM 4.2-2(e)), such as routine equipment maintenance, has been used. Cut and fill activities would occur to a depth of approximately 10 feet during site grading. However, based on this relatively small amount of cut and fill and the size of the project site, all soil is assumed to be kept on site and will not be hauled on or off site. As shown in Table 4.2-4, construction related daily emissions would not exceed SCAQMD significance thresholds.

~~As shown, construction related daily emissions would exceed SCAQMD significance thresholds for VOC during the peak construction phase, which is considered a potentially significant impact. These emissions are primarily due to the application of architectural coatings to the senior center structure during the architectural coatings subphase of building construction. Implementation of mitigation measure MM 4.2-2(e) will reduce this impact to a less-than-significant level.~~

Page 4.2-20, Section 4.2.3 (Project Impacts and Mitigation)

~~Table 4.2-4 Estimated Peak Daily Construction Emissions in Pounds per Day~~

~~Emissions Source~~	~~Peak Day Emissions in Pounds per Day~~					
	~~VOC~~	~~NO_x~~	~~CO~~	~~SO_x~~	~~PM_{10}~~	~~$PM_{2.5}$[a]~~
~~**Site Excavation, Grading, and Utility Installation**~~						
~~Construction Equipment~~	~~4.47~~	~~38.17~~	~~17.65~~	~~—~~	~~1.97~~	~~1.81~~
~~On-Road Vehicles~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
~~Fugitive Dust[a]~~	~~—~~	~~—~~	~~—~~	~~—~~	~~51.81~~	~~10.82~~
~~Worker Trips~~	~~0.05~~	~~0.10~~	~~1.70~~	~~0.00~~	~~0.01~~	~~0.01~~
~~***Maximum Daily Emissions***~~	~~***4.52***~~	~~***38.27***~~	~~***19.35***~~	~~***0.00***~~	~~***53.79***~~	~~***12.64***~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~
~~**Construction Phase**~~						
~~Construction Equipment~~	~~3.12~~	~~26.76~~	~~14.64~~	~~0.01~~	~~1.47~~	~~1.34~~
~~Asphalt Paving~~	~~2.48~~	~~14.22~~	~~9.47~~	~~0.00~~	~~1.17~~	~~1.07~~
~~Architectural Coatings~~	~~43.83~~	~~0.03~~	~~0.54~~	~~0.00~~	~~0.00~~	~~0.00~~
~~***Maximum Daily Emissions***~~	~~***49.43***~~	~~***41.01***~~	~~***24.65***~~	~~***0.01***~~	~~***2.64***~~	~~***2.41***~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~

~~SOURCE: EIP Associates, a division of PBS&J, 2007. Calculation sheets are provided in Appendix 3.~~

~~[a] Assumes watering of the proposed project site would occur three times per day.~~

Table 4.2-4 Estimated Peak Daily Construction Emissions in Pounds per Day

Emissions Source	Peak Day Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$[a]
Site Excavation, Grading, and Utility Installation						
Construction Equipment	3.31	28.00	13.56	—	1.41	1.30
On-Road Vehicles	0.00	0.00	0.00	0.00	0.00	0.00
Fugitive Dust[a]	—	—	—	—	25.91	5.41
Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00
Maximum Daily Emissions	***3.35***	***28.07***	***14.69***	***0.00***	***27.33***	***6.71***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
Construction Phase						
Construction Equipment	4.01	18.05	14.95	0.02	1.33	1.21
Asphalt Paving	3.12	17.81	11.70	0.00	1.51	1.38
Architectural Coatings	43.83	0.03	0.54	0.00	0.00	0.00
Maximum Daily Emissions	***50.96***	***35.89***	***27.19***	***0.02***	***2.84***	***2.59***
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0

Table 4.2-4 Estimated Peak Daily Construction Emissions in Pounds per Day

Emissions Source	Peak Day Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$[a]
Significant Impact?	No	No	No	No	No	No

SOURCE: EIP Associates, a division of PBS&J, 2007. Calculation sheets are provided in Appendix 3.

[a] Assumes watering of the proposed project site would occur three times per day.

Page 4.2-21, Section 4.2.3 (Project Impacts and Mitigation)

In addition to the standard City requirements listed above, mitigation measures (MM) are recommended by SCAQMD to ensure ~~reduce~~ ~~NO_x~~ emissions during construction activities would remain below SCAQMD thresholds ~~and to reduce VOC emissions from application of architectural coatings~~. Mitigation measures MM 4.2-2(a) through MM 4.2-2(c) also satisfy certain measures identified in the Central Park Master Plan EIR. The language in these measures has been modified to reflect project-specific components of the proposed senior center where necessary, or for compliance with SCAQMD, although their intent remains the same. The original measures from the Central Park Master Plan EIR appear in Table 4-1 of this EIR.

Page 4.2-25, Section 4.2.3 (Project Impacts and Mitigation)

To determine potential criteria pollutant concentrations during construction activities, the SCAQMD has developed LSTs to determine maximum allowable concentrations of CO, NO_2, $PM_{2.5}$, and PM_{10} construction emissions for projects. LSTs do not apply to emissions during operation. For projects greater than 5 acres in total area, dispersion modeling is recommended to determine worst-case pollutant concentration at sensitive receptors associated with construction of the project. Therefore, dispersion modeling was conducted for the proposed project to assess potential impacts to nearby sensitive receptors. ~~for projects 5 acres or less in total area for CO, NO_2, PM_{10}, and $PM_{2.5}$. The project site is approximately 5 acres in size, and construction emissions are therefore comparable to these LSTs.~~ Total worst-case construction emissions for the proposed project are included in Table 4.2-4. These emissions were entered into the dispersion model to identify the maximum daily construction emissions at nearby sensitive receptors. Table 4.2-9 compares the total worst-case construction emissions to the LSTs for SRA 18, where the proposed project is located. As shown in Table 4.2-9, the proposed project would not result in substantial pollution concentration at sensitive receptors during construction activities. Since construction of the proposed project would not expose sensitive receptors to substantial concentrations of criteria pollutants, this impact would be ***less than significant***. CR 4.2-2 and mitigation measure MM 4.2-2 would apply to this impact and ensure that criteria pollutants would not exceed SCAQMD established thresholds.

~~Table 4.2-9 Total Construction Emissions and Localized Significance Thresholds~~

~~Air Pollutant~~	~~Maximum Daily Construction Emissions~~	~~Thresholds of Significance~~	~~Quantity of Pollutant Exceeding Threshold~~	~~Significant Impact?~~
~~CO~~	~~24.65 lbs/day~~	~~2,039 lbs/day~~	~~0~~	~~No~~
~~NO_2~~	~~41.01 lbs/day~~	~~354 lbs/day~~	~~0~~	~~No~~
~~PM_{10}~~	~~53.79 lbs/day~~	~~57 lbs/day~~	~~0~~	~~No~~
~~$PM_{2.5}$~~	~~12.64 lbs/day~~	~~18 lbs/day~~	~~0~~	~~No~~

~~SOURCE: EIP Associates, a division of PBS&J, 2007; SCAQMD, *Localized Significance Threshold Methodology*, June 2003.~~

Table 4.2-9 Total Construction Emissions and Localized Significance Thresholds

Air Pollutant	Maximum Daily Construction Emissions	Thresholds of Significance	Quantity of Pollutant Exceeding Threshold	Significant Impact?
CO 1- Hour	0.10 ppm	15.0 ppm	0	No
CO 8-Hour	0.01 ppm	4.93 ppm	0	No
NO_2	0.009 ppm	0.149 ppm	0	No
PM_{10}	9.45 µg/m³	10.4 µg/m³	0	No
$PM_{2.5}$	2.31 µg/m³	10.4 µg/m³	0	No

SOURCE: EIP Associates, a division of PBS&J, 2007; ISCST3 Version 02035); SCAQMD, 2003, *Localized Significance Threshold Methodology*. Summarized result calculations are provided in Appendix 3.

Page 4.3-21, Section 4.3.7 (Project Impacts and Mitigation)

MM 4.3-2 *(This MM is Measure Biological Resources-4 from the Central Park Master Plan EIR)*

The City shall mitigate for impacts to raptor foraging habitat through dedication as open space, conservation and/or enhancing areas of raptor foraging habitat at a ratio of 1:1 for acres of impact on raptor foraging habitat to provide suitable habitat values and functions for raptors. Mitigation for impacts on raptor foraging habitat will be accomplished within suitable areas that are City-owned and preferably nearby, such as the areas in association with the Sully Miller Lake Group Facility, Low Intensity Recreation Area, Semi-Active Recreation Area, and/or Midden Area/Urban Forest/Trailhead. Enhancement would include, but not be limited to, the planting of native trees within and adjacent to conserved areas of raptor foraging habitat. Prior to ground disturbance, the City shall identify the particular site or area to be enhanced and shall formulate a plan to accomplish the raptor foraging habitat enhancement activities. This plan shall be reviewed for approval by a qualified biologist.

Page 4.3-22-23, Section 4.3.8 (Cumulative Impacts)

This cumulative impact analysis considers development of the proposed project, in conjunction with other development within the vicinity of the proposed project in the City of Huntington Beach. The primary effects of the proposed project, when considered with the past, present, and probable future projects in the vicinity of the project site, would be the cumulative direct loss of undeveloped land and the potential removal of sensitive wildlife and habitat. Loss of sensitive habitat within this geographic

context ~~the localized areas~~ would further decrease the amount of this habitat ~~within the immediate area~~ and add to the cumulative loss of sensitive species in the region. This cumulative issue is addressed below and the project's overall contribution to this cumulative impact is analyzed.

If the burrowing owl, nesting raptors, or MBTA-protected species' nests are found to be present within the project site avoidance measures identified in mitigation measures MM 4.3-1(a) and (b) would establish setbacks and permitted activities to ensure active nests are not lost. Although these should be sufficient to avoid substantial impacts, should they be needed, mitigation measures MM 4.3-1 (a) and (b) also identify mechanisms to develop as-needed mitigation measures should the CDFG or USWFS establish the need for them. As such, the proposed project would not contribute to a cumulative loss of the burrowing owl or its habitat or nesting raptors, or MBTA-protected species. The project's cumulative impact~~s~~ would be less than significant.

The proposed project would represent an incremental loss of raptor foraging habitat; however, per mitigation measure MM 4.3-2, development of the proposed project would require off-site mitigation through dedication, conservation, and/or enhancement of raptor foraging habitat elsewhere within Central Park. While the ruderal vegetative community that would be removed through implementation of the proposed project is not considered sensitive, the raptor foraging habitat and associated avian species that it sustains are considered sensitive. Mitigation measure 4.3-2 would ensure that though raptor foraging habitat would be removed, the local population that is dependent upon it is not displaced and can be maintained at other suitable, localized habitat. As such, the proposed project would not contribute to a cumulative loss of local raptor species. The project's cumulative impact~~s~~ would be less than significant.

As noted above, the project site is currently almost completely bare, and does not provide a locally or regionally important wildlife corridor. As such, the proposed project would not contribute to a cumulative loss of a locally or regionally important wildlife corridor. The project's cumulative impact~~s~~ would be less than significant.

Page 4.5-15, Section 4.5.3 (Project Impacts and Mitigation)

MM 4.5-2 *In order to mitigate the erosion potential of the slopes adjacent to the site, the near surface soils shall be compacted along the northern slope face (earthen berm) where the site improvements encroach upon the existing slopes ~~(i.e., the northern slope or earthen berm)~~. The slope shall then be covered with an appropriate erosion protection device and drought tolerant plants. Surface water runoff must be diverted away from the top of the slope to reduce the likelihood of surficial sliding and erosion.*

Page 4.5-19, Section 4.5.3 (Project Impacts and Mitigation)

Groundwater was recently encountered at a depth of 18 or more feet below the ground surface at the site. Based on historical data provided by CDMG, groundwater may be as high as 10 feet below the ground surface. Cut and fill activities are anticipated to occur to a depth of approximately 10 feet during site grading. Since groundwater may be shallower or deeper at the time of construction than the depth encountered at the time of subsurface evaluation at the project site, actual depths will be evaluated in the

field during construction to ensure that excavations would not encroach the groundwater table. Provided no deep excavations are made (at a depth below the groundwater table), groundwater is not anticipated to impact the grading and proposed improvements.

Page 4.6-12, Section 4.6.3 (Project Impacts and Mitigation)

MM 4.6-1(c) *(This MM is Measure Hazards-9 from the Central Park Master Plan EIR)*

Any unrecorded or unknown wells uncovered during the excavation or grading process shall be immediately reported to and coordinated with the City and Division of Oil, Gas and Geothermal Resources (DOGGR). In addition, should any known and unexpected landfills be excavated and discovered during the construction phase of the proposed project, construction work will be immediately halted and Local Enforcement Agency (LEA) will be notified. Further construction operations will resume at the discretion of LEA and upon work approval by LEA.

Page 4.7-33, Section 4.7.3 (Project Impacts and Mitigation)

Implementation of mitigation measure MM 4.7-2 would assure that on-site drainage is adequate to prevent on-site flooding and that peak stormwater runoff rates are reduced to the maximum extent practicable to prevent contributions to off-site flooding. The potential proposed project drainage towards the Shipley Nature Center is speculative; however, mitigation measure MM 4.7-2 would reduce potential impacts of increased runoff and potential effects on the Shipley Nature Center would not be substantial. As required by MM 4.7-2, the Drainage Plan will include measures to reduce post-construction peak runoff rates and timing to existing levels, as ensured by the City's Public Works Department. As a result, the proposed project would not contribute to future runoff rates on site or to off site areas (including the Shipley Nature Center) above those that currently exist. Therefore, potential on-site or off-site flooding impacts would be ***less than significant*** with mitigation incorporated.

Page 4.9-18, Section 4.9.3 (Project Impacts and Mitigation)

The closest sensitive receptor is located approximately 800 feet to the west of the proposed project site. As such the noise associated with human conversation from special events such as wedding receptions would attenuate at a rate of 6 dBA per doubling of distance to levels of approximately 43 dBA, which would be below the City of Huntington Beach Noise Ordinance Exterior Noise Standards. In addition, special events held at the project site during operation could include the use of loudspeakers, amplified music, and other sources of amplified noise. These amplified noise sources would be required to comply with the City of Huntington Beach Noise Ordinance exterior noise standards, shown in Table 4.9-6. In compliance with this regulation and to prevent noise impacts to nearby residences, the noise level of senior center operations as heard from nearby residences would be no greater than 55 dBA from 7:00 A.M. to 10:00 P.M. and 50 dBA from 10 P.M. to 7 A.M.. Therefore, increased noise associated with operation of the senior center, including those associated with special events, would ~~be below~~ adhere to the established standards and would be considered ***less than significant***.

Page 4.12-12, Section 4.12.2 (Regulatory Framework)

Consistency Analysis

...As discussed in Section 4.12.3 (Project Impacts and Mitigation), the project would not result in any significant impacts that cannot be mitigated to less-than-significant levels. ~~While the intersection of Goldenwest Street/Slater Avenue is projected to operate at LOS E during the AM peak hour with the proposed project, implementation of an additional northbound through lane at Goldenwest Street/Slater Avenue would return intersection operations to LOS C.~~

Page 4.12-14, Section 4.12.3 (Project Impacts and Mitigation)

Project Trip Generation

Trip generation represents the amount of traffic attracted to and produced by a development. Because of the unique nature of a senior center, count data were collected at a similar facility in a nearby community (the Oasis Senior Center in Newport Beach) and at the existing Rodgers Senior Center in Huntington Beach. ~~Daily trip rates have been factored from the community center trip rate from the Institute of Transportation Engineers (ITE) informational report *Trip Generation* (7th Edition, 2003).~~ Peak hour trip rates have been calculated from the count data and the size of the center studied. The resulting trip generation rates are included in Table 4.12-4.

Table 4.12-4 Project Trip Generation Rates

Weekday Trip Generation Rates[a]

Land Use	Units[b]	Peak Hour						Daily[c]
		AM			PM			
		In	Out	Total	In	Out	Total	
Senior Center	TSF	~~1.33~~ 5.60	~~6.09~~ 1.40	~~7.42~~ 7.00	0.89	2.44	3.33	75.45

Saturday Trip Generation Rates[a]

Land Use	Units[b]	Mid-day Peak Hour			Daily[c]
		In	Out	Total	
Senior Center—Saturday	TSF	0.4	4.53	4.93	35.05

[a] SOURCE: Oasis Senior Center Count Data and Rodgers Senior Center Data

[b] TSF = thousand square feet

[c] Daily rates based on Institute of Transportation Engineers (ITE) peak to daily relationships for Community Centers

As shown in Table 4.12-5, the proposed senior center is projected to generate a total of approximately 3,395 trip-ends per day on a typical weekday. On a typical weekend, the project is projected to generate a total of 1,577 trip-ends per day.

Table 4.12-5 Project Trip Generation

Weekday Trip Generation Summary[a]

Land Use	Quantity	Units[b]	Peak Hour AM In	Peak Hour AM Out	Peak Hour AM Total	Peak Hour PM In	Peak Hour PM Out	Peak Hour PM Total	Daily[c]
Senior Center	45.0	TSF	~~60~~ 252	~~274~~ 63	~~334~~ 315	40	110	150	3,395

Saturday Trip Generation Summary[a]

Land Use	Quantity	Units[b]	Mid-day Peak Hour In	Mid-day Peak Hour Out	Mid-day Peak Hour Total	Daily[c]
Senior Center—Saturday	45.0	TSF	18	204	222	1,577

[a] SOURCE: Oasis Senior Center Count Data

[b] TSF = thousand square feet

[c] Daily rates based on Institute of Transportation Engineers (ITE) peak to daily relationships for Community Centers

Page 4.12-32, Section 4.12.3 (Project Impacts and Mitigation)

Intersection Level of Service

Near term (2012) intersection levels of service for with and without project weekday conditions are shown in Table 4.12-6 (Intersection Analysis for Interim Year [2012], With and Without Project Weekday Conditions). All study area intersections except Goldenwest Street at Slater Avenue will experience acceptable levels of service with existing lanes. Although the intersection of Goldenwest Street at Slater Avenue will operate at LOS E conditions during the PM peak hour, this condition will occur even without the proposed project. Therefore, because the project does not contribute to the deficient traffic operations with a change of ICU of 0.01 or greater, the project would not be required to implement any traffic improvements at this intersection. ~~With improvements consisting of converting the northbound right turn lane to a third northbound through lane, acceptable LOS can be achieved at all study intersections. This improvement can be implemented within the existing curb-to-curb cross-section.~~

Table 4.12-6 Intersection Analysis for Interim Year (2012), With and Without Project Weekday Conditions

Intersection Goldenwest St. (NS) at:	Traffic Control[c]	Intersection Approach Lanes[a] Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	Critical Vol/Capacity[b] AM	Critical Vol/Capacity[b] PM	Level of Service AM	Level of Service PM
With Project Conditions																	
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	~~0.908~~ 0.903	0.920	~~E~~ D	E
—with Improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	~~0.815~~ 0.811	0.809	~~C~~ D	C
Talbert Avenue (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.486	0.580	A	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.482	0.607	A	B
Without Project Conditions																	
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.882	0.912	D	E
—with improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	0.791	0.801	C	C
Talbert Avenue (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.350	0.495	A	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.433	0.590	A	A

[a] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside through lanes.

L = Left, T = Through, R = Right. 1 = Improvement, > = Right Turn Overlap Phase, >> = Free Right Turn

[b] Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 7.8 R5 (2007). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control

[c] TS = Traffic Signal

Near term (2012) intersection levels of service for with and without project weekend conditions are shown in Table 4.12-7 (Intersection Analysis for Interim Year [2012], With and Without Project Weekend Conditions). ~~Although all~~ All intersections operate acceptably for weekend conditions (for both with and without project conditions)~~, an analysis with improvements required for weekday conditions (as shown above in Table 4.12-6) has been performed and summarized on Table 4.12-7~~.

Table 4.12-7 Intersection Analysis for Interim Year (2012), With and Without Project Weekend Conditions

Intersection Goldenwest St. (NS) at:	Traffic Control[c]	Intersection Approach Lanes[a] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Critical Vol/Capacity[b] Saturday	Level of Service Saturday
With Project Conditions															
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.630	B
—with improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	0.564	A
Talbert Avenue (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.497	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.448	A
Without Project Conditions															
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.614	B
—with improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	0.549	A
Talbert Avenue (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.384	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	2	1	0.421	A

[a] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside through lanes.

L = Left, T = Through, R = Right. 1 = Improvement, > = Right Turn Overlap Phase, >> = Free Right Turn

[b] Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 7.8 R5 (2007). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control

[c] TS = Traffic Signal

A project impact is defined as a change in ICU of 0.01 or greater, where deficient traffic operations are projected to occur. The project causes an increase of ~~0.026~~0.021 (0.882 to ~~0.908~~ 0.903) during the weekday AM peak hour, and an increase of 0.008 (0.912 to 0.920) during the weekday PM peak hour. The project therefore does not results in any potentially significant impacts ~~during the weekday AM peak hour only at the intersection of Goldenwest Street (NS) at Slater Avenue (EW)~~.

Page 4.12-35, Section 4.12.3 (Project Impacts and Mitigation)

Impact 4.12-2 **Under Year 2012 conditions, the proposed project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.**

As shown in Table 4.12-5, the proposed senior center is projected to generate a total of approximately 3,395 trip-ends per day on a typical weekday. In the AM peak hour the project is projected to generate approximately ~~334~~ 315 vehicles per hour, while PM peak hour trip generation is estimated at approximately 150 vehicles per hour. On a typical Saturday, the project is projected to generate a total of 1,577 trip-ends per day, with 222 vehicles per hour during the peak hour.

A project impact is defined as a change in ICU of 0.01 or greater, where deficient traffic operations are projected to occur (i.e., LOS E or F). As illustrated in Tables 4.12-6 and 4.12-7, the project would not result in a change in ICU of 0.01 or greater at any of the project intersections where deficient traffic operations are projected to occur, in either the AM or PM peak hour or during weekend conditions. ~~The~~

~~project causes an increase of 0.026 during the AM peak hour, causing the level of service to change from LOS D to LOS E at the intersection of Goldenwest Street/Slater Avenue. The project therefore results in a potentially significant impact during the AM peak hour only at the intersection of Goldenwest Street (NS) at Slater Avenue (EW). However, as~~ As shown in Table 4.12-6 (Intersection Analysis for Interim Year (2012), With and Without Project Weekday Conditions), ~~this~~ the intersection of Goldenwest Street (NS) and Slater Avenue (EW) is anticipated to operate at LOS E conditions during the PM peak hour; however, this condition would occur ~~(without improvements)~~ even without the proposed project. ~~Nonetheless~~ Thus, because the project would not contribute to the deficient traffic operations with a change in ICU of 0.01 or greater, this is considered a less-than-significant impact. No mitigation would be required. ~~implementation of mitigation measure MM 4.12-2 would be required to reduce this impact.~~

~~Typically, projects would be required to pay fair-share contributions to such ambient growth impacts (those that are not solely caused by the project). However, because the improvements are expected to have minimal cost, the following improvements shall be constructed by the project.~~

~~*MM 4.12-2* *The project shall provide an additional northbound through lane at the intersection of Goldenwest Street and Slater Avenue. This can be provided by restriping the existing northbound right turn lane, without any physical roadway widening. In addition, approximately 300 feet of existing on-street parking from Ford Drive to Betty Drive will need to be removed in order to allow three through lanes northbound.*~~

~~The on-street parking that would be removed as part of mitigation measure MM 4.12-2 is the most convenient parking for the six homes that front Goldenwest Street. Primary resident parking is provided for five of the six homes off the alley that parallels Goldenwest Street. The remaining home has driveway access from Goldenwest, and on-site parking. On-street parking is typically used by guests. Alternate on-street parking within acceptable walking distance (less than 500 feet) is available on nearby local streets, including Ford Drive, Mill Circle, and Betty Drive. The loss of approximately 12 on-street parking spaces on Goldenwest therefore represents a less-than-significant impact. Consequently, implementation of mitigation measure MM 4.12-2 would reduce this impact to a *less than significant* level.~~

Page 4.12-36, Section 4.12.3 (Project Impacts and Mitigation)

Impact 4.12-3 **Implementation of the proposed project would not exceed standards established by the Orange County Transportation Authority.**

...The proposed project is anticipated to generate approximately 3,395 trips per weekday, and 1,577 trips per weekend, which would appear to trigger the requirement of a CMP TIA. However, the next step in the CMP analysis is to determine whether or not the project has the potential to impact any CMP facilities with an increase of three percent or more. Because the ~~The~~ project would not result in an increase in ICU of 0.01 or greater at any study area intersection, any increase in traffic volumes resulting from ~~and~~ the project ~~impact resulting in an increase in ICU of .026 in the AM peak hour~~ are expected to dissipate prior to interaction with CMP intersections. Consequently, this impact would be ***less than significant***.

Page 4.12-38, Section 4.12.3 (Project Impacts and Mitigation)

MM 4.12-4 *The intersection of Goldenwest Street at Talbert Avenue shall be modified to include the project driveway as the west leg, with appropriate corresponding signal modifications and intersection lane improvements. The City ~~Traffic Engineer~~ Transportation Manager shall determine the ultimate signal modifications that are most appropriate for the project site. Design recommendations include, but are not limited to, the following:*

- *Split phase operations for east-west movements*
- *Adequate pedestrian green to accommodate a slower walk speed (e.g., 2.8 feet per second)*
- *Address design site distance*
- *Increased letter sizes on roadway signs*
- *Increased signal clearance intervals*

Page 4.12-39, Section 4.12.3 (Project Impacts and Mitigation)

As discussed above, project implementation is anticipated to be consistent with local policies related to transportation, including the City of Huntington Beach General Plan Land Use and ~~Transportation~~ Circulation Elements.

Page 4.13-33, Section 4.13.13 (Cumulative Impacts: Water Supply, Solid Waste, Wastewater, Energy)

Cumulative growth in the service area could result in the need for additional conveyance infrastructure~~, and due to the continually developing nature of the service area,~~; however, due to the developed nature of the service area, it is expected that such expansion of conveyance infrastructure would be minimal. As such, the project's contribution to new or expanded wastewater infrastructure facilities would not be cumulatively considerable. ~~could result in significant cumulative environmental effects.~~

Page 5-1, Section 5.1 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented)

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. In such cases where an impact cannot be mitigated to a level considered less than significant, a Statement of Overriding Considerations must be prepared prior to approval of a project, and in accordance with CEQA Guidelines Section 15091 and 15093. The Proposed Project would result in no project-level impacts that are significant and unavoidable after implementation of available, feasible mitigation measures and with compliance with existing statutory requirements, as discussed in Chapter 4 of this EIR. However, a significant cumulative impact to aesthetics could occur. As a result, to approve the proposed project, the City of Huntington Beach must adopt a Statement of Overriding Considerations pursuant to CEQA Guidelines Sections 15043 and 15093. ~~As such, a Statement of Overriding Considerations will not be prepared for the proposed project.~~

Page 6-4, Section 6.2 (Alternatives Rejected as Infeasible)

This alternative suggests development of multiple, smaller-scale senior centers throughout the City. Various locations were assumed to occur on at least two of the nine sites identified within the Huntington Beach Senior Center Feasibility Study, prepared by LPA, Inc. and TSMG, Inc. in 2006. Construction of small-scale centers could accommodate a limited number of facilities, available activities, and patrons at each site, and would also preclude a central focal point for seniors to meet within the City. Instead, most patrons would utilize the nearest facility; thereby reducing the important opportunities for larger social gatherings and networking. Each site location would have differing environmental constraints. Compared to the proposed project, multiple centers would not have the flexibility to provide for a wide variety of uses simply due to size constraints at each location. In addition, the construction and operation of multiple centers would have a greater potential for cumulative environmental impacts. Further, the City does not own all of the nine sites evaluated in the Feasibility Study, which could lead to acquisition costs that the City would not be able to fund. As stipulated in Section 15126.6 of the CEQA Guidelines, an EIR should identify any alternatives that were rejected as infeasible and briefly explain the reasons underlying the determination. The alternatives analyzed in an EIR must be potentially feasible. The term "feasible" is defined in the Public Resources Code Section 21061.1 as

> capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

As alternatives that are infeasible do not need to be considered as potential alternatives, and acquisition costs provide an economic reason for infeasibility, ~~Therefore,~~ this alternative was rejected from further analysis.

Page 6-26, Section 6.4 (Comparison of Alternatives)

Table 6-1 Comparison of Alternatives to the Proposed Project

Environmental Issue Area	~~No Project/ Reasonably Foreseeable Development Alternative~~Continuation of Uses Allowed By Existing General Plan and Master Plan	Reduced Project Alternative	Alternative Site
Aesthetics	–	–	=
Air Quality	–	–	=
Biological Resources	=	=	=
Cultural Resources	=	=	=
Geology and Soils	=	=	=
Hazards and Hazardous Materials	=	=	=
Hydrology and Water Quality	–	–	=
Land Use	–	=	–
Noise	–	–	+
Public Services	=	=	=
Recreation	–	–	+
Transportation	–	–	=
Utilities	–	–	=

(–) = Impacts considered to be **less** when compared with the proposed project.
(+) = Impacts considered to be **greater** when compared with the proposed project.
(=) = Impacts considered to be **equal or similar** to the proposed project.

Page 6-26, Section 6.5 (Environmentally Superior Alternative)

A comparison of the proposed project with the alternatives analyzed in this section provides the basis for determination of the environmentally superior alternative. Table 6-1 indicates that the ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan and the Reduced Project Alternative would primarily result in impacts similar to the proposed project, but would also result in some impacts that would be less than the proposed project. The ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan would be the environmentally superior alternative of the two. In terms of the Alternative Site Alternative, this alternative would result in potentially greater impacts to noise and recreation. It is possible that these impacts at the alternative site to noise and recreation could be significant and unavoidable, and as such, this alternative would not be considered the environmentally superior alternative.

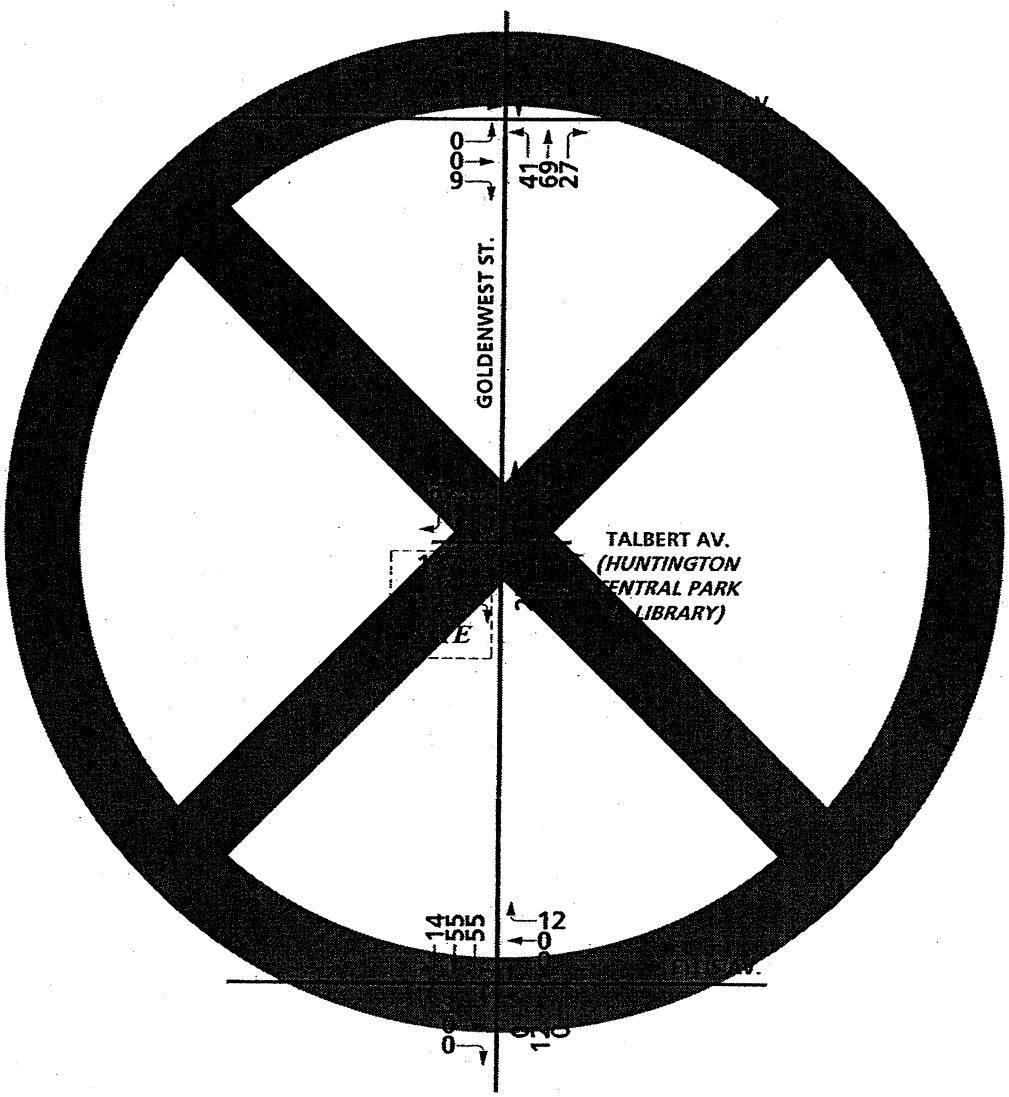
Page 6-27, Section 6.5 (Environmentally Superior Alternative)

Although the ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan would reduce many of the impacts of the proposed project, it would not necessarily reduce the significance of the impacts, as detailed above. In addition, this alternative would not achieve many of the project objectives. Nevertheless, because of its reduced intensity, the ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan is considered to be the environmentally superior alternative.

10.3 FIGURE CHANGES

The following figures changed as result of revised trip generation estimates, as discussed in Chapter 9 (Summary of Additional Air Quality and Traffic Analyses):

- Figure 4.12-10 (Weekday Project Only AM Peak Hour Intersection Volumes)
- Figure 4.12-20 (Weekday Near Term [2012] with Project AM Peak Hour Intersection Volumes)



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NORTH
NOT TO SCALE

Source: URBAN Crossroads, 2007.

EIP

A division of PBSJ

FIGURE **4.12-10**

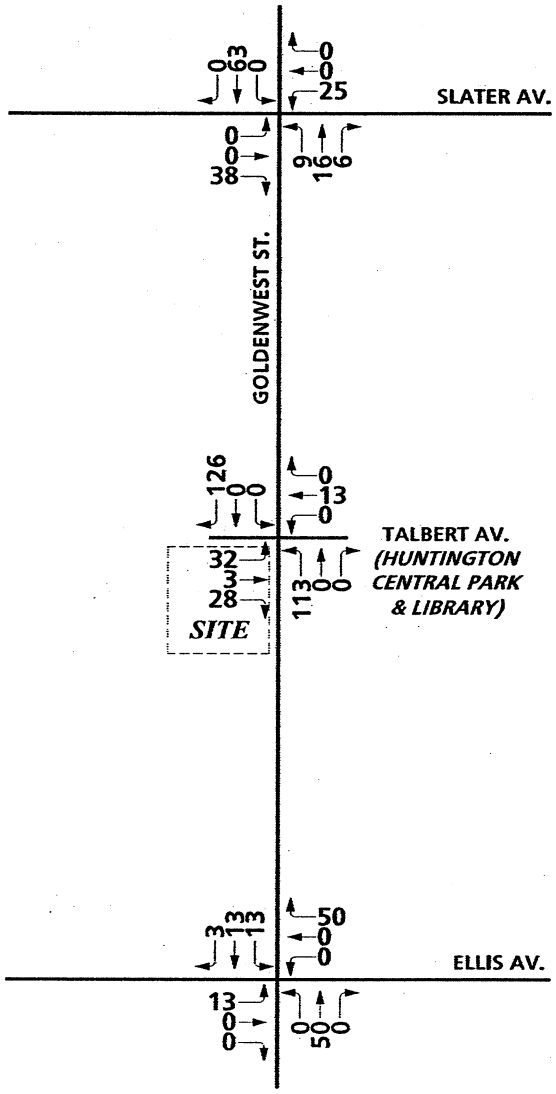
Weekday Project Only AM Peak Hour Intersection Volumes

D21314.00

Huntington Beach Senior Center EIR

06057 | JCS | 07

10-19



Revised

NORTH
NOT TO SCALE

Source: URBAN Crossroads, 2007.

EIP
A division of PBSJ

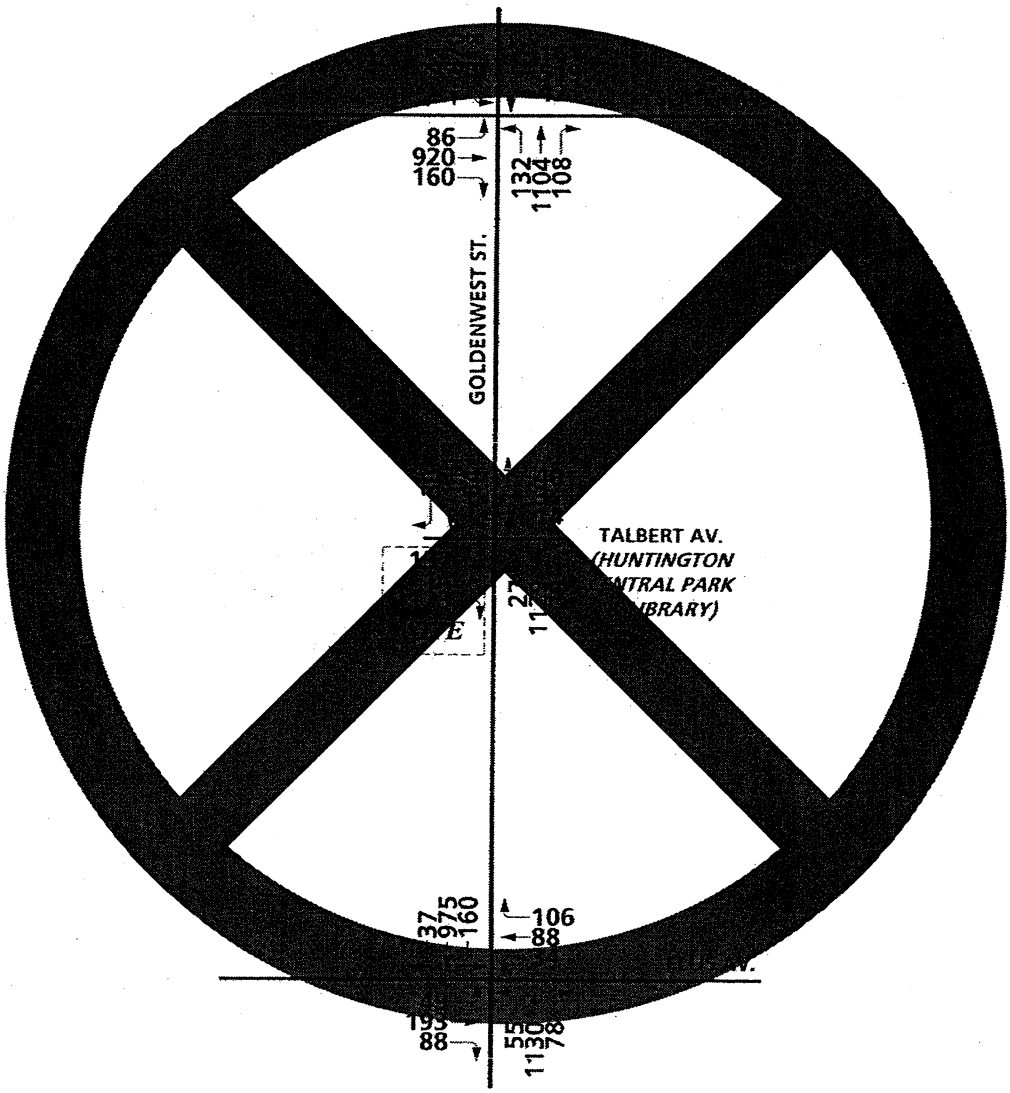
FIGURE **4.12-10**
Revised Weekday Project Only AM Peak Hour Intersection Volumes

D21314.00

Huntington Beach Senior Center EIR

06057 | JCB | 07

10-20



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NORTH
NOT TO SCALE

Source: URBAN Crossroads, 2007.

EIP ASSOCIATES
A division of PBSJ

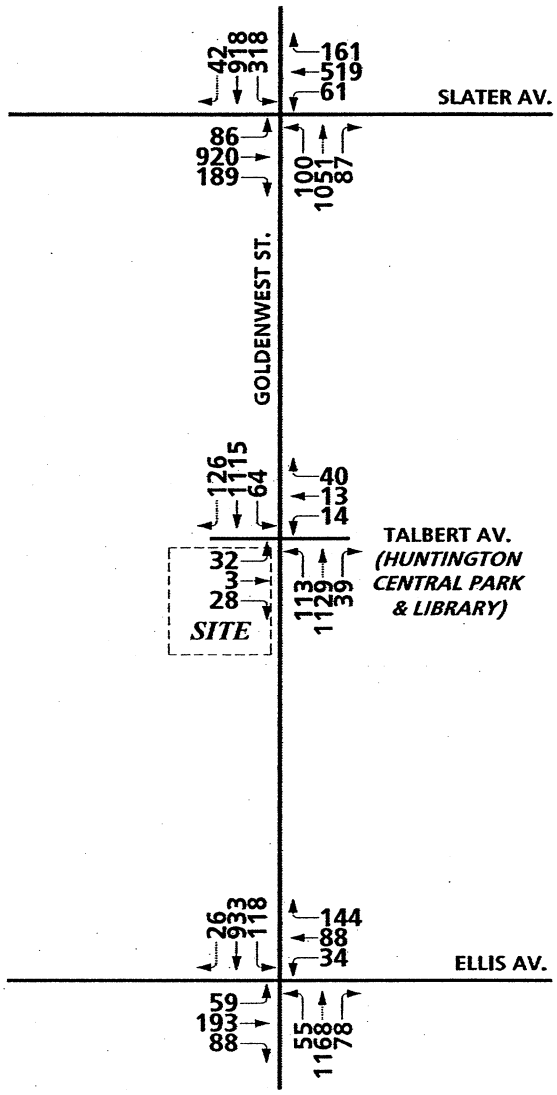
FIGURE **4.12-20**
Weekday Near Term (2012) with Project AM Peak Hour Intersection Volumes

D21314.00

Huntington Beach Senior Center EIR

06057 | JCS | 07

10-21



Revised

NORTH
NOT TO SCALE

Source: URBAN Crossroads, 2007.

EIP ASSOCIATES
A division of PBSJ

FIGURE **4.12-20**

Revised Weekday Near Term (2012) with Project AM Peak Hour Intersection Volumes

D21314.00

Huntington Beach Senior Center EIR

06057 | JCS | 07

10-22

CHAPTER 11 Responses to Comments

11.1 ORGANIZATION OF THE RESPONSES TO COMMENTS

In total, twelve comment letters regarding the Draft EIR were received from two State departments, one regional and/or local agency, and nine individuals. In addition, verbal comments and associated speaker cards were received at the Huntington Beach Senior Center Draft EIR Public Information Meeting that was held on October 11, 2007. Table 11-1 provides a comprehensive list of commenters in the order that they are presented in this section.

Table 11-1 Comment Letters Received During the Draft EIR Comment Period

No.	Commenter/Organization	Page
	STATE DEPARTMENTS	
1	Department of Transportation, Ryan Chamberlain, October 24, 2007	11-35
2	Native American Heritage Commission, Dave Singleton, September 26, 2007	11-35
	REGIONAL/LOCAL AGENCIES	
3	City of Huntington Beach, Environmental Board, November 1, 2007	11-36
	INDIVIDUALS	
Written Letters		
4	Anthony Brine, October 30, 2007	11-41
5	Larry Geisse, September 22, 2007	11-46
6	Larry Geisse, October 12, 2007	11-46
7	Robert Haben, October 3, 2007	11-46
8	Patricia Kreamer, October 31, 2007	11-46
9	Margern@aol.com, September 24, 2007	11-48
10	Merle Moshiri, October 4, 2007	11-48
11	Eileen Murphy, September 26, 2007	11-49
12	Mindy White, October 31, 2007	11-52
Verbal Comments		
Huntington Beach Senior Center Draft EIR Public Meeting, Verbal Comments, October 11, 2007		11-54
Speaker Cards		
Tony Brine, October 11, 2007		11-57
Bob Dettloff, October 11, 2007		11-57
John McGregor, October 11, 2007		11-58
Carol Settimo, October 11, 2007		11-58
Mary Siegel, October 11, 2007		11-58
Elmer Smith, October 11, 2007		11-58

This chapter of the Final EIR contains all comments received on the Draft EIR during the public review period, as well as the Lead Agency's responses to these comments. Reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental issues. Detailed responses have been provided where a comment raises a specific issue; however, a general response has been provided where the comment is relatively general. Although some letters may raise legal or planning issues, these issues do not always constitute significant environmental issues. Therefore, the comment has been noted, but no response has been provided. Generally, the responses to comments provide explanation or amplification of information contained in the Draft EIR.

11.2 COMMENTS ON THE DRAFT EIR

This section contains the original comment letters, which have been bracketed to isolate the individual comments, followed by a section with the responses to the comments within the letter. As noted above, and stated in Sections 15088(a) and 15088(b) of the CEQA Guidelines, comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review will be forwarded for consideration to the decision makers as part of the project approval process. In some cases, a response may refer the reader to a previous response, if that previous response substantively addressed the same issues.

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

Flex your power!
Be energy efficient!

City of Huntington Beach
OCT 31 2007

October 24, 2007

Jennifer Villasenor
City of Huntington Beach
2000 Main Street
Huntington Beach, California 92648

File: IGR/CEQA
SCH#: 2007041027
Log #: 1851A
SR-1, SR-39

Subject: Huntington Beach Senior Center Project

Dear Ms. Villasenor,

Thank you for the opportunity to review and comment on the **Draft Environmental Impact Report (DEIR) for the Huntington Beach Senior Center Project.** The proposed project involves the construction of a new one-story senior center on an undeveloped portion of Central Park. The project site is located west of the intersection of Goldenwest Street and Talbert Avenue in the City of Huntington Beach. The nearest State routes to the project site are SR-1 and SR-39. DOT 1

Caltrans District 12 is a commenting agency on this project and has no comment at this time. However, in the event of any activity in Caltrans' right-of-way, an encroachment permit will be required.

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

Sincerely,

Ryan Chamberlain, Branch Chief
Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

City of Huntington Beach

SEP 27 2007

September 25, 2007

Ms. Jennifer Villasenor, Associate Planner
CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING
2000 MAIN Street
Huntington Beach, CA 92648

Re: SCH#2007041027 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Huntington Beach Senior Center; City of Huntington Beach; Orange County, California

Dear Ms. Villasenor:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action: NAHC-1

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure. NAHC-2
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section:

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s). NAHC-3

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. NAHC-4
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. NAHC-5

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. NAHC-5 cont'd

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation NAHC-6

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Native American Contacts
Orange County
September 25, 2007

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue
Reseda , CA 91335
calvitre@yahoo.com
(714) 504-2468 Cell
Gabrielino

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Officer
(909) 262-9351 - cell
(213) 489-5002 Fax
Gabrielino Tongva

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
31742 Via Belardes
San Juan Capistrano , CA 92675
(949) 493-0959
(949) 493-1601 Fax
Juaneno

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street
San Juan Capistrano , CA 92675-2674
arivera@juaneno.com
949-488-3484
949-488-3294 Fax
Juaneno

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Adminstrator
4712 Admiralty Way, Suite 172
Marina Del Rey , CA 90292
310-570-6567
Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB
Culver City , CA 90230
gtongva@verizon.net
562-761-6417 - voice
562-920-9449 - fax
Gabrielino Tongva

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax
Gabrielino Tongva

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry , Tribal Manager & Cultural Resources
31742 Via Belardes
San Juan Capistrano , CA 92675
(949) 493-0959
(949) 293-8522 Cell
(949) 493-1601 Fax
Juaneno

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007041027; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Huntington Beach Senior Center; City of Huntington Beach; Orange County, California.

Native American Contacts
Orange County
September 25, 2007

Juaneno Band of Mission Indians
Alfred Cruz, Cultural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
alfredgcruz@sbcglobal.net
714-998-0721
slfredgcruz@sbcglobal.net

Juaneno Band of Mission Indians
Adolph "Bud" Sepulveda, Chairperson
P.O. Box 25828 Juaneno
Santa Ana , CA 92799
bssepul@yahoo.net
714-838-3270
714-914-1812 - CELL
bsepul@yahoo.net

Sonia Johnston, Tribal Vice Chairperson
Juaneño Band of Mission Indians
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
(714) 323-8312
sonia.johnston@sbcglobal.net

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007041027; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Huntington Beach Senior Center; City of Huntington Beach; Orange County, California.

CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

November 1, 2007

Jennifer Villasenor, Planner
City of Huntington Beach
2000 Main St
Huntington Beach, CA 92648

Subject: Senior Center – Draft EIR Report (No. 07-02)

At our November 1, 2007 meeting the Environmental Board reviewed the Draft EIR Report No. 07-02 for the proposed Senior Center. The following are our comments, concerns and observations. We understand few of the comments may be applicable to the project CUP and may not be appropriate to address in the draft EIR. Please include the applicable comments where they best fit, either the EIR, CUP. HBEB1

1. There is insufficient review of the alternatives to the proposed site. The relative environmental impact (positive and negative) of other locations is only briefly addressed. The proposed site at northwest corner of the Ellis Ave. and Golden West St. intersection appears to be a viable alternative. The report does not satisfactorily assess and evaluate the Ellis Ave and Golden West St. location for comparison. This information is essential for proper decision making to identify the most suitable location. HBEB2

2. The EIR report states that the development parcel is designated as Open Space-Parks & Recreation. The report mentions that the proposed Senior Center is an appropriate use as a recreational facility, thus is compatible with its land use designation.

   However, the current land use is undeveloped open space. The development of this open space parcel is a change in its current land use. The result is a permanent loss of open space at an optimum Central Park location. This is significant and should be stated as such in the EIR. The Board recommends that the loss of this open space parcel be mitigated in an appropriate manner. Mitigation for the loss of open space was recommended in the Board's prior project comments. HBEB3

3. The document mentions an appropriate landscape plan. As was mentioned in the Board's original comments, the City project should be held to a high standard and native drought-tolerant plants should be used on this project along with a smart water efficient HBEB4

irrigation system. It is recommend a plant pallet and landscape design is consistent with the natural area, which includes the Shipley nature center. HBEB4

4. The document mentions the use of reclaimed (grey) water for irrigation. It also states that the city currently does not have a grey water system. The Board suggests that provisions be put into the base design for that system if and when one comes online so this project can be easily retrofitted to accommodate it. HBEB5

5. The document has proposed hours of operation for Friday and Saturday night until 12 midnight. The EIR report should discuss in more detail potential weekend operation on Saturday and/or Sunday and the impacts during the operation period. HBEB6

6. The document mentions Irreversible Environmental Effects and briefly discusses energy usage. In the Board's original comments, we recommended that this City project should be held to a high standard (possibly as mitigation for #2 above) than normal projects. The Board recommends the City take a leadership role and achieve a level of LEED certification with the project. HBEB7

Sincerely,

Craig Justice, Chair H.B. Environmental Board

Huntington Beach Senior Center - Draft Environmental Impact Report

Comments to EIR - October 30, 2007

Submitted by Antony Brine, P.E., T.E.

Chapter 2:

Page 2-4:

MM 4.1-3(a) ; prismatic glass coverings and cutoff shields should be required, (not *where feasible*), to prevent lighting spillover off site. BRIN1

MM 4.1-3(e); trees should be placed around the entire parking lot that will shield all headlights to adjacent homes. BRIN2

Page 2-15:

MM 4.9-1(a); any construction hours prior to 8:00 a.m. and after 6:00 p.m. are not compatible with the surrounding residential neighborhood. Construction of this facility on Saturdays is certainly not compatible with the immediately adjacent park. BRIN3

Chapter 3:

Figure 3-8;

Significant landscaping should be placed on the west side of the property to shield lighting from buildings and lessen the noise impacts to the adjacent residential neighborhood. Landscaping should be placed at the bottom of the driveway entrance, and at the end of the southerly drive aisle to shield headlights to adjacent homes. BRIN4

Section 3.3.3 and Table 3-3:

The late operating hours (normal hours until 10:00 p.m. on weekdays and weekends) are not appropriate for the surrounding park and residential neighborhood. The hours for special events are especially disturbing. (Until 10:00 p.m. on Sunday through Thursday, and specifically until 12:00 a.m. on Fridays and Saturdays) These hours are simply not compatible with the surroundings. If you add the operating hours for a one week period (Monday through Friday), the total hours of use clearly indicate that the center is to be used more often for Community Center type activities, classes etc., than as a Senior Center. This project is being discussed primarily as a "Senior Center", yet the general uses described would suggest otherwise. BRIN5

There needs to be more specific discussion in the EIR regarding the classes and actitivies that are planned for normal operation (daytime and evening). Are these classes available to all residents, such as art classes, exercise classes, etc.? Are these the types of classes BRIN6

presented in the SANDS ? If there are a significant number of community classes held at the center, then the traffic trip generation rates (which were established based on Senior Center uses only) are not appropriate. The uses and the trip generation rates for a community center are different from a senior center. Generally trip generation for a community center are generally higher than for a senior center. This needs to be addressed in the Transportation section of the EIR. BRIN7

The EIR should include descriptions of the types of special events that would be held in the multi-purpose room. I anticipate the multi-purpose room will be scheduled for large parties, wedding receptions, large corporate events, etc. Again, special events will generate a different trip generation than a senior center use. There should be more restrictive hours for special events than are shown. This is a new facility, and the uses should be planned based on the fact this is a new project. Any precedents, as far as community uses, should not be a factor in the design of this facility and the proposed uses. This project was voted by the community to be a "Senior Center", a "humanitarian" facility. In fairness to the community, based on the discussion of the project in the ballot Measure T, this project should be designed as a Senior Center, not as a Senior and Community Center. BRIN8

Chapter 4:

Page 4.8-5:

It should be clearly addressed in the EIR how the project will not impact the existing Shipley Nature Center, including the wildlife that exists within the center, and the migratory wildlife through Central Park. BRIN9

Page 4.9-14:

It is discussed that the proposed project "may have a significant impact" if "a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project". I believe that the construction activities specifically, and also potential noise from large events in the community hall, are a temporary and periodic increase in noise above existing noise levels. BRIN10

Page 4.9-18

In this section, it is stated that programs could be extended onto the outdoor patio which adjoins the multi-purpose rooms. What are the programs being considered? Any type of program that includes live or recorded music which is amplified should not be allowed on, or near, the patio. For example, if there is is a wedding reception with live or recorded music, the project should be conditioned to require all amplified noises to be confined indoors and all doors to the patio be closed at all times. BRIN11

This section only discusses noise related to "normal human conversation". The EIR goes on to conclude that "As such the noise associated with special events such as wedding BRIN12

receptions" is less than significant. The information provided in this section would appear to indicate that the only noise studied in the EIR in relation to special events, such as wedding receptions, is human conversation. Clearly, other noises associated with all of the proposed facility uses, such as amplified music, etc. needs to be analyzed and discussed in more detail in the EIR. BRIN12

Impact 4.9-2

This section discusses the potential for groundborne vibration. Will there be piles driven as a part of the foundation for the building? If there is this type of construction, then there will be significant noise and vibration impacts to the adjacent residential neighborhood. BRIN13

Page 4.12-2 (Transportation/Traffic)

For a project that generates 3,395 daily trips, it is amazing to me that the traffic impact analysis for this project included only three (3) intersections. Based on the project trip distribution, there are other primary intersections in the city that should have been studied. With twenty-five (25) percent of the traffic headed north on Goldenwest, the intersection of Goldenwest/Warner should be studied. This is an intersection that probably has a Level of Service E or F today. Any addition of traffic to that intersection will probably cause a significant impact. With twenty (20) percent of the traffic headed south on Goldenwest, then the intersections of Goldenwest/Garfield and Goldenwest/Yorktown should be included. The Yorktown intersection is particulary congested in the AM peak hour with school traffic. This project includes 334 AM peak hour trips. There is a real chance that the project traffic will impact the LOS at this intersection. BRIN14

Page 4.12-14

When the trip rates were developed for this project, the traffic engineer collected counts at the Oasis Senior Center in Newport Beach. Did the traffic engineer discuss with the City of Newport Beach the precentage of seniors that use buses to get to their facility? The Oasis facility is operationally different in a number of ways. Their facility has two separate parking lots that are separated by a secondary roadway. One lot has 97 spaces and the other has 90 spaces. In discussions with their Senior Services department, approximately ten (10) percent of their seniors arrive at the facility by bus or van. Another ten (10) percent arrive to the center by walking from their homes in the immediately adjacent Corona del Mar neighborhood. The facility may be similar in nature, but the socio-economic needs of their seniors are different. This effects the trip generation rates of the two facilities. These factors should be discussed and addressed in the EIR. As it relates to trip generation, this is not an "apples-to-apples" comparison. BRIN15

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Monday, September 24, 2007 7:36 AM
To: Nathan, Tamarine J
Subject: FW: Senior Center DEIR

From: lgeisse@aol.com [mailto:lgeisse@aol.com]
Sent: Saturday, September 22, 2007 9:29 PM
To: Villasenor, Jennifer
Subject: Senior Center DEIR

Hi Jennifer -

I think the EIR should also consider the alternate site of the opposite corner of Goldenwest and Talbert. The center could be built at the end of the existing Sports Complex parking lot, which is never used. Since the fields are mostly used in the evenings, the parking lots could easily be shared. I think this would result in a significant savings to the city. The parking lot, and entrances already exist. Ground mitigation has already been done. The area sits empty now. Thanks. Larry Geisse

GEIS 1

Email and AIM finally together. You've gotta check out free AOL Mail!

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Monday, October 15, 2007 9:21 AM
To: Nathan, Tamarine J; Lau, May Ye
Subject: FW: Senior Center

From: lgeisse@aol.com [mailto:lgeisse@aol.com]
Sent: Friday, October 12, 2007 9:07 PM
To: Villasenor, Jennifer
Subject: Re: Senior Center

Thanks Jennifer, I appreciate the response. Can you send him the last email I sent you, as it contains some reasoning why the site would be better based on the DEIR? Thanks again. Larry

The EIR should look at alternative sites. The one most promising would be across the street in the parking lot of the Sports Complex. It is not used now, would offer parking already there, has the soil clean-up completed, has utilities in, and would not requite elevation changes. It would save the city a lot of money to do it there.

-----Original Message-----
From: Villasenor, Jennifer <JVillasenor@surfcity-hb.org>
To: lgeisse@aol.com
Sent: Fri, 12 Oct 2007 9:23 am
Subject: RE: Senior Center

Larry,

Thank you for your comment. I did receive your comment last week and forwarded it to our environmental consultant that prepared the draft EIR. Responses to comments will take place after the end of the comment period (October 31st). Thanks again.

From: lgeisse@aol.com [mailto:lgeisse@aol.com]
Sent: Friday, October 12, 2007 7:52 AM
To: Villasenor, Jennifer
Subject: Senior Center

Jennifer -

I sent this comment a week or so ago and didn't hear back.

The EIR should look at alternative sites. The one most promising would be across the street in the parking lot of the Sports Complex. It is not used now, would offer parking already there, has the soil clean-up completed, has utilities in, and would not requite elevation changes. It would save the city a lot of money to do it there.

GEIS 2

Let me know if you are going to include this in suggestions.

Thanks. Larry Geisse

Email and AIM finally together. You've gotta check out free AOL Mail!

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Wednesday, October 03, 2007 1:09 PM
To: Nathan, Tamarine J
Cc: Dominguez, Dave
Subject: FW: Comments on Senior Center Initial Study - Suggestion

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From: Robert Haben [mailto:habenrl@earthlink.net]
Sent: Wednesday, October 03, 2007 12:03 PM
To: Villasenor, Jennifer
Subject: Comments on Senior Center Initial Study - Suggestion

Robert Haben
habenrl@earthlink.net
EarthLink Revolves Around You.

Dear Jennifer, I'm writing to suggest that a pool needs to be added to the Senior Center plan. As one ages, swimming is the best way to keep the bones and muscles working. Huntington Beach needs to plan for the future and not be cheap about providing for seniors. Other cities where I have been have more that craft centers for the aged. Please convey this suggestion to the proper authority. Thank you. Bob and Sue Haben 714-8461042 16542 Charleyville Circle H.B. 92649 HABE 1

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Wednesday, October 31, 2007 8:46 AM
To: Lau, May Ye; Nathan, Tamarine J
Cc: Dominguez, Dave
Subject: FW: HB Senior Center EIR

-----Original Message-----
From: patricia kreamer [mailto:pat_kreamer@verizon.net]
Sent: Wednesday, October 31, 2007 12:41 AM
To: Villasenor, Jennifer
Subject: HB Senior Center EIR

Dear Ms. Villasenor,
Thank you for the opportunity to comment on the EIR for the Senior Center.
Pat Kreamer
18111 Lakepoint Lane
Huntington Beach, CA 92647
714-625-6750

Aesthetics
Concerns: The architecture and placement of the designed center does not compliment a park setting.
The center appears to be able to take advantage of the beauty of the park, but the park is not looking at something designed to blend in with the park. It looks dropped in. Also, the footprint taken up for parking spaces takes up as much land as the building, and it pushes the actual Center farther into the park, which sets up other issues for EIs.
Suggestions: Use rarely-used parking spaces across the street bordering Goldenwest, and have handicapped parking on the west side near the Center. There are requirements for having a parking space ratio for a new building, however since this is all city property, extra parking spaces could be applied or shared across the street to meet the quota.
As for walking distance, I think of the distance people walk from the parking lot at HB City Hall to the different city buildings could be the same distance as walking across the street (Golden West) from the parking lot to a Center. Likewise walking from any parking lot to the Segerstrom concert hall.
Or parking in a mall. Possibly an electric cart could also patrol and shuttle people. Another factor is that if the parking is located west of Golden West, the non-senior public will use the spaces. It is too popular a park and would require parking monitoring.

Another thought is building the Center in the Park near Slater next to the Verizon parking lot. There are already buildings there, and parking lot, so another building and more parking does not look so out of place. The area is already used by many seniors who walk there. It would be easier to design a building, even two stories with a parking structure, that could architecturally blend in with the environment. KREA 1

"Degrading visual character" seems subjective. The visual character I currently enjoy, in my subjective view, is to be able to look up towards Golden West from the park below and see a large swath of land connect with sky without large obstruction of buildings. I am allowed a sense of looking into the distance. Likewise, driving or walking at Golden West looking towards the park, I see into an uninterrupted distance, or look down into trees and grass and dirt. KREA 2

LIGHT
I live near Edwards and Inlet, near the dog park. I can see the lights from the ball fields at night from my home. I'm concerned a Center protruding into the park will have a very negative impact. If I can see the ball park lights, surely the lights from the Center will be unavoidable. KREA 3

There is the nocturnal life in the park to consider, too. I've seen the park serve KREA 4

as a corridor for coyotes going back and forth from the meager open space they have on Seapoint to the Nature Center and the bushes along Golden West. The coyotes serve a purpose in controlling the rabbits and squirrels, which need to be controlled because of the damage and erosion they cause to the walls of the water canals and waterways. The added light would keep the coyotes away. Particularly motion detector lights. That would be a negative impact.

Also, I've gone at midnight to watch large flocks of migrating birds land in the lake at night because its such an amazing sight Would additional light impact their migrating patterns? KREA 4

The existing pale light aimed down from pole lights into the park allows the darkness to dominate the night. Preserving space to walk at night that has an absence of light or minimal light is rare in a city, and should be preserved. If the Center were built where it is currently planned, would parking lot lights have to be on all night? Would bright security lights have to be on all night? If I walk in the park, will I see the light spilling across the park casting shadows towards the homes fringing the park where once there was darkness?
I see the lights from the ball fields from my home.
When there are events at the proposed center, will I also see those lights? When cars drive in and out of the parking lot, will their lights beam out across the park? Again, the absence of light at night in a dense cityscape is rare and valuable. Once the darkness is lost, will we ever get it back? KREA 5

SOUND
From my home I currently hear noise from events at the ball field, and bands from the summer concert series by the library. When events take place in the park below the proposed center, I can hear the music well enough to sing along. If the Center has events, the music and noise will come from a hill top, I can't imagine how the sound will carry. At night time this is not acceptable and would cause an auditory nightmare in a peaceful park. Using the Center for events that last into the evening are a source of noise pollution to the community. It would be another example of the Center benefiting from the park but the park not benefiting from the Center. KREA 6

Hydrology
Use the parking lot across the street. It is already designed to deal with stormwater runoff that carries contaminants from cars. KREA 7

Other:
No matter where the Center is built, is it a LEED building? Where will it get its energy? Solar panals?
How will it conserve its water? Is the landscaping indigenous and able to survive in a dry desert climate? How will it be heated? Will the materials used inside produce off-gasses that may effect sensitive seniors' health? KREA 8

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Monday, September 24, 2007 8:25 AM
To: Nathan, Tamarine J
Subject: FW: senior center

From: Margern@aol.com [mailto:Margern@aol.com]
Sent: Monday, September 24, 2007 8:23 AM
To: Villasenor, Jennifer
Subject: senior center

Why is there not a pool for therapy? Most seniors have some arthritis or others types of joint problems that benefit from warm water exercises. It is an insult to our seniors not to offer this type of therapy, as most other cities offer in their senior centers.

Thank you for listening.

MARG-1

See what's new at AOL.com and Make AOL Your Homepage.

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Thursday, October 04, 2007 3:50 PM
To: Nathan, Tamarine J
Cc: Dominguez, Dave
Subject: FW: Comments on Senior Center

From: PARS11@aol.com [mailto:PARS11@aol.com]
Sent: Thursday, October 04, 2007 3:45 PM
To: Villasenor, Jennifer
Subject: Comments on Senior Center

The reasons for placing the proposed Senior Center near the Central Park Library do not make sense.

1. The largest concentration of seniors in Huntington Beach is actually in S. E. Huntington Beach. Landmark Senior Living not to mention three mobile home parks located in this section of Huntington Beach would seem to dictate that the new Center might better be placed at the proposed Kettler School site. This site has nearly $3,000,000 in upgrades and remains vacant. Seniors from Landmark could use the stop light at MiraMar and Atlanta to WALK, yes walk, to the center. Improvements and additional structures and walkways could lead directly to Edison Park and the Edison Community Center. Additionally, the Kettler School site is near a well serviced shopping mall containing a Von's Super Market, dry cleaning, a dentist, Hallmark Shop, beauty shop and supply and a bank on the corner. The currently proposed site at the Library is very limited. In fact, the senior would be close to nothing at all. MOSH 1

2. Statistics that are used in support of choosing the current Central Park site are woefully inadequate and prove nothing at all. Even tho 16% of Huntington Beach may be 60 or older, there are NO statistics that say how many senior actually USE the center now available to them. To surmise that a leap from the current Roger's Senior Center to 45,000 sq. feet is defendable is nonsense. Nothing supports that figure, not even your chart of Comparative Standards. Using these standards is sheer speculation on the part of a group of a few well placed people in Huntington Beach to want to build a monument to themselves. In my opinion this center has relatively little to do with numbers and use, it has to do with huge egos. MOSH 2

3. LPA, Inc., did a poor job not only in investigating other sites thoroughly, but in writing the report itself. For a fact, the Huntington Beach City School District was NOT notified that it was even the #3 site considered except by word of mouth. How many other sites got exactly this same "investigative" insight? They wrote what the Bauer/Detloff group wanted to see. MOSH 3

The ballot measure passed by such a small majority, the city does NOT have a mandate to build at this location. It is a clever ruse, or maybe not so clever after all. MOSH 4

The building of this site at Central Park will use all park funds available (Quimby funds) to other parks for much needed repairs and up-keep. This may be illegal. MOSH 5

I do not support building the senior center at Central park at such an astonishing cost. MOSH 6

Merle Moshiri
8802 Dorsett Dr.
Huntington Beach, CA 92646

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