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## Chapter 2 TEXT CHANGES

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### 2.1 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 2.2 below as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and an underline beneath inserted text. In order to indicate the location in the Draft EIR where text has changed, the reader is referred to the page number of the Draft EIR.

### 2.2 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.

**Table ES-3 Summary of Proposed Roadway Improvements**

<i>Roadway</i>	<i>Proposed Project Improvements</i>
Pacific Coast Highway	<p>Dedicate ROW north of centerline</p> <p>Widen PCH on north side for provision of a third westbound through lane and future bike lane</p> <p>Remove parallel parking on north side of roadway and replace on-site</p> <p>Close existing median opening and install median landscaping along a portion of PCH, between First and Huntington Streets</p> <p>Pedestrian site access to commercial component</p> <p><u>Two at-grade crosswalks at intersections of First and Huntington Streets</u></p> <p><u>Additional North-South crosswalk at the northeast corner of PCH and First Street</u></p> <p>Grade-separated pedestrian overcrossing over PCH to beach area could be constructed in the future</p> <p>Provide an Orange County Transportation Authority bus turnout on the north side of PCH, west of Huntington Street</p>
Atlanta Avenue	<p>Dedicate ROW between First Street and Huntington Street, south of centerline</p> <p>Additional eastbound travel lane</p> <p>Sidewalk, curb and gutter, paving, and a landscaped median between First and Huntington Streets</p> <p>Pedestrian access to residential component</p>
Huntington Street	<p>Dedicate ROW between Pacific View Avenue and Pacific Coast Highway, west of centerline</p> <p>Additional southbound travel lane between PCH and Pacific View</p> <p>Southbound right turn lane at PCH</p> <p>Provide traffic signal at intersection with Atlanta Avenue</p> <p>Landscaped median between Pacific View Avenue and PCH</p> <p><u>Sidewalk, curb, gutter, and paving between Pacific View Avenue and Atlanta Avenue</u></p> <p>Vehicular service access to commercial component</p> <p>Vehicular resident-only access to residential component</p> <p>Pedestrian access to residential component</p>
First Street	<p>Dedicate ROW east of centerline between Atlanta and Pacific View Avenue for an ultimate configuration with a 100-foot-wide right-of-way</p> <p>Additional southbound and northbound travel lane between PCH and Atlanta</p> <p>Additional southbound left-turn lane onto PCH</p> <p>Sidewalk, curb and gutter, paving, and landscaped medians</p> <p>Vehicular service access to commercial component</p> <p>Vehicular resident-only access to residential component</p> <p>Pedestrian access to residential component</p>
Pacific View Avenue	<p>Extension of roadway, which currently exists only from Huntington Street to approximately 500 feet east along the existing Waterfront Hilton project, through site in a 90-foot <del>right-of-way</del> ROW, in compliance with the Precise Plan of Street Alignment.</p> <p><u>Ultimate Condition:</u> <u>Primary Arterial Street</u>  <u>Four-lane divided cross section within the 90 foot ROW.</u>  <u>No angled parking</u>  <u>Some on-street parallel parking</u></p> <p><u>Interim Condition:</u> Parallel parking on north side of street for the proposed public park  One lane of traffic in each direction with a center turning lane, <del>on-street bike lanes</del> and pedestrian crosswalks  Angled parking on south side of roadway</p> <p>Sidewalk, curb and gutter, paving, and <u>raised</u> landscaped medians</p> <p>Three vehicular accesses to commercial component (two public and one service)</p> <p>Two vehicular accesses to residential component (residents and guests)</p> <p>Pedestrian access to residential and commercial components</p>

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 7, 2003b

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Table ES-4 Summary Impact Table

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
<b>Aesthetics</b>		
<b>Impact AES-1:</b> Implementation of the proposed project would not substantially degrade scenic resources within Pacific Coast Highway, a State Scenic Highway.	None required.	Less than significant
<b>Impact AES-2:</b> Implementation of the proposed project would not have a substantial effect on the scenic vista.	None required.	Less than significant
<b>Impact AES-3:</b> Implementation of the proposed project would not substantially degrade the existing visual character or quality of the project site and its surroundings.	None required.	Less than significant
<b>Impact AES-4:</b> The proposed project would cast shadows on surrounding residential uses.	None required.	Less than significant
<b>Impact AES-5:</b> Structural development would introduce new sources of light and glare into the project vicinity.	<b>MM AES-1:</b> To the extent feasible, the Applicant shall use nonreflective facade treatments, such as matte paint or glass coatings. <u>Building materials shall be consistent with the City Urban Design Guidelines, and reflective glass shall not constitute a primary exterior material.</u> Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.	Less than significant
<b>Impact AES-6:</b> Structural development would not result in significant nighttime lighting in the project vicinity.	The following measure is recommended to further reduce less-than-significant impacts: <b>MM AES-2 :</b> <u>The lighting plan shall include provisional measures to limit nighttime illumination during periods of fog. Measures may include but would not be limited to reduced foot-candle illumination levels or reduced number of lighting fixtures in use.</u>	<u>Less than significant</u>
<b>Impact AES-67:</b> Implementation of the proposed project would introduce new sources of vehicle headlight, although they would not significantly affect adjacent sensitive uses.	None required.	Less than significant
The following standard City requirements (CR) would apply to the project.		
CR AES-A	All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing screening must be submitted for review and approval with the application for building permit(s).	
CR AES-B	If outdoor lighting is included, energy saving lamps shall be used. All outside lighting shall be directed to prevent “spillage” onto adjacent properties and shall be shown on the site plan and elevations.	
CR AES-C	All landscape irrigation and planting installation shall be certified to be in conformance to the City approved landscape plans by the Landscape Architect of record in written form to the City Landscape Architect prior to the final landscape inspection and approval.	
CR AES-D	Prior to occupancy, all new and existing overhead utilities shall be installed underground in accordance with the City's Underground Utility Ordinance. In addition, all electrical transformers shall be installed underground.	
<b>Air Quality</b>		
<b>Impact AQ-1:</b> Peak construction activities associated with the proposed project could generate emissions that exceed SCAQMD thresholds.	<b>MM AQ-1:</b> The project developer(s) shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.	Significant and unavoidable

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Table ES-4 Summary Impact Table

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
<p><b>Impact AQ-2:</b> Daily operation of the project would generate emissions that exceed SCAQMD thresholds.</p>	<p><b>MM AQ-6:</b> The project developer shall include in construction and sales contracts the following requirements or measures shown to be equally effective to reduce project-related stationary and area source emissions:</p> <ul style="list-style-type: none"> <li>■ Use solar or low-emission water heaters in the residential, office, and visitor-serving commercial buildings</li> <li>■ Provide energy-efficient heating with automated controls in the residential, office, and visitor-serving commercial buildings</li> <li>■ Use energy-efficient cooking appliances in the residential and visitor-serving commercial buildings</li> <li>■ If fire places are provided in new residential units, install the lowest-emitting fireplaces commercially available at the time of development</li> <li>■ Require that contract landscapers providing services at the project site use electric or battery-powered equipment, or internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use.</li> </ul> <p>Contract specification language shall be reviewed by the City prior to issuance of a <del>grading</del>-<u>building</u> permit.</p> <p><b>MM AQ-7:</b> The project developer shall include in construction and sales contracts for the commercial and offices uses on site that preferential parking spaces be provided for carpools and vanpools. Contract specification language shall be reviewed by the City prior to issuance of a <del>grading</del>-<u>building</u> permit. A minimum of 7'2" of vertical clearance shall be provided in the parking structure for vanpool access. Inclusion of the vertical clearance shall be verified on building plans prior to issuance of a building permit.</p>	<p>Significant and unavoidable</p>
<p><b>Impact AQ-3:</b> The proposed project would generate increased local traffic volumes, but would not cause localized CO concentrations at nearby intersections to exceed national or State standards.</p>	<p>None required.</p>	<p>Less than significant</p>
<p><b>Impact AQ-4:</b> The proposed project would provide new sources of regional air emissions, but would not impair implementation of the Air Quality Management Plan.</p>	<p>None required.</p>	<p>Less than significant</p>
<p><b>Impact AQ-5:</b> Implementation of the proposed project could release toxic air contaminants, but not in significant amounts.</p>	<p>None required.</p>	<p>Less than significant</p>

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Table ES-4 Summary Impact Table

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
The following standard City requirements (CR) would apply to the project. CR AQ-A through CR AQ-C shall be completed prior to issuance of a grading permit.		
CR AQ-A The name and phone number of an on-site field supervisor hired by the developer shall be submitted to the Departments of Planning and Public Works prior to issuance of grading permits. In addition, clearly visible signs shall be posted on the perimeter of the site every 250 feet indicating who shall be contacted for information regarding this development and any construction/grading-related concerns. This contact person shall be available immediately to address any concerns or issues raised by adjacent property owners during the construction activity. He/She will be responsible for ensuring compliance with the conditions herein, specifically, grading activities, truck routes, construction hours, noise, etc. Signs shall include the Applicant's contact number regarding grading and construction activities, and "1-800-CUTSMOG" in the event there are concerns regarding fugitive dust and compliance with AQMD Rule No. 403.		
CR AQ-B The Applicant shall notify all property owners and tenants within <del>500</del> 300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.		
CR AQ-C The Applicant shall demonstrate that the grading/erosion control plan will abide by the provisions of AQMD's Rule 403 as related to fugitive dust control, prior to issuance of grading permits.		
CR AQ-D through CR AQ-F shall be implemented during grading and construction operations:		
CR AQ-D The construction disturbance area shall be kept as small as possible.		
CR AQ E Wind barriers shall be installed along the perimeter of the site and/or around areas being graded.		
CR AQ-F Remediation operations, if required, shall be performed in stages concentrating in single areas at a time to minimize the impact of fugitive dust and noise on the surrounding areas.		
<b>Biological Resources</b>		
<b>Impact BIO-1:</b> Proposed project implementation may result in impacts on special status plant species, if present on the proposed project site.	<b>MM BIO-1:</b> If before the start of construction, substantial growth of native vegetation or sensitive habitats has occurred on the project site as determined by a qualified biologist, then special status plant or habitat surveys shall be conducted during the appropriate time of the year prior to construction of the proposed project, to determine the presence or absence of special status plant species or habitats. These surveys shall be conducted during the appropriate blooming period as determined by a qualified biologist. If any of these species are found to be present on the proposed project site, then measures would be developed in consultation with the appropriate resource agencies, if the status of the species and the size of the population warrant a finding of significance. Appropriate measures may include avoidance of the populations, relocation, or purchase of offsite populations for inclusion to nearby open space areas. A City-qualified biologist shall present recommendations to the city for review and approval. Any subsequent avoidance, relocation, or other mitigation strategies required to reduce impacts to a less-than-significant level shall be implemented prior to issuance of a grading permit.	Less than significant
<b>Impact BIO-2:</b> Proposed project implementation would not significantly impact special status wildlife species.	None required.	Less than significant
<b>Impact BIO-3:</b> Proposed project implementation would be consistent with local policies or ordinances protecting biological resources.	None required.	Less than significant
<b>Impact BIO-4:</b> The project would not have an adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.	None required.	No impact

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Table ES-4 Summary Impact Table

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
<b>Impact BIO-5:</b> Implementation of the project would not significantly impact sensitive habitat types, including wetlands as defined by the CDFG.	None required.	Less than significant
<b>Impact BIO-6:</b> Construction activities at the project site would not significantly disturb wildlife in the project site vicinity.	The following mitigation measure is recommended to further reduce less-than-significant impacts: <b>MM BIO 2:</b> Grading shall begin at the perimeter, near existing residences, and proceed toward the center of the site.	Less than significant
<b>Impact BIO-7:</b> An increase in night lighting from the proposed project would not significantly affect behavioral patterns of wildlife at the project site.	None required.	Less than significant
<b>Cultural Resources</b>		
<b>Impact CR-1:</b> Paleontological resources that could be located on-site would be adversely affected by earth-moving activities that could damage these materials.	<p><b>MM CR-1:</b> Monitor grading and excavation for archaeological and paleontological resources:</p> <p>(a) The Applicant shall arrange for a qualified (as defined by the <u>Orange County Archaeological/Paleontological Curation Project</u>) professional archaeological and paleontological monitor to be present during demolition, grading, trenching, and other excavation on the project site. The Applicant shall also contact the appropriate Gabrieliño and Juaneño tribal representatives to determine whether either group desires Native American monitoring of grading activities. If Native American monitors are requested, the Applicant shall arrange for the monitoring with tribal representatives. Additionally, prior to project construction, construction personnel will be informed of the potential for encountering significant archaeological and paleontological resources, and instructed in the identification of fossils and other potential resources. All construction personnel will be informed of the need to stop work on the project site until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel will also be informed of the requirement that unauthorized collection of cultural resources is prohibited.</p> <p>(b) If archaeological or paleontological resources are discovered during earth moving activities, all construction activities within 50 feet of the find shall cease until the archaeologist/paleontologist evaluates the significance of the resource. In the absence of a determination, all archaeological and paleontological resources shall be considered significant. If the resource is determined to be significant, the archaeologist or paleontologist, as appropriate, shall prepare a research design for recovery of the resources in consultation with the State Office of Historic Preservation that satisfies the requirements of Section 21083.2 of CEQA, as well as Chapter 3 and Appendices E, F, and G of the <u>Curation Project</u>. The archaeologist or paleontologist shall complete a report of the excavations and findings, and shall submit the report for peer review by three County-certified archaeologists or paleontologists, as appropriate. Upon approval of the report, the Applicant shall submit the report to the South Central Coastal Information Center at California State University, Fullerton, the California Coastal Commission, and the City of Huntington Beach, the <u>Orange County Archaeo/Paleo Resource Management Facility (APRMF)</u>, and the <u>Orange County Historic Programs Office</u>.</p> <p>(c) Monitored grading at the location of CA-ORA-1582H shall involve the removal of refuse deposit in 15 to 20 cm layers using a skip loader. All materials shall be deposited in small to medium piles for scanning by archaeologists for diagnostic materials. If the resource encountered consists of complete or nearly complete artifacts from CA-ORA-1582H, then artifacts shall be cleaned and cataloged, in accordance with the requirements of the <u>Curation Project</u>, for curation at a facility within Orange County that is acceptable to the City of Huntington Beach. <u>The applicant shall be responsible for payment of all applicable curation fees, and the curation contract shall specify that materials shall be available for loans to educational institutions, and no</u> No further study would be required.</p>	Less than significant

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Table ES-4 Summary Impact Table

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
	(d) In the event of the discovery on the project site of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find will halt immediately and the area of the find will be protected. If a qualified archaeologist is present, he/she will determine whether the bone is human. If the archaeologist determines that the bone is human, or in the absence of an archaeologist, the Applicant immediately will notify the City Planning Department and the Orange County Coroner of the find and comply with the provisions of P.R.C. Section 5097 with respect to Native American involvement, burial treatment, and reburial.	
<b>Impact CR-2:</b> Construction of the proposed project would cause a substantial adverse change in the significance of CA-ORA-149, a prehistoric archaeological site.	<b>MM CR-2:</b> Scientific recovery of archaeological resources associated with CA ORA 149: The Applicant shall retain a qualified archaeologist (i.e., <del>listed on the Registry of Professional Archaeologists</del> as defined by the Orange County <u>Archaeological/Paleontological Curation Project</u> ) to develop and implement, in consultation with the State Office of Historic Preservation, a research design and recovery plan for remaining elements of CA ORA 149. The recovery plan shall emphasize data collection in Locus A, between Test Units 1 and 2, as well as on a core area of Locus B, centered around Test Unit 4, and shall be designed to satisfy the requirements of Section 21083.2 of CEQA, <u>as well as Chapter 3 and Appendices E, F, and G of the Curation Project.</u>	Less than significant
<b>Impact CR-3:</b> Construction of the proposed project could cause a substantial adverse change in the significance of previously unknown archaeological resources, including human burials, that could be present on the project site.	<b>MM CR-1</b> as indicated above.	Less than significant
<b>Impact CR-4:</b> Construction of the proposed project would not cause a substantial adverse change in the significance of CA-ORA-1582H—a historical archaeological dump site.	None required.	Less than significant
<b>Energy and Mineral Resources</b>		
<b>Impact EM-1:</b> Implementation of the proposed project would not substantially increase electricity demands beyond available supply or result in attracting additional or higher density development to the project area.	The following mitigation measure is recommended to further reduce less-than-significant impacts: <b>MM EM-1:</b> The proposed project shall implement an energy conservation plan that could include, but would not be limited to, measures such as energy efficient lighting, and heating, ventilation, and air conditioning systems (HVAC) controls to reduce the demand of electricity and natural gas. The energy conservation plan shall be subject to review and approval by the City Building and Safety and Planning Departments prior to the issuance of building permits.	Less than significant
<b>Impact EM-2:</b> Implementation of the proposed project would not substantially increase natural gas demands beyond available supply or result in attracting additional or higher density development to the project area.	The following mitigation measure is recommended to further reduce less-than-significant impacts: <b>MM EM-1</b> as indicated above.	Less than significant
<b>Impact EM-3:</b> Implementation of the proposed project would not result in the loss of availability of a known mineral resource or the loss of availability of a locally important mineral resource recovery site.	None required.	Less than significant

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Table ES-4 Summary Impact Table

Impact	Mitigation Measure	Residual Impact
<b>Geology and Soils</b>		
<p><b>Impact GEO-1:</b> Project implementation could expose people or structures on-site to strong seismic ground shaking and seismic-related ground failure associated with liquefaction.</p>	<p><b>MM GEO-1:</b> The grading plan prepared for the proposed project shall contain the recommendations of the final soils and geotechnical analysis prepared pursuant to CR GEO-A, as approved by the City. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement and compaction, seismic design features, excavation stability and shoring requirements, dewatering, establishment of deep foundations, concrete slabs and pavements, cement type and corrosion measures, surface drainage, erosion control, ground improvements, tsunami protection, and plan review. All geotechnical recommendations provided in the soils and geotechnical analysis shall be implemented during site preparation and construction activities.</p>	<p>Less than significant</p>
<p><b>Impact GEO-2:</b> Project implementation would locate structures on soils that are considered potentially expansive, unstable, prone to settlement, and corrosive.</p>	<p><b>MM GEO-1</b> as indicated above.</p>	<p>Less than significant</p>
<p><b>Impact GEO-3:</b> Construction activities would temporarily increase soil exposure to wind and water erosion.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>The following standard City requirements (CR) would apply to the project.</p> <p>CR GEO-A Prior to recordation of the final map, a qualified, Licensed Engineer shall prepare a detailed soils and geotechnical analysis. This analysis shall include Phase II Environmental on-site soil sampling and laboratory testing of materials to provide detailed recommendations for grading, chemical and fill properties, liquefaction, foundations, landscaping, dewatering, ground water, retaining walls, pavement sections and utilities.</p>		
<b>Hazardous Materials</b>		
<p><b>Impact HAZ-1:</b> Grading and excavation of the site could expose construction personnel and the public to contamination present in the soil associated with former on-site uses.</p>	<p><b>MM HAZ-1:</b> Prior to the issuance of a grading permit, a Registered Environmental Assessor shall perform a site inspection to identify the potential for presence of PCBs on the site. If the potential for PCBs exists, then the Applicant shall, in consultation with the City of Huntington Beach, sample soil surrounding the affected areas to identify the extent of contamination. Contamination shall be remediated in accordance with MM HAZ-3 and HAZ-4.</p> <p><b>MM HAZ-2:</b> Prior to the issuance of a grading permit, sampling shall be performed in the area identified in Figure 3.7-1 as “Area D.” The extent of sampling shall be determined by the Huntington Beach Fire Department as that which is appropriate to characterize the extent of any potential contamination in Area D. Contamination shall be remediated in accordance with MM HAZ-3 and HAZ-4.</p> <p><b>MM HAZ-3:</b> Prior to issuance of a grading permit, the Applicant shall, in consultation with the City of Huntington Beach and other agencies, as required, formulate a remediation plan for further soil contamination that exists on the project site. The plan shall include procedures for remediation of the project site to the City of Huntington Beach standards. Plans shall be submitted to the <del>Planning, Public Works, and Fire</del> <u>Planning, Public Works, and Fire Departments</u> for review and approval by <u>the Planning, Public Works, and Fire Departments</u> in accordance with City Specification No. 431-92. The plan shall include methods to minimize remediation-related impacts on the surrounding properties, including processes by which all drainage associated with the remediation effort shall be retained on site and no wastes or pollutants shall escape the site and requirements to provide wind barriers around remediation equipment. Qualified and licensed professionals shall perform the remediation activities and all work shall be performed under the supervision of the City of Huntington Beach.</p>	<p>Less than significant</p>

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Table ES-4 Summary Impact Table

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
	<p><b>MM HAZ-4:</b> Closure reports or other reports acceptable to the City Fire Department that document the successful completion of required remediation activities for contaminated soils, in accordance with City Specification 431-92, shall be submitted and approved by the City Fire Department prior to issuance of grading permits for site development. No construction shall occur on-site until reports have been accepted by the City. Closure reports will not be required in the area identified in Figure 3.7-1 as “Area C” until remediation of this area has occurred as part of project construction; these reports will be required pursuant to MM HAZ-6. If remediation is necessary pursuant to MM HAZ-3, then <u>grading-soil remediation permits for this remediation</u> shall be issued.</p> <p><b>MM HAZ-5:</b> In the event that previously unknown soil contamination that could present a threat to human health or the environment is encountered during construction, construction activities in the immediate vicinity of the contamination shall cease immediately. A risk management plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). A site health and safety plan that meets OSHA requirements shall be prepared and in place prior to the commencement of work in any contaminated area. The developer shall ensure proper implementation of the health and safety plan.</p> <p><b>MM HAZ-6:</b> Closure reports documenting the successful completion of required remediation activities for (1) areas adjacent to the existing water main on site and (2) areas of archaeological sensitivity shall be submitted and approved by the City Fire Department prior to issuance of building permits in these areas.</p>	
<p><b>Impact HAZ-2:</b> Grading and excavation of the site could result in damage to existing abandoned oil wells.</p>	<p><b>MM HAZ-7:</b> Where construction is proposed over abandoned oil wells, the developer shall consult with DOGGR to determine if plug or replug of wells is necessary. Prior to the issuance of grading permits, the Applicant shall submit evidence of consultation with DOGGR indicating wells have been plugged or abandoned to current DOGGR standards.</p> <p><b>MM HAZ-8:</b> In the event that abandoned oil wells are damaged during construction, construction activities shall cease in the immediate vicinity immediately. Remedial plugging operations would be required to re-plug the affected wells to current Department of Conservation specifications. Depending on the nature of soil contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). The developer shall ensure proper implementation of the reabandonment operation in compliance with all applicable laws and regulations.</p>	Less than significant
<p><b>Impact HAZ-3:</b> No residual contamination is anticipated that would affect visitors and residents of the proposed project.</p>	None required.	Less than significant

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**Table ES-4 Summary Impact Table**

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
The following standard City requirements (CR) would apply to the project.		
CR N-A	Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays.	
CR N-B	The Applicant shall notify all property owners and tenants within <del>300</del> 500 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.	
CR N-C	The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works prior to issuance of a precise grading permit.	
CR N-D	All haul trucks shall arrive at the site no earlier than 8:00 a.m. or leave the site no later than 5:00 p.m., and shall be limited to Monday through Friday only.	
CR N-E	Neighbors within <del>200</del> 500 feet of major construction areas shall be notified of the construction schedule in writing prior to construction; the project sponsor shall designate a “disturbance coordinator” who shall be responsible for responding to any local complaints regarding construction noise; the coordinator (who may be an employee of the developer or general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented; and a telephone number for the noise disturbance coordinator shall be posted conspicuously at the construction site fence and included on the notification sent to neighbors adjacent to the site.	
<b>Population and Housing</b>		
<b>Impact P-1:</b> Implementation of the proposed project would not directly or indirectly induce substantial population growth beyond current growth projections established by the City.	None required.	Less than significant
<b>Impact P-2:</b> Proposed housing would not directly or indirectly induce substantial population growth beyond current growth projections established by the City, although the required number of affordable housing units may not be provided on-site by the project.	<b>MM P-1:</b> The Applicant shall prepare an Affordable Housing Program to the satisfaction of the City Planning & Economic Development Departments. The Program shall detail the provisions for either on- or off-site affordable housing, or a combination of the two that meet the requirements of Community Redevelopment Law and City requirements. The Affordable Housing Program shall be submitted to the Planning Department for review and approval prior to submittal of the final map. The agreement shall be executed prior to the issuance of the first building permit for the residential project. The Applicant shall adhere to all provisions of the Program.	Less than significant
<b>Public Services</b>		
<b>Impact PS-1:</b> The current staff and equipment of the Hbfd would be sufficient to meet the demands of the proposed project, although project design may not provide adequate <u>pedestrian</u> emergency access.	<p><b>MM PS-1:</b> Provide enclosed, fire-rated stairs to each subterranean level from the exterior every 300’ lineal feet of the building perimeter</p> <p><b>MM PS-2:</b> Project design shall include ventilation of smoke and products of combustion. Zoned, mechanical smoke removal system, with manual controls for firefighters shall be located in the fire control room. An emergency power source is necessary and the system shall also comply with Building Code requirements to exhaust CO and other hazardous gases.</p> <p><b>MM PS-3:</b> Dedicated rooms for Fire Department exclusive use to observe, monitor and as necessary control all emergency systems operation shall be provided. A total of three rooms shall be provided as follows: (1) commercial area and the related subterranean parking garage; (2) high-rise hotel; and (3) residential garages and dwellings. Rooms shall be located in an exterior location at grade level and have unrestricted access clear-to-the sky.</p>	Less than significant

Page xxxv, Table ES-4 “Summary Impact Table,” selected pages

**Table ES-4 Summary Impact Table**

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
<b>Impact PS-2:</b> The proposed project would add residential and visitor-serving uses to the area, and would increase demands on police protection.	The following mitigation measure is recommended to further reduce less-than-significant impacts: <b>MM PS-4:</b> Prior to issuance of a building permit, the Applicant shall consult the Huntington Beach Police Department regarding the provision of adequate Crime Prevention Design measures, and shall incorporate the Department’s recommendations into the plan.	Less than significant
<b>Impact PS-3:</b> Development of additional residential units would result in an increase in the number of students within the school districts serving the site, and increase demands on school facilities.	<b>MM PS-5:</b> The developer for the proposed project shall negotiate with the City school districts regarding school impact fees to address the adverse impacts of the development, thus, ensuring that the new development would bear its fair share of the cost of housing additional students generated. The Planning Department shall be provided with a copy of the agreement prior to recordation of the final map.	Less than significant
<b>Impact PS-4:</b> Existing lifeguard services would be adequate to serve increased use of the beach area resulting from additional residential and visitor-serving uses.	The following mitigation measure is recommended to further reduce less-than-significant impacts: <b>MM PS-6:</b> The Applicant shall develop and institute a Beach Safety and Maintenance Awareness Program to be reviewed and approved by the Community Services Department. The Program shall include (1) informational disclosures (i.e., handouts) to all residents and hotel guests and (2) posting of signs on site. Program materials shall include but would not be limited to the following items: <ul style="list-style-type: none"> <li>■ Beach safety guidelines related to swimming, tides, sun exposure, and other potential risks from beach use</li> <li>■ City Regulations on the use of beach property, including permissible uses of the beach and appropriate trash disposal</li> <li>■ Identification of penalties imposed for violation of City Regulations</li> </ul> The City shall ensure strict enforcement of regulations related to beach use and maintenance.	Less than significant

The following standard City requirements (CR) would apply to the project.

- CR PS-A Automatic sprinkler systems shall be installed throughout. Shop drawings shall be submitted and approved by the Fire Department prior to system installation. (FD)
- CR PS-B Fire hydrants must be installed before combustible construction begins. Prior to installation, shop drawings shall be submitted to the Public Works Department for review and approval by the Public Works and Fire Departments. (Fire Dept. City Specification 407). (FD)
- CR PS-C Prior to issuance of building permits, fire access roads shall be provided in compliance with Fire Dept. City Specification 401. Include the Circulation Plan and dimensions of all access roads. Fire lanes will be designated and posted to comply with Fire Dept. City Specification No. 415. (FD)
- CR PS-D The development shall comply with all applicable provisions of the Municipal Code, Building Department, and Fire Department as well as applicable local, State, and Federal Fire Codes, Ordinances, and standards.

Note: This requirement also applies to other resources such as geology and hazards.

**Recreation**

<b>Impact REC-1:</b> Project implementation would not provide adequate recreational facilities to meet increased demands from the project.	<b>MM REC-1:</b> The Applicant shall demonstrate compliance with City parkland requirements identified in Chapter 254.08 of the City of Huntington Beach Municipal Code. Any on-site park provided in compliance with this section shall be improved prior to final inspection (occupancy) of the first residential unit (other than the model homes).	Less than significant
<b>Impact REC-2:</b> Construction effects associated with on-site recreational facilities would <u>not</u> significantly affect the environment over the short term.	None required.	Less than significant

Page xxxvi, Table ES-4 “Summary Impact Table,” selected pages

Table ES-4 Summary Impact Table

Impact	Mitigation Measure	Residual Impact
<b>Transportation/Traffic</b>		
<b>Impact TR-1:</b> Under Year 2008 conditions, implementation of the proposed project would significantly affect the operating conditions of the intersection of PCH at Warner Avenue by increasing traffic volume.	<b>MM TR-1:</b> The Applicant shall contribute a fair share contribution of 22 percent <sup>1</sup> to the installation of a third northbound through lane on PCH consistent with the Orange County MPAH and Caltrans Route Concept Study for PCH. The County of Orange and Caltrans would complete this improvement. The Applicant's fair share contribution shall be paid prior to issuance of <u>at the first</u> certificate of occupancy.	Significant and unavoidable
<b>Impact TR-2:</b> Under Year 2008 conditions, implementation of the proposed project would significantly affect the operating conditions of the intersection of PCH at Seapoint Avenue by increasing traffic volume under Caltrans Methodology.	<b>MM TR-2:</b> A second westbound right turn lane shall be added on Seapoint Avenue. The City shall ensure completion of this improvement, and the Applicant shall contribute a fair share contribution of 26 percent <sup>2</sup> to this improvement. The Applicant's fair share contribution shall be paid prior to issuance of <u>at the first</u> certificate of occupancy.	Less than significant
<b>Impact TR-3:</b> Under Year 2008 conditions, implementation of the proposed project would not significantly adversely affect the operating conditions of roadway segments by increasing traffic volume.	None required.	Less than significant
<b>Impact TR-4:</b> Under the Year 2020 conditions with scenario No. 1 (with the Hamilton Avenue Extension, Walnut Avenue Alignment, and Santa Ana River Crossings), the proposed project would adversely affect the operating conditions of the intersection of PCH at Seapoint Avenue by increasing traffic volume.	<b>MM TR-2</b> as indicated above.	Less than significant
<b>Impact TR-5:</b> Under the Year 2020 conditions with scenario No. 1 (with the Hamilton Avenue Extension, Walnut Avenue Alignment, and Santa Ana River Crossings), the proposed project would not adversely affect the operating conditions of roadway segments by increasing traffic volume.	None required.	Less than significant
<b>Impact TR-6:</b> Project-generated traffic would require the addition of traffic signals.	<b>MM TR-3:</b> Install a traffic signal at First Street and Atlanta Avenue prior to issuance of occupancy permits. <u>The City shall provide reimbursement for the balance of the funding of improvements through the Fair Share Traffic Impact Fee account or shall designate credits against the project fees to that account.</u> The City shall ensure completion of this improvement, and the Applicant shall contribute a fair share contribution of 57 percent <sup>3</sup> to the improvement.	Less than significant
<b>Impact TR-7:</b> Implementation of the proposed project would not adversely affect the operating conditions of nearby facilities or streets that are part of the Congestion Management Program Highway System (CMPHS).	None required.	Less than significant
<b>Impact TR-8:</b> The proposed project would provide adequate parking.	None required.	Less than significant

<sup>1</sup> Fair share calculation is provided in Appendix H, Traffic Impact Analysis Report.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

## Page xxxvii, Table ES-4 "Summary Impact Table," selected pages

Table ES-4 Summary Impact Table

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Residual Impact</i>
<b>Impact TR-9:</b> The proposed project would provide adequate vehicular access driveways and would not result in inadequate emergency access.	None required.	Less than significant
<b>Impact TR-10:</b> The project would not substantially increase roadway hazards.	None required.	Less than significant
<b>Impact TR-11:</b> The project would not conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks).	None required.	Less than significant

The following standard City requirements (CR) would apply to the project.

- CR TR-A During grading and construction, on-site parking shall be provided for all construction workers and equipment unless approved otherwise by the Public Works Department.
- CR TR-B During grading and construction, the property owner is responsible for all required clean up of off-site dirt, pavement damage and/or restriping of the public rights-of-way as determined by the Public Works Department.
- CR TR-C A Transportation Demand Management Plan shall be submitted for review and approval prior to issuance of Certificate of Occupancy.
- CR TR-D A traffic control plan for all work within the City right-of-way and Caltrans right-of-way shall be submitted to the Public Works department for review and approval prior to issuance of a grading permit. The City's plans shall be prepared according to the Traffic Control Plan Preparation Guidelines. Plans for Pacific Coast Highway shall be per Caltrans requirements and subject to their review and approval.
- CR TR-E The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works prior to issuance of a grading permit.
- CR TR-F Traffic impact fees shall be paid at the rate calculated at the time of payment. The fee shall be based on the trip generation for the actual building square footage, units or rooms as applicable using methodology approved as part of the project traffic impact study.

**Utilities and Service Systems**

<b>Impact U-1:</b> Sufficient water supplies would be available from existing entitlements and resources to serve the proposed project.	None required.	Less than significant
<b>Impact U-2:</b> The proposed project would be served with adequate water and fire flows.	None required.	Less than significant
<b>Impact U-3:</b> The proposed project would be adequately served by the wastewater treatment provider, and would not exceed wastewater treatment requirements or require the expansion or construction of new wastewater treatment facilities.	None required.	Less than significant

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## CHAPTER 1 INTRODUCTION

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### 1.1 OVERVIEW OF THE PROPOSED PROJECT

The project proposes development of 31.5 gross acres of currently vacant land bound by First Street on the west, Huntington Street on the east, Atlanta Avenue on the north, and Pacific Coast Highway (PCH) on the south, in the Downtown area of the City of Huntington Beach. The proposed Pacific City project consists of a visitor-serving/neighborhood commercial-retail center, a residential village, and vehicular and pedestrian circulation improvements. Approximately 10.6 net acres of the project site adjacent to PCH would be developed with up to 400 rooms of hospitality (i.e., hotel) and up to 240,000 square feet (sf) of visitor-serving commercial uses that are proposed to include retail, office, restaurant, cultural, and entertainment facilities, with approximately 1,543 parking spaces in a subterranean garage. The approximately 17.2-net-acre northeastern portion of the project site would be developed with 516 condominium homes at an average of 30 dwelling units per net acre, in accordance with density levels set forth in the City of Huntington Beach General Plan and Downtown Specific Plan. A total of 1,341 parking spaces in a subterranean garage and approximately 19 on-site surface parking spaces would be provided to serve this residential component. In addition, pedestrian corridors would be provided through the site to improve pedestrian access between the surrounding residential communities and the proposed residential and commercial components. Several accessways to the beach area south of the project site are also proposed. The proposed project has been designed to conform to the existing land use and zoning designations in the City of Huntington Beach General Plan and Downtown Specific Plan. For a detailed description of the proposed project, refer to Chapter 2 (Project Description) of this document.

### 1.2 RELATIONSHIP OF PROPOSED PROJECT TO PREVIOUS ENVIRONMENTAL DOCUMENTATION

This EIR serves as a project EIR, since it analyzes impacts of a specific development project. This EIR also serves as a Subsequent EIR, since development on the project site has been addressed on a programmatic level as part of the analysis included in several Program EIRs prepared by the City of Huntington Beach. These documents include (1) The Huntington Beach Downtown Specific Plan EIR 82-2 (SCH No. 82012914) and Addendum to SEIR 82-2; (2) The Huntington Beach General Plan Update EIR 94-1 (SCH No. 940991018); and (3) The Huntington Beach Redevelopment Project EIR 96-2 (SCH No. 96041075). Each of these documents includes analysis that accounts for development at the project site. The General Plan Update EIR analyzes the theoretical buildout of the entire City, while

below, for a complete discussion of pedestrian access and circulation. Recreational facilities would include five recreational areas, the largest of which is identified as the “Village Green” in the center of the proposed residential area adjacent to the loop road. This ~~2.5-acre~~ 2.03-acre area would be accessible to the public. The four other individual recreational areas would be located throughout the residential component and would primarily serve residents of the proposed project, although Area 1, at the corner of First Street and Atlanta Avenue, would be publicly accessible. Additional common open space areas would be situated around all the residential buildings, as shown in Figure 2-5a. Private open space would be provided through patios, balconies, and stoops, as shown in Figure 2-5b.

Parking would be provided in subterranean garages and in surface parking areas along the interior collector street. A total of 1,360 spaces would be provided for residential uses. A minimum of two parking spaces in the subterranean garage would be provided for each unit. In addition, subterranean and surface parking would be provided to serve guests of the community, as required by the Zoning Code.

Residential village architecture would comply with the City’s Urban Design Guidelines. The landscape concept for the residential village district set forth in the Conceptual Master Plan would also be consistent with the Urban Design Guidelines, which strives to achieve compatibility with the existing surroundings. Proposed landscaping would feature prominent evergreen trees such as Jacaranda and Magnolia, as well as several varieties of palms. In addition, various flowering and evergreen shrubs would be planted, including Bougainvillea, agave, and star jasmine, as well as other vines and groundcovers.

Affordable Housing is proposed to be provided by a combination of on- and off-site units in compliance with the City’s Housing Element and Redevelopment Agency requirements. Fifteen percent, or 78 affordable units, have been identified as the Agency obligation based on the Applicant’s proposed 516 units in the submitted site plan and related applications. A total of 39 moderate-income units are proposed on site, with the balance of units proposed off site. Section 3.11 (Population and Housing) provides detail on the project obligations for affordable housing.

### **2.3.3 Vehicular and Pedestrian Circulation Improvements**

Vehicular and pedestrian access to the project site would be provided by a combination of existing and proposed roadways, as described in this section. A summary of proposed roadway improvements and project accesses is provided in Table 2-8. Roadway widening proposed by the project would be accomplished by widening onto the project site. Encroachment into property surrounding the site is not proposed as part of the project.

**Page 2-20, Table 2-8 “Summary of Proposed Roadway Improvements”**

**Table 2-8 Summary of Proposed Roadway Improvements**

<i>Roadway</i>	<i>Proposed Project Improvements</i>
Pacific Coast Highway	Dedicate ROW north of centerline Widen PCH on north side for provision of a third westbound through lane and future bike lane Remove parallel parking on north side of roadway and replace on-site Close existing median opening and install median landscaping along a portion of PCH, between First and Huntington Streets Pedestrian site access to commercial component <del>Two at grade crosswalks at intersections of First and Huntington Streets</del> <u>Additional North-South crosswalk at the northeast corner of PCH and First Street</u> Grade-separated pedestrian overcrossing over PCH to beach area could be constructed in the future Provide an Orange County Transportation Authority bus turnout on the north side of PCH, west of Huntington Street
Atlanta Avenue	Dedicate ROW between First Street and Huntington Street, south of centerline Additional eastbound travel lane Sidewalk, curb and gutter, paving, and a landscaped median between First and Huntington Streets Pedestrian access to residential component
Huntington Street	Dedicate ROW between Pacific View Avenue and Pacific Coast Highway, west of centerline Additional southbound travel lane between PCH and Pacific View Southbound right turn lane at PCH Provide traffic signal at intersection with Atlanta Avenue Landscaped median between Pacific View Avenue and PCH <u>Sidewalk, curb, gutter, and paving between Pacific View Avenue and Atlanta Avenue</u> Vehicular service access to commercial component Vehicular resident-only access to residential component Pedestrian access to residential component
First Street	Dedicate ROW east of centerline between Atlanta and Pacific View Avenue for an ultimate configuration with a 100-foot-wide right-of-way Additional southbound and northbound travel lane between PCH and Atlanta Additional southbound left-turn lane onto PCH Sidewalk, curb and gutter, paving, and landscaped medians Vehicular service access to commercial component Vehicular resident-only access to residential component Pedestrian access to residential component
Pacific View Avenue	Extension of roadway, which currently exists only from Huntington Street to approximately 500 feet east along the existing Waterfront Hilton project, through site in a 90-foot ROW, in compliance with the Precise Plan of Street Alignment <del>Interim Condition: One lane of traffic in each direction, with a center turning lane, on-street bike lanes and pedestrian crosswalks</del> <del>Angled parking on south side of roadway</del> <del>Parallel parking on north side of street for proposed public park</del> Ultimate Condition: Primary Arterial Street Four-lane divided cross section within the 90 foot ROW. No angled parking Some on-street parallel parking <u>Interim Condition:</u> Parallel parking on north side of street for the proposed public park One lane of traffic in each direction with a center turning lane, <del>on-street bike lanes</del> and pedestrian crosswalks Angled parking on south side of roadway Sidewalk, curb and gutter, paving, and <u>raised</u> landscaped medians Three vehicular accesses to commercial component (two public and one service) Two vehicular accesses to residential component (residents and guests) Pedestrian access to residential and commercial components

SOURCE: Makallon Atlanta Huntington Beach, LLC, July 7, 2003b

## Off-Site Vehicular Circulation and Parking

*Pacific Coast Highway.* PCH is ~~shown~~ designated in the Circulation Element of the General Plan as a Major Arterial Highway, and the Caltrans Route Concept Report and the County of Orange Master Plan of Arterial Highways (MPAH) set the standards for this roadway. It has an existing 84-foot pavement width, including a 12-foot median and an 8-foot sidewalk on the inland side. There are two lanes of travel in each direction at the eastern end of the project site, and three lanes of travel in each direction at the western end of the project site. In addition, a median break with an eastbound left-turn pocket is located approximately 800 feet from the eastern project boundary (Huntington Street and PCH). Presently, metered parallel parking is provided on both sides of the street, with 27 metered parking spaces located along the north side of PCH fronting the Pacific City project site. As required by Caltrans, PCH will include three travel lanes and an on-street bike lane along the project frontage. These improvements would be implemented by the proposed project and result in the removal of the 27 metered parking spaces along the project frontage. Project design includes parking spaces to replace the loss of these parking spaces in the commercial parking structure. An Orange County Transportation Authority (OCTA) bus turnout will be provided on the north side of PCH, west of Huntington Street. No vehicular access from this roadway would be provided.

*Atlanta Avenue.* This street is currently designated as a Primary Arterial Street in the Circulation Element. Atlanta Avenue has an existing 45-foot pavement width and 63-foot ROW east of Huntington Street and 45-foot pavement width and 58-foot ROW west of Huntington Street. Additional right-of-way would be dedicated and constructed between First Street and Huntington Street, south of the centerline (within the project site) to allow for street improvements as part of the proposed project, including an additional eastbound travel lane. Widening of this street would occur; however, no vehicular access to the site from this roadway would be provided to the project site. The exact dedication would vary depending on the location due to the centerline location and the curve in the roadway. As discussed under Huntington Street below, a traffic signal would be installed at the intersection of Huntington Street and Atlanta Avenue.

*Huntington Street.* Huntington Street, between Atlanta Avenue and Pacific View Avenue, is currently configured as a collector street with a 40-foot pavement width and 10-foot ROW on both sides of the street for sidewalk and parkway improvements. An existing sidewalk is located on the west side of the street. Huntington Street, between Pacific View Avenue and PCH is designated as a three-lane ~~4-lane~~ secondary arterial but has a current configuration that includes 32 feet of pavement width-to-curb and 8-foot sidewalk east of the centerline and 20 feet of pavement width-to-curb and 10-foot sidewalk west of the centerline. Ten feet of ROW would be dedicated between Pacific View Avenue and PCH, west of the centerline to allow for the full secondary arterial ROW with sidewalks as well as curb and gutter improvements. An additional southbound travel lane between PCH and Pacific View would be provided, as would a southbound right

turn lane at PCH. Project accesses from Huntington Street would include a service entrance to the commercial component and two resident-only entrances to the residential component. A traffic signal would be installed at the intersection of Huntington Street and Atlanta Avenue. The need for this signal was established by previous environmental documentation for the Waterfront Development Project, SEIR 82-2.

*First Street.* First Street is designated as a Primary Arterial Street, but has a current configuration that varies with a 75-foot ROW near PCH, which includes 62 feet of pavement curb-to-curb and 6.5 feet of sidewalk and parkway on each side. Near the intersection with Olive, First Street has a 95-foot ROW with 75 feet of pavement curb-to-curb and 10 feet of parkway and sidewalk on each side. Widening would occur on this street, and 16 on-street parking spaces would remain on the east side of the street. The ultimate configuration of First Street would include a 100-foot ROW, with 42 feet of pavement and 8 feet of parkway and sidewalk on each side of the existing centerline of the street. An additional southbound left-turn lane onto PCH would be provided. Project accesses from First Street would include a service entrance to the commercial component and one resident-only entrance to the residential component.

*Pacific View Avenue.* Pacific View Avenue is designated as a Primary Arterial Street, although the street presently terminates at the southeastern project boundary. Pacific View Avenue would be extended through the site as part of the proposed project, consistent with the Precise Plan of Street Alignment (PPSA No. 88-1). The alignment would provide for a slight curvilinear design with a 90-foot ROW. In the near term, one lane of traffic would be provided in each direction with a ~~center turning lane~~ landscaped median, and pedestrian crosswalks. Angled parking would be provided on the south side of roadway in the short term. The ultimate configuration of this roadway would include a 4 lane divided cross section within the 90-foot ROW. It is anticipated that some on-street parking may be retained with the reconfiguration, though angled parking would not be allowed. Project access from Pacific View Avenue would include three accesses to the commercial component (two public and one service) and two accesses to the residential component via the loop road.

*Parking.* Off-site parking would only be provided on Atlanta Avenue and First Street. In the short-term, 22 spaces would be provided on Atlanta Avenue and 16 spaces would be provided on First Street. However, the parking spaces on the south side of Atlanta Avenue would eventually be removed when Atlanta Avenue is fully improved between Huntington Street and Beach Boulevard. Thus, the only long-term, off-site parking would be on First Street, where 16 parking spaces would remain. Approximately 53 existing off-site parking spaces that currently abut the site would be removed as a result of the proposed project, and would be relocated as on-site parking within the parking structure. Refer to Section 3.14 for details on project impacts to off-site parking.

### ***On-Site Vehicular Access, Circulation, and Parking***

Vehicular access to the visitor-serving uses would be from First Street (service only), the extension of Pacific View Avenue (two visitor and one service access), and Huntington Street (service and employee only). Service entries would be designed to accommodate delivery vehicles and moving vans and trucks. From the westerly access from Pacific View Avenue, motorists would enter the commercial component and directly access the subterranean parking structure from the on-site drive. From the easterly access from Pacific View Avenue, motorists would access the site via an on-site drive and drop off guests at the hotel facility, drop off their vehicles to be valet parked, or access the subterranean parking garage. Proposed vehicular access to the site is depicted on Figure 2-6. Service vehicles would be provided with three accesses (First Street, Huntington Street, and Pacific View Avenue) and loading areas that would be separate from visitor access points. All loading and unloading would occur off-street, within designated areas of the project site. No vehicular access is proposed from PCH.

Vehicular access to the residential uses would be provided from Pacific View Avenue (two access points), First Street, and Huntington Street (two access points). The residential village includes a private community collector street (loop road) off of Pacific View Avenue that would be gated, and would provide access to residents and guests. The street would be publicly accessible to pedestrians. The First Street and Huntington Street access points would be available for residents only, include security gates, and lead directly to the subterranean parking spaces. Internal to the site, along the loop road, both residents and guests would have access to the subterranean parking garages. Subterranean parking spaces would be provided for each condominium unit with adequate subterranean and surface parking (along the interior loop road) to serve guests of the community, as required by the Downtown Specific Plan.

### ***Pedestrian Access***

Pedestrian access improvements include pedestrian corridors throughout the project site (Figure 2-7). Pedestrian pathways would link the surrounding residential communities and the proposed residential component, and would be publicly accessible at all times. These pedestrian access ways would then connect to the commercial component and PCH and, ultimately, to the beach parking lot.

Pursuant to the Downtown Specific Plan, development in Districts 7 and 8A requires the dedication, or a waiver thereof, of a 20-foot-wide corridor between Atlanta Avenue and PCH for public access between the southern end of the Pacific Electric ROW and PCH. This public access corridor commences on Atlanta Avenue and aligns with Alabama Street (oriented perpendicular to Atlanta Avenue) to facilitate pedestrian

movement to the Downtown area. Public access is provided via the loop road through District No. 8A to Pacific View Avenue, extending through Pacific City District No. 7 to PCH.

Pedestrian movement across Pacific View Avenue would be provided at four locations between First Street and Huntington Street. At-grade pedestrian crosswalks would be provided at the intersection of First Street at Pacific View Avenue, the intersection of Huntington Street at Pacific View Avenue, and at two locations on Pacific View Avenue between Huntington Street and First Street where the loop road intersects with Pacific View Avenue.

Pedestrian pathways would connect to the commercial component by intersections and clearly delineated entrances to the visitor-serving commercial and hotel amenities. At-grade crossings are proposed at the existing signalized intersections of PCH and Huntington and First Streets to the beach. In addition, a pedestrian bridge over PCH is proposed as part of the Pacific City Master Plan. This feature is not part of the Tentative Tract Map, and as such, is not proposed to be constructed at this time. However, this element is analyzed in this EIR, since it could be built in the future as part of the project.

### 2.3.4 Drainage Improvements

Proposed project design would include improvements to the existing drainage system serving the site. On-site drainage areas would have the first flush (85-percentile 24-hour storm event or the maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch per hour) and dry-weather flows treated by filtration systems included as part of project design. Discharges from the entire site would be detained on-site to allow for treatment of runoff through filtration systems prior to entering the storm drain system. The detention basin would be below ground, and is planned to be located immediately north of Pacific View Avenue, east of First Street, although the complete design of this facility has not been submitted to the City. The entire site currently drains to the Atlanta Stormwater Pump Station (ASWPS). The proposed project would be divided into two separate drainage areas. A 7.7-acre area that would include primarily the site perimeter would drain to the ASWPS, and the balance of the site would drain stormwater flows to First Street. The project proposes to construct a storm drain line in First Street that would exclusively serve stormwater flows from the project site. This line would run parallel to the existing City 36-inch line in First Street. The project-specific storm drain line would then connect to the City's 36-inch South Beach Storm Drain south of PCH. As required by the City Public Works Department, the project would be limited to flows of 20 cubic feet per second from this area, based on overall planned pipe capacity of the City system in this location. In addition, the dry weather flow from this area can be routed to the ASWPS, in order that, at the City's discretion, these flows may be routed for treatment by OCSD.

## 2.4 CONSTRUCTION SCENARIO

It is anticipated that the proposed project would be constructed in several major phases over a six-year period beginning in 2004. The site would be mass graded. Grading would involve the cut and fill of approximately 274,600 cubic yards of soil that would be balanced on site. Residential units would be constructed in three phases, during which time the visitor-serving commercial uses, followed by hotel construction, would occur. Construction of the ~~2.03-acre~~ ~~2.5-acre~~ recreational area in the center of the residential component would be constructed as part of the first phase of

residential construction. Proposed construction phasing is illustrated in Figures 2-8a and 2-8b. Construction would be fully completed by 2010.

## **2.5 PROJECT GOALS AND OBJECTIVES**

Project objectives have been identified by both the City and the Applicant. The City's project objectives are as follows:

- Assist in the implementation of the City's General Plan, Downtown Specific Plan, and Redevelopment Plan
- Enhance the Downtown as a destination for visitors by expanding hotel, retail, and entertainment opportunities

after noon. As indicated previously, significant impacts would occur due to the casting of shadows on adjacent residential properties or light-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. As no shadows on the mobile homes are present in the 12:00 noon diagram, the shadows cast by the proposed project would have a duration of less than three hours during this period. In addition, with a sunset of about 4:15 during the Winter Solstice, shadows would not remain at this length for a substantial duration of time. Additional shade would result on a select number of residences during the shortest days of the year. However, shadows cast by proposed development would not result in a significant impact from shading of these residences.

**Impact AES-5 Structural development would introduce new sources of light and glare into the project vicinity.**

For the purposes of this analysis, light or glare effects evaluate the change in illumination level as a result of project sources and the extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

Structures would range from two to eight stories in height. Buildings generally three or more stories in height have the potential to include large building faces that could introduce reflective surfaces (e.g., brightly colored building façades, reflective glass) that could increase existing levels of daytime glare. The westward orientation of the primary façade would be subject to and could reflect direct afternoon sunlight. The project could serve as a new source of substantial glare in the area, and impacts would be potentially significant.

**Impact AES-6 Structural development would not result in significant nighttime lighting in the project vicinity.**

Project implementation would increase overall nighttime lighting in the project area with the introduction of additional street lighting, building exterior lighting, and vehicle headlights. As described in Section 2.2.2 (Surrounding Land Uses), uses across Huntington Street south of Pacific View Avenue and across First Street south of Walnut Avenue are hotel and commercial uses, respectively, which are not considered sensitive receptors and would not be adversely affected by increased light in the area. However, some residential uses lie along First Street north of Walnut Avenue, and the Pacific Mobile Home Park is located across Huntington Street, north of the proposed alignment of Pacific View Avenue. These uses would be considered sensitive with respect to increases in nighttime lighting.

As described above in Section 3.1.1 (Existing Conditions), several sources of nighttime lighting exist in the project vicinity, and the quality of the night sky has already been diminished. Streetlights provide the majority of light along the streets that surround the project site, particularly PCH. Surrounding uses, particularly the Hilton Waterfront Resort, also provide exterior lighting. The proposed project would introduce nighttime lighting directly onto the project site, as well as into the project vicinity. Consequently, the surrounding residential uses could be exposed to exterior lighting associated with the proposed buildings, particularly the condominium buildings proposed in the northern portion of the project site. However, as a standard condition of approval, the City requires that all outdoor lighting be directed to prevent light spillage onto adjacent properties, with indication of such provision on the final site plans. Additionally, some of this light would be masked by existing street lighting and nighttime vehicular traffic. This impact would be less than significant.

~~Structures would range from two to eight stories in height. Buildings generally three or more stories in height have the potential to include large building faces that could introduce reflective surfaces (e.g., brightly colored building façades, reflective glass) that could increase existing levels of daytime glare. The westward orientation of the primary façade would be subject to and could reflect direct afternoon sunlight. The project could serve as a new source of substantial glare in the area, and impacts would be potentially significant.~~

**Impact AES-67 Implementation of the proposed project would introduce new sources of vehicle headlight, although they would not significantly affect adjacent sensitive uses.**

Proposed ingress and egress points for the parking garage would be located along the perimeter of the property and internal to the site. Some of these access points would be situated across from residences, and headlights of vehicles could be directed onto residential properties along these streets as vehicles exit the parking garage. In addition, the proposed extension of Pacific View Avenue would create two new roadway intersections at First Street and at Huntington Street. Vehicle headlights at these intersections could affect adjacent residential properties. In total, there are 11 project accesses proposed, in addition to 4 new intersections, as shown in Figure 3.1-20.

Vehicular headlight, like all light, travels indefinitely until impeded by an intervening object. This analysis assumes all vehicle headlamp centers for service vehicles would be within the federal and State standard maximum of 54 inches (4.5 feet) in height and residential vehicles would have a headlamp center a maximum of 41 inches (3.4 feet) in height, due to garage clearance. However, typically vehicular headlights would be between two and three feet above ground level for sedans and mid-size truck/sport utility vehicles, respectively. The analysis also assumes that residential vehicles exiting the proposed garages would not be using “high beams” but rather “low beams,” which diffuse light in a manner that primarily limits beam light up to 6 inches above the headlamp center. That is, for vehicles with a headlight center of 3 feet above ground, light would not be spread more than 3.5 feet above ground level, at distances of 40 feet or more.

### *Garage A*

Garage A would be located on First Street and serve the residential portion of the proposed project. Headlights of residential vehicles exiting Garage A would be directed primarily onto First Street and the opposite vacant lot owned by the Applicant, shown in Figure 3.1-15. The vacant lot is somewhat shielded from view by a mesh-covered chain-link fence. Since the lot is vacant, it is not considered a light-sensitive use, and the project would not affect the existing conditions. The site could be developed in the future for residential uses, and vehicles exiting the parking garage would have the potential to cast light onto

*CR AES-D* Prior to occupancy, all new and existing overhead utilities shall be installed underground in accordance with the City's Underground Utility Ordinance. In addition, all electrical transformers shall be installed underground.

In addition to the standard City requirements listed above, the following mitigation measure (MM) would be required to address significant effects of Impact AES-5.

*MM AES-1* To the extent feasible, the Applicant shall use nonreflective façade treatments, such as matte paint or glass coatings. Building materials shall be consistent with the Downtown Design Guidelines, and reflective glass shall not constitute a primary exterior material. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.

The following mitigation measure (MM) would be recommended to address less than significant effects of Impact AES-6.

*MM AES-2* The lighting plan shall include provisional measures to limit nighttime illumination during periods of fog. Measures may include but would not be limited to reduced foot-candle illumination levels or reduced number of lighting fixtures in use.

Impacts AES-1 through AES-4, ~~and AES-6,~~ and AES-7 would be less than significant, as described above. Incorporation of MM AES-1 would ensure that impacts from light and glare would be reduced to less-than-significant levels.

The provision of nonreflective façade treatments for structures proposed under the project would ensure that impacts described under Impact AES-5 related to daytime glare would be reduced to a less-than-significant level by reducing the reflective properties of the building materials employed, such as glass, metal, or finished concrete. Limitation of nighttime illumination during periods of fog would further reduce less than significant impacts of night lighting, as described under Impact AES-6.

CR AQ-B *The Applicant shall notify all property owners and tenants within ~~500~~300 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.*

CR AQ-C *The Applicant shall demonstrate that the grading/erosion control plan will abide by the provisions of AQMD's Rule 403 as related to fugitive dust control, prior to issuance of grading permits.*

CR AQ-D through CR AQ-F shall be implemented during grading and construction operations:

CR AQ-D *The construction disturbance area shall be kept as small as possible.*

CR AQ-E *Wind barriers shall be installed along the perimeter of the site and/or around areas being graded.*

CR AQ-F *Remediation operations, if required, shall be performed in stages concentrating in single areas at a time to minimize the impact of fugitive dust and noise on the surrounding areas.*

In addition to the standard City requirements listed above, mitigation measures (MM) would be required to address project impacts. The following mitigation measures would be required to address potentially significant air quality impacts associated with construction activities, as described under Impact AQ-1.

MM AQ-1 *The project developer(s) shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.*

MM AQ-2 *The project developer(s) shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.*

MM AQ-3 *The project developer(s) shall encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment to the extent that the equipment is readily available and cost effective. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.*

MM AQ-4 *The project developer(s) shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent*

*MM AQ-6* The project developer shall include in construction and sales contracts the following requirements or measures shown to be equally effective to reduce project-related stationary and area source emissions:

- Use solar or low-emission water heaters in the residential, office, and visitor-serving commercial buildings
- Provide energy-efficient heating with automated controls in the residential, office, and visitor-serving commercial buildings
- Use energy-efficient cooking appliances in the ~~in the~~ residential and visitor-serving commercial buildings
- If fire places are provided in new residential units, install the lowest-emitting fireplaces commercially available at the time of development
- Require that contract landscapers providing services at the project site use electric or battery-powered equipment, or internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use.

Contract specification language shall be reviewed by the City prior to issuance of a ~~grading~~ building permit.

*MM AQ-7* The project developer shall include in construction and sales contracts for the commercial and offices uses on site that preferential parking spaces be provided for carpools and vanpools. Contract specification language shall be reviewed by the City prior to issuance of a ~~grading~~ building permit. A minimum of 7'2" of vertical clearance shall be provided in the parking structure for vanpool access. Inclusion of the vertical clearance shall be verified on building plans prior to issuance of a building permit.

These measures would ensure that construction emissions are not greater than predicted in this analysis. They would also reduce the operational emissions of the proposed project by approximately 0.01 pound per day of VOC and 0.17 pound per day of NO<sub>x</sub>. The daily emissions associated with construction and operational activities, as described under Impact AQ-1 and Impact AQ-2, would remain significant and unavoidable. Impact AQ-3 through Impact AQ-5 would be less than significant, as described above.

<b>Table 3.3-1 Plants Observed on the Project Site</b>	
<i>Name</i>	<i>Wetland Indicator Status</i>
<b>ANGIOSPERMAE—FLOWERING PLANTS</b>	
<b>DICOTYLEDONES</b>	
<b>AIZOACEAE—FIG-MARIGOLD FAMILY</b>	
<i>Mesembryanthemum crystallinum</i> <sup>1</sup> Crystalline iceplant	<u>N/A</u>
<b>ANACARDIACEAE—SUMAC FAMILY</b>	
<i>Rhus integrifolia</i> <sup>1</sup> Lemonade berry	<u>N/A</u>
<b>APIACEAE (UMBELLIFERAE)—CARROT FAMILY</b>	
<i>Foeniculum vulgare</i> <sup>1</sup> Sweet fennel	<u>FACU</u>
<b>ARALIACEAE—GINSENG FAMILY</b>	
<i>Hedera helix</i> <sup>1</sup> English ivy	<u>N/A</u>
<b>ASTERACEAE (COMPOSITAE)—SUNFLOWER FAMILY</b>	
<i>Heterotheca grandiflora</i> <sup>1</sup> Telegraph weed	<u>N/A</u>
<i>Isocoma menziesii</i> <sup>1</sup> Coastal goldenbush	<u>FACW</u>
<b>BRASSICACEAE (CRUCIFERAE)—MUSTARD FAMILY</b>	
<i>Brassica nigra</i> <sup>1</sup> Black mustard	<u>N/A</u>
<b>CARYOPHYLLACEAE—PINK FAMILY</b>	
<i>Spergularia marina</i> <sup>1</sup> Salt-marsh sand spurry	<u>OBL</u>
<b>CHENOPODIACEAE—GOOSEFOOT FAMILY</b>	
<i>Atriplex semibaccata</i> <sup>1</sup> Australian saltbush	<u>FAC</u>
<i>Atriplex lentiformis ssp. lentiformis</i> <sup>2</sup> Brewer's saltbrush	<u>FAC</u>
<i>Bassia hyssopifolia</i> <sup>2</sup> Five-horn bassia	<u>FAC</u>
<i>Suaeda taxifolia</i> <sup>2</sup> Woolly sea-blite	<u>N/A</u>
<i>Chenopodium californicum</i> <sup>2</sup> California goosefoot	<u>N/A</u>
<i>Salsola tragus</i> <sup>1</sup> Russian thistle	<u>N/A</u>
<b>CYPERACEAE—SEDGE FAMILY</b>	
<i>Cyperus eragrostis</i> <sup>2</sup> Tall flatsedge	<u>FACW</u>
<b>FABACEAE (LEGUMINOSAE)—LEGUME/PEA FAMILY</b>	
<i>Acacia sp.</i> <sup>1</sup> Acacia	<u>N/A</u>

Table 3.3-1		Plants Observed on the Project Site
Name	<u>Wetland Indicator Status</u>	
<b>FAGACEAE—OAK/BEECH FAMILY</b>		
<i>Quercus</i> sp. <sup>1</sup> Ornamental oak	N/A	
<b>JUNCAGINACEAE—Arrowgrass family</b>		
<i>Triglochin concinna</i> <sup>2</sup> Arrowgrass	OBL	
<b>MALVACEAE—MALLOW FAMILY</b>		
<i>Malva parviflora</i> <sup>1</sup> Cheeseweed	N/A	
<b>MYRTACEAE—MYRTLE FAMILY</b>		
<i>Eucalyptus globules</i> <sup>1</sup> Tasmanian blue gum	N/A	
<b>OXALIDACEAE—WOOD-SORREL FAMILY</b>		
<i>Oxalis pes-caprae</i> <sup>1</sup> Bermuda buttercup/sour grass	N/A	
<b>POLYGONACEAE—BUCKWHEAT FAMILY</b>		
<i>Rumex crispus</i> <sup>1</sup> Curly dock	FACW-	
<b>POACEAE—GRASS FAMILY</b>		
<i>Cynodon dactylon</i> <sup>1</sup> Bermuda grass	FAC	
<i>Polypogon monspeliensis</i> <sup>2</sup> Rabbitsfoot grass	FACW+	
<i>Parapholis incurve incurva</i> <sup>2</sup> Sicklegrass	OBL	
<del><i>Spartina</i> sp.</del> <i>Distichlis spicata</i> <sup>2</sup> Saltgrass	FACW	
<p>1. Species observed during the December 19, 2001, site visit.</p> <p>2. Additional species observed by EIP Biologist on September 24, 2003</p> <p><u>Indicator categories Code Wetland Type Comment</u></p> <p><u>OBL Obligate Wetland Occurs almost always (estimated probability 99%) under natural conditions in wetlands.</u></p> <p><u>FACW Facultative Wetland Usually occurs in wetlands (estimated probability 67%-99%), but occasionally found in non-wetlands.</u></p> <p><u>FAC Facultative Equally likely to occur in wetlands or non-wetlands (estimated probability 34%-66%).</u></p> <p><u>FACU Facultative Upland Usually occurs in non-wetlands (estimated probability 67%-99%), but occasionally found on wetlands (estimated probability 1%-33%).</u></p> <p><u>UPL Obligate Upland Occurs in wetlands in another region, but occurs almost always (estimated probability 99%) under natural conditions in non-wetlands in the regions specified. If a species does not occur in wetlands in any region, it is not on the National List.</u></p> <p><u>N/A Not listed as an indicator species.</u></p>		

SOURCE: Appendix I

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
<p><b>Policy C 5.1.4.</b> A completed archeological research design shall be submitted along with any application for a coastal development permit for development within any area containing archeological or paleontological resources. The research design shall determine the significance of any artifacts uncovered and make recommendations for preservation. Significance will be based on the requirements of the California Register of Historical Resources criteria, and prepared based on the following criteria:</p> <ol style="list-style-type: none"> <li>Contain a discussion of important research topics that can be addressed; and</li> <li>Be reviewed by at least three (3) County-certified archeologists (peer review committee).</li> <li>The State Office of Historic Preservation and the Native American Heritage Commission shall review the research design.</li> <li>The research design shall be developed in conjunction with affected Native American groups.</li> <li>The permittee shall comply with the requirements of the peer review committee to assure compliance with the mitigation measures required by the archeological research design.</li> </ol>	<p>As described above Section 3.4.1 (Existing Conditions), an archaeological resources technical report was prepared for the proposed project site by PAS and submitted to the City and would be subject to peer review, at the City's discretion. The report included a discussion of research topics and the theoretical framework that could be addressed by data from the archaeological sites and evaluated the significance of the sites and recovered cultural material using the applicable criteria from the California Register of Historical Resources, which are also included in Section 15064.5(a) of the CEQA Guidelines. The principal investigators for the report also consulted with the Native American Heritage Commission and with representatives of appropriate Native American groups.</p> <p>The conclusions and recommendations of the report will be made available to the Office of Historic Preservation as a part of the Draft EIR, and the recommendations of the report, in addition to other mitigation provided in this EIR, will be included in the Mitigation Monitoring and Reporting Program for the project, pursuant to Section 15097 of the CEQA Guidelines, and will be fully enforceable. The proposed project would, therefore, be consistent with this policy.</p>
<p><b>Policy C 5.1.5.</b> A County-certified paleontologist/archeologist, shall monitor all grading operations where there is a potential to affect cultural or paleontological resources based on the required research design. A Native American monitor shall also monitor grading operations. If grading operations uncover paleontological/archeological resources, the paleontologist/archeologist or Native American monitor shall suspend all development activity to avoid destruction of resources until a determination can be made as to the significance of the paleontological/archeological resources. If found to be significant, the site(s) shall be tested and preserved until a recovery plan is completed to assure the protection of the paleontological/ archeological resources.</p>	<p>Mitigation measures proposed for the project include provisions for monitoring of earth-disturbing activities by archaeologists, paleontologists, and a Native American representative, as well as provisions for cessation of earth-disturbing activities as the significance of any recovered materials is assessed and subsequent appropriate actions are taken. The project would, therefore, be consistent with this policy.</p>

### 3.4.5 Cumulative Impacts

This cumulative impact analysis considers development of the proposed project, in conjunction with other development within the vicinity of the project in the City of Huntington Beach. Cumulative development would require grading and excavation that could potentially affect archaeological or paleontological resources, similar to the proposed project. The cumulative effect of these projects is the continued loss of these resources. The potential loss of paleontological and archaeological resources under the project would contribute to the degradation of the historic fabric of the City of Huntington Beach. However, project specific mitigation would be implemented as appropriate to reduce the effect of this development by ensuring the evaluation and—where appropriate—scientific recovery and study of any resources encountered, which would ensure that important scientific information that is provided by these resources regarding history and prehistory would not be lost. Similar conditions would be required where cumulative development has the potential to affect these resources. The contribution of the proposed project to the degradation of the historic fabric of the City of Huntington Beach would, therefore, not be cumulatively considerable. Cumulative impacts would be less than significant.

### 3.4.6 Mitigation Measures and Residual Impacts

The following mitigation measure (MM) would be required to address impacts to archaeological and paleontological resources, as described above under Impacts CR-1 and CR-3.

*MM CR-1 Monitor grading and excavation for archaeological and paleontological resources:*

- (a) *The Applicant shall arrange for a qualified (as defined by the Orange County Archaeological/Paleontological Curation Project) professional archaeological and paleontological monitors to be present during demolition, grading, trenching, and other excavation on the project site. The Applicant shall also contact the appropriate Gabrielino and Juaneño tribal representatives to determine whether either group desires Native American monitoring of grading activities. If Native American monitors are requested, the Applicant shall arrange for the monitoring with tribal representatives. Additionally, prior to project construction, construction personnel will be informed of the potential for encountering significant archaeological and paleontological resources, and instructed in the identification of fossils and other potential resources. All construction personnel will be informed of the need to stop work on the project site until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel will also be informed of the requirement that unauthorized collection of cultural resources is prohibited.*
- (b) *If archaeological or paleontological resources are discovered during earth moving activities, all construction activities within 50 feet of the find shall cease until the archaeologist/paleontologist evaluates the significance of the resource. In the absence of a determination, all archaeological and paleontological resources shall be considered significant. If the resource is determined to be significant, the archaeologist or paleontologist, as appropriate, shall prepare a research design for recovery of the resources in consultation with the State Office of Historic*

*Preservation that satisfies the requirements of Section 21083.2 of CEQA, as well as Chapter 3 and Appendices E, F, and G of the Curation Project. The archaeologist or paleontologist shall complete a report of the excavations and findings, and shall submit the report for peer review by three County-certified archaeologists or paleontologists, as appropriate. Upon approval of the report, the Applicant shall submit the report to the South Central Coastal Information Center at California State University, Fullerton, the California Coastal Commission, ~~and the City of Huntington Beach, the Orange County Archaeo/Paleo Resource Management Facility (APRMF), and the Orange County Historic Programs Office.~~*

- (c) *Monitored grading at the location of CA-ORA-1582H shall involve the removal of refuse deposit in 15 to 20 cm layers using a skip loader. All materials shall be deposited in small to medium piles for scanning by archaeologists for diagnostic materials. If the resource encountered consists of complete or nearly complete artifacts from CA-ORA-1582H, then artifacts shall be cleaned and cataloged, in accordance with the requirements of the Curation Project, for curation at a facility within Orange County that is acceptable to the City of Huntington Beach. The applicant shall be responsible for payment of all applicable curation fees, and the curation contract shall specify that materials shall be available for loans to educational institutions.; ~~and no~~ No further study would be required.*
- (d) *In the event of the discovery on the project site of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find will halt immediately and the area of the find will be protected. If a qualified archaeologist is present, he/she will determine whether the bone is human. If the archaeologist determines that the bone is human, or in the absence of an archaeologist, the Applicant immediately will notify the City Planning Department and the Orange County Coroner of the find and comply with the provisions of P.R.C. Section 5097 with respect to Native American involvement, burial treatment, and reburial.*

Implementation of MM CR-1 would reduce Impacts CR-1 and CR-3 to less-than-significant levels by ensuring that paleontological resources and unanticipated archaeological resources, including human burials, would be subject to scientific recovery and evaluation, pursuant to CEQA, which would ensure that important scientific information that could be provided by these resources regarding history or prehistory is not lost.

The following mitigation measure would be required to address impacts to archaeological resources, as described above under Impact CR-2.

*MM CR-2      Scientific recovery of archaeological resources associated with CA ORA 149: The Applicant shall retain a qualified archaeologist (i.e., ~~listed on the Registry of Professional Archaeologists~~ as defined by the Orange County Archaeological/Paleontological Curation Project) to develop and implement, in consultation with the State Office of Historic Preservation, a research design and recovery plan for remaining elements of CA ORA 149. The recovery plan shall emphasize data collection in Locus A, between Test Units 1 and 2, as well as on a core area of Locus B, centered around Test Unit 4, and shall be designed to satisfy the requirements of Section 21083.2 of CEQA, as well as Chapter 3 and Appendices E, F, and G of the Curation Project.*

Implementation of MM CR-2 would reduce Impact CR-2 to a less-than-significant level by ensuring that significant elements of CA ORA 149, a prehistoric archaeological site, would be subject to scientific recovery and evaluation, pursuant to CEQA, which would ensure that important scientific information that could be provided by these resources regarding history or prehistory is not lost.

Impacts to CA-ORA-1582H, as described above under Impact CR-4 would be less than significant.

**Impact EM-2** Implementation of the proposed project would not substantially increase natural gas demands beyond available supply or result in attracting additional or higher density development to the project area.

The natural gas demand rates in cubic feet for the proposed project are shown in Table 3.5-5.

<i>Type of Use</i>	<i>Generation Rate</i>	<i>Square Feet*</i>	<i>Units</i>	<i>Cubic Feet Generated per Year</i>
Hotel	4.8 cubic feet/square feet/month	370,000	N/A	21,312,000
Retail	2.9 cubic feet/square feet/month	240,000	N/A	8,352,000
Residential	4,011.5 cubic feet/unit/month	N/A	516	24,839,208
<b>Total</b>		<b>610,000</b>	<b>516</b>	<b>54,503,208</b>

\* Values represent the maximum amount of square footage that could be used for the proposed project.

SOURCE: SCAQMD 1993

Based upon the rate information, the total project demand for natural gas would be approximately ~~53,495,208~~ 54,503,208 cubic feet per year. According to SCGC, the proposed project would likely be served by new natural gas lines that connect to either the gas mains located on Atlanta Avenue or Huntington Street (Kevin Stonesifer, February 2003). SCGC has indicated that an adequate supply of natural gas is currently available to serve the proposed project, and that the natural gas level of service provided to the surrounding area would not be impaired by the proposed project. Depending on the amount of natural gas required by the proposed project, proper-sized natural gas lines would be constructed to provide the necessary loads to the site (James Bevans, February 2003). The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual agreements are made. Since new gas lines would be constructed to serve only the proposed project, this upgrade would not attract more or higher density development to the area. Therefore, natural gas demand associated with the proposed project would be less than significant.

**Impact EM-3** Implementation of the proposed project would not result in the loss of availability of a known mineral resource or the loss of availability of a locally important mineral resource recovery site.

As discussed in Section 3.5.1 (Existing Conditions), the portion of the project site underlain by mineral resources is identified as an Oil Overlay "C" District by the Downtown Specific Plan. The overlay allows for existing and/or expanded oil production on the property if proposed, although the project does not propose this use.

active “blind thrust faults” (i.e., faults which lack surface expression, commonly associated with fold belts and compressional deformation) or other potentially active sources (currently not zoned) may be capable of generating earthquakes. Blind thrust faults were responsible for both the 1987 Whittier Narrows (5.9Mw) and the 1994 Northridge (6.7Mw) earthquakes.

### **Past Seismic Activity**

The project region has experienced moderate seismic activity from various regional faults over the past 201 years. Based on analysis of historical seismic events, the maximum-recorded magnitude in the project region was 7.0Mw, which occurred on December 16, 1858, and was caused by the San Andreas Fault. The maximum historic site acceleration in the project region was estimated to be 0.4 g on March 11, 1933, caused by an earthquake of 6.3Mw on the Newport Inglewood Fault.

### **Seismic Hazards**

#### *Groundshaking*

The major cause of structural damage from earthquakes is groundshaking. The intensity of ground motion expected at a particular site depends upon the magnitude of the earthquake, the distance to the epicenter, and the geology of the area between the epicenter and the property. Greater movement can be expected at sites located on poorly consolidated material, such as alluvium, within close proximity to the causative fault, or in response to an event of great magnitude. Table 3.6-1 above describes the relationship between the Richter Scale Magnitude and the effects of groundshaking.

#### *Liquefaction*

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils lose internal shear strength and behave similarly to fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low-density, fine, clean, sandy soils; and (3) high-intensity ground motion. From a liquefaction hazard standpoint, the site may be divided into two types of regions: those underlain by competent natural soils (terrace deposits) and those underlain by recent alluvium.

Generally, the majority of the site is underlain by terrace and engineered fill, which are, in turn, underlain by terrace deposits. Figure 3.6-3 shows the soil regions on the project site. Based on the dense nature of the terrace and fill materials, and from analysis in the Preliminary Geotechnical Investigation report, the potential for liquefaction is considered to be low in these areas. The southeastern corner of the project site, however, is underlain by loose to medium dense alluvial deposits. The potential for liquefaction within this portion of the site ~~the~~

~~alluvial area~~, according to the preliminary Geotechnical Investigation, varies from ~~high to medium moderate to high~~ to very high, with most of the area designated ~~high to medium potential~~ very high potential, as shown in Figure 3.6-3. In addition, these alluvial soils in the southeastern portion of the project site are located within a State of California Seismic Hazard Zone Map for Liquefaction.

#### *Ground Lurching, Cracking, or Seismically Induced Spreading*

The geologic units that underlay the project site are dense to over-consolidated terrace alluvium, and medium dense alluvium. The potential for ground lurching, cracking, or seismically induced spreading or compaction effects within these areas are considered low, especially considering the engineering controls and corrective grading anticipated to be performed for the proposed project.

#### **Soil Settlement**

Soil settlement is the condition where soils deform in a vertical direction when a vertical load is placed on top of it. The compression of the soil bed by the vertical load results from the characteristics of the soil particles that are contained in the soil bed, as the spaces that are filled with either air or water between the soil particles are squeezed out. The southeastern portion of the site is underlain by approximately 15 to 20 feet of settlement-prone alluvial/lagoonal deposits, identified as “Afu/Qal” and “Qal” on Figure 3.6-3. Under currently proposed fill loads for the project site, settlement of these soils could be on the order of ½-inch for each foot of fill placed over a period of several months. The Preliminary Geotechnical Investigation indicates that the settlement potential of each building should be determined on a case-by-case basis to ensure that final project design incorporates all necessary and appropriate engineering features to reduce settlement-related impacts.

#### **Subsidence**

Land subsidence is the condition where the elevation of a land surface decreases due to the withdrawal of fluid. The location of major oil drilling areas and state-designated oil fields are areas with subsidence potential in the City of Huntington Beach. According to the Huntington Beach General Plan, the site is not within an area that has been impacted by long-term subsidence due to local oil extraction.

#### **Oil Wells and Methane**

The project site is located within the Huntington Beach Oil Field operated by Chevron and several abandoned oil wells exist within the site. Although operation of the oil field has been shut down for many years, the former oil drilling activities at the site have resulted in alterations to the previous landform.

through 4, with Zone 1 having the least seismic potential and Zone 4 having the highest seismic potential. The project site is located in Seismic Zone 4; accordingly, any future development would be required to comply with all design standards applicable to Seismic Zone 4.

## **State**

### **California Building Code**

The State of California provides a minimum standard for building design through the California Building Code (CBC). The CBC is based on the UBC, with amendments for California conditions.

Chapter 23 of the CBC contains specific requirements for seismic safety. Chapter 29 of the CBC regulates excavation, foundations, and retaining walls. Chapter 33 of the CBC contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. ~~Chapter~~ Section 70 in the Appendix to of the CBC regulates grading activities, including drainage and erosion control, although the City relies on County Guidelines and their Municipal Code for regulation of this activity. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in Cal-OSHA regulations (Title 8 of the California Code of Regulations [CCR], as discussed below) and in Section A33 of the CBC.

### **Seismic Hazards Mapping Act**

CDMG also provides guidance with regard to seismic hazards. Under the Seismic Hazards Mapping Act, seismic hazard zones are to be identified and mapped to assist local governments in land use planning. The intent of this publication is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, CDMG's Special Publications 117, "Guidelines for Evaluating and Mitigating Seismic Hazards in California," provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

## **Local Regulations**

### **Southern California Association of Governments**

SCAG's Regional Comprehensive Plan and Guide (RCPG) and RHNA are tools for coordinating regional planning and development strategies in southern California. Policies contained in the RCPG identified by SCAG as relevant to the proposed project are identified in Table 3.6-3, and this table also includes an assessment of the proposed project's consistency with these policies.

the largest magnitude earthquake at the project site would likely be generated by the Newport-Inglewood fault, with a 6.9 moment magnitude. Damage from an earthquake of this range in intensity could include general damage to foundations, shifting of frame structures if not bolted, and breaking of underground pipes.

Since the proposed project site is located in Seismic Zone 4 of the 1997 UBC, structures would be designed in accordance with parameters given within Chapter 16 of the current UBC. In addition, as required by CBC Chapter 33 for the construction of new buildings and/or structures, specific engineering design and construction measures would be implemented to anticipate and avoid the potential for adverse impacts to human life and property caused by seismically induced groundshaking. However, active and potentially active faults within Southern California are capable of producing seismic shaking at the project site, and it is anticipated that the project site would periodically experience ground acceleration as a result of exposure to small and moderate magnitude earthquakes occurring on active distant and blind thrust faults. Therefore, impacts related to seismically induced groundshaking would be potentially significant.

As discussed in Section 3.6.1 (Existing Conditions), the potential for liquefaction of the subsurface soils on the majority of the project site, which is underlain by terrace and engineered fill, is considered low. However, the potential for liquefaction is ~~very high moderate to high~~ in the southeastern corner of the project site, which is underlain by loose to medium dense alluvial deposits (refer to Figure 3.6-3). In addition, the alluvial soils in the southeastern portion of the project site are located within a State of California Seismic Hazard Zone Map for Liquefaction. As such, the potential for liquefaction is present in this portion of the site. The 400-room hotel, which is proposed to be developed in this area, could thus experience substantial damages in the event of an earthquake. Moreover, the largest concentration of persons would be in this area of the site, and could potentially be exposed to these risks. As such, this impact is considered to be potentially significant.

**Impact GEO-2 Project implementation would locate structures on soils that are considered potentially expansive, unstable, prone to settlement, and corrosive.**

As discussed in Section 3.6.1 (Existing Conditions), the geologic units that underlay the project site consist of dense to over-consolidated terrace alluvium, and medium-dense alluvium. According to the Preliminary Geotechnical Investigation prepared for the project site, the majority of the on-site, near-surface soils exhibit a medium to high potential for expansion. With the consideration that engineering controls and corrective grading would be performed for the proposed project, the potential for ground lurching, cracking, or seismically induced spreading or compaction effects within the project site is considered low. In addition, according to the City of Huntington Beach General Plan, the project site is not located within an

274,660 cubic yards of soil balanced on site. As the site is undeveloped, it is currently exposed to the potential for erosion. The addition of paved and landscaped areas would, over the long term, decrease the potential for erosion because fewer exposed soils would exist on site.

Since the project site does not contain steep slopes, the potential for erosion by water through surface drainage at the project site during construction would be reduced. Earth-disturbing activities associated with demolition and construction would be temporary and would not result in a permanent or significant alteration of significant natural topographic features that could increase or exacerbate erosion. Specific erosion impacts would depend largely on the areas affected and the length of time soils are subject to conditions that would be affected by erosion processes. Although the potential for erosion on the project site would be limited, exposure of soil to wind and water during construction would still occur.

The proposed site is greater than ~~5 acres~~ 1 acre in size, and is subject to the provisions of the General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB). The developer for the proposed project must submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP), applicable NDPES Regulations, and best management practices (BMP). The SWPPP must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures, maintenance responsibilities, and nonstormwater management controls. Inspection of construction sites before and after storms is required to identify stormwater discharge from the construction activity and to identify and implement controls where necessary.

In addition, all construction activities would comply with Chapter 29 of the CBC, which regulates excavation activities and the construction of foundations and retaining walls, and ~~Chapter 70 of CBC~~ Chapter 17.05 of the City's Municipal Code, which regulates grading activities, including drainage and erosion control. Compliance with this permit process and the CBC requirements would minimize effects from erosion. Therefore, compliance with the Statewide General Construction Activity Stormwater Permit requirements and the CBC requirements would ensure that erosional impacts resulting from project construction would be less than significant.

### **3.6.5 Cumulative Impacts**

This cumulative impact analysis considers development of the proposed project, in conjunction with other development within the vicinity of the project in the City of Huntington Beach. Risks associated with

**Table 3.7-3 Regulatory Database Search Results for Sites within One Mile**

<i>Facility Name</i>	<i>Proximity to Project Site (Miles)</i>	<i>Location</i>	<i>Database<sup>1</sup></i>
Wind & Sea Surfboards	0.25	520 Pacific Coast Highway	LUST
Wind and Sea Surfboard Shop	0.25	520 Pacific Coast Highway	LUST
Java Jungle	0.25	602 Pacific Coast Highway	LUST
Not reported	0.50	414 11 <sup>th</sup> Street	CHMIRS
Old Lake Fire Station	0.50	704 Lake Street	CORTESE
Arco (Abandon)	0.50	21302 Pacific Coast Highway	CORTESE
Action Boats	0.50	21622 Coast Highway	CORTESE

**Database acronyms:**

*RCRIS*—The Resource Conservation and Recovery Act database includes selected information on sites that generate, store, treat, or dispose of hazardous waste as defined by the act. The source of this database is the U.S. EPA.

*CHMIRS*—The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

*CORTESE*—This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

*LUST*—The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

*UST*—The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

*CA FID*—The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

*HIST UST*—Historical UST Registered Database.

*HAZNET*—The data are extracted from the copies of hazardous waste manifests received each year by the DTSC. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. The source is the Department of Toxic Substance Control.

SOURCE: Environmental Data Resources, Inc., 2003

As shown in Table 3.7-3, 10 LUST cases are within one mile of the project site. Of these 10 cases, all but one (Java Jungle) has been closed (i.e., the tank has been either replaced or removed, and contamination has been remediated). A preliminary site assessment is currently underway at the one remaining facility.

### **Other Contaminants on Adjacent Properties Former Uses on the Project Site**

According to the 1995 environmental site assessment prepared for the Huntington Shores Motel (HLA 1995), the property north of the project site, located at First Street and Atlanta and currently occupied by residential uses, was reportedly occupied by a former gas plant, as identified by an individual interviewed as part of the 1995 site investigation process, for the Huntington Shores Motel (HLA 1995). Sanborn Insurance Maps identify the adjacent property as used by Federal Supply Company in 1922 and Richfield Oil Company in 1939 (de Barros and Crull 2002). Subsequent consultation with the individual previously interviewed revealed that this facility was a gas compressor plant, which did not process gas or petroleum product. Rather, it served as a compressor system that conveyed gas from the oil field beneath the project site, and delivered it to a gas plant located at the intersection of Palm Avenue and Goldenwest Street. Gas was drawn from the former oil field through a pipeline connected to the compressor plant, and then transferred to

the gas plant at Palm Avenue and Goldenwest Street (personal communication, Rick Sailor 2003). Natural gas remained fully enclosed within the intake pipe and the plant itself. In addition, this facility was not located on the adjacent property as reported in previous documents, but instead was present on the project site. The facility's location was confirmed by information contained in the Supplemental Soil Investigation Work Plan submitted by Blasland, Bouck & Lee, Inc. (BBL) to the City of Huntington Beach Fire Department. The map dated 1939 contains buildings indicating oil uses on the property, but no documentation exists to support the existence of a gas plant. If a gas plant did exist on property adjacent to the project site, toxic contaminants associated with gas condensate from a gas plant could remain in the soil. However, these contaminants would be localized on the site and would not be expected to have migrated across First Street through the soil to the project site. The Phase I ESA for the project site did not identify any potential concerns regarding these possible contaminants. As such, these contaminants are not expected to exist on the northwestern portion of the site or otherwise affect soils on the project site. This facility was demolished and all identified stained and odorous soil were excavated and removed from the project site in the late 1960s to early 1970s (BBL 2003). The sampling effort that would occur on the eastern portion of the site would ensure that contamination related to former oil field activities is identified.

### ***Contamination at the Project Site***

Environmental concerns at the project site are typical of that of former oil field properties and include residual total petroleum hydrocarbon (oil) contamination in the soil, possible methane (natural gas) emissions, unclosed oil wells, and small quantities of chemical and/or heavy metal-impacted soil. The Phase II Investigation Report prepared in 1996 for the project site identified 10 AST settings, former locations of pipelines and pipeline headers (only one pipeline header was actually found during this field investigation), 20 abandoned oil wells, and one abandoned water well at the project site. In addition, no use, storage, or disposal of hazardous substances or materials was present on the project site at the time the Phase II Investigation Report was prepared. According to the subsequent Phase I analysis prepared in 1998, a site reconnaissance indicated that no USTs and ASTs remained on the project site.

### **Overview of Site Remediation Process**

As the project site is undergoing remediation, and the site remediation process involves several steps to document contamination, remediation, and site cleanup, this section provides an overview of this process to facilitate an understanding of the previous and current investigations. As a first step, a Phase I Environmental Site Assessment (ESA) is used for information purposes by identifying potential environmental impacts related to hazardous materials through historical record searches, visual inspection, aerial photograph review, etc. This assessment is conducted in general accordance with E1527-00 – American Society for Testing and Materials (ASTM) “Standard Practice for Environmental Site Assessments: Phase I Initial Site Assessment Process.” The Phase I ESA must be conducted by a qualified environmental professional (e.g., Registered Environmental Assessor, Registered Geologist, Professional Engineer, etc.). The necessity of further investigation (i.e., a Phase II ESA) is based on the findings of the Phase I ESA. A Phase II ESA consists of analytical testing of potentially contaminated soil, groundwater, or other materials. If contamination is identified, then a project sponsor or property owner would enter into a corrective action agreement with the local oversight agency after confirmation of any identified environmental concerns from the Phase II ESA. The local oversight agency is the City of Huntington Beach Fire

Department for this project. Concurrence of appropriate remedial action with the oversight agency must be obtained when impacts to soil, groundwater, or other materials have been identified above acceptable local, State, or federal contaminant levels or preliminary remedial goals. The target cleanup levels for the proposed project site are 1,000 milligrams per kilogram (mg/kg) total recoverable petroleum hydrocarbons (TRPH) for residential uses and 2,000 mg/kg TRPH for commercial uses. These remediation goals are in

located within the site. Remediation of these areas is proposed to occur concurrent with project construction since remediation of the areas would entail grading of the site. The location of the archaeologically sensitive areas is not disclosed in this EIR in order to protect the integrity of the resource. As such, the precise location of this portion of Area C is not identified.

The area where further investigation is necessary is Area D, in the southwestern portion of the site, where the former Grinder Restaurant and Huntington Shores motel were located. These areas do not include identified former oil wells or storage tanks. Sampling completed as part of the 1996 Phase II Investigation delineated the areas where remediation was necessary. Test results from that sampling effort did not detect that the contamination on the northern and eastern portions of the site had migrated to this area on the western portion of the site. BBL intends to perform sampling in Area D to ensure that all potential contamination has been identified.

According to the 2002 Remediation Plan, further soil investigations were conducted on the project site to evaluate the depth of petroleum hydrocarbon-impacted soils near groundwater. The detailed report (i.e., boring logs, etc.) on this soil investigation has not been completed. Three samples were extended 4 to 5 feet past groundwater in three of the areas previously identified as containing elevated concentrations of petroleum hydrocarbons. In cases where petroleum hydrocarbons in the soil have extended to groundwater, the extent of soil impacted with petroleum hydrocarbons is generally limited to within one to two feet of first encountered groundwater and the petroleum hydrocarbon impacted soil appears to have minimal impact on groundwater (Harding ESE 2002b). As discussed in Section 3.8 (Hydrology and Water Quality), groundwater beneath the project site is also brackish due to saltwater intrusion, and, as such, is not used as potable water by the City.

### **Lead-Impacted Soils**

Aside from oil-impacted soils, the 1996 Phase II Investigation also indicated the detection of lead-impacted soil in the south-central portion of the project site. In May 1997, approximately 10 cubic yards of lead-impacted soil were excavated to a depth of approximately 4 feet from a 12-foot by 7-foot area at the project site. All soil samples collected from the excavation, following the removal of the impacted soil, contained soluble lead at concentrations below 5 parts per million (ppm) in accordance with the City of Huntington Beach Soil Clean-Up Standard Specification 431-92 (City Specification 431-92), the California Code of Regulations (CCR) Title 22 action level of 5 parts per million (ppm). The excavation area was backfilled with clean native soil located on the project site. In June 1997, the excavated lead impacted soil was transported under a non-Resource Conservation and Recovery Act (RCRA) hazardous waste manifest to the Laidlaw Class I Landfill in Buttonwillow, California. Completion of removal of lead-impacted soil has also been documented (BBL 1997).

addition, exposure to contaminants could occur if these contaminants migrated from the contaminated zone to surrounding areas either before or after the surrounding areas were developed, or if contaminated zones were disturbed by future development at the contaminated location. Although it is not anticipated, due to the extensive testing, characterization and remediation already completed to date, the potential exposure of construction personnel or the public to remnant hazardous substances from former on-site uses and facilities at the project site exists, and this would be a potentially significant impact.

**Impact HAZ-2 Grading and excavation of the site could result in damage to existing abandoned oil wells.**

As discussed in Section 3.7.1 (Existing Conditions), 20 abandoned oil wells are located throughout the project site. Wells were re-abandoned in accordance with DOGGR standards between 1997 and 1999. Because development would occur over a majority of these wells with the proposed project, the potential exists for grading and excavation activities to damage these abandoned oil wells during construction of the project. In addition, the proposed underground parking structures serving the project would extend down to approximately 22 feet below ground level. There is the possibility that some abandoned oil wells at the site may be located above the proposed floor grade of these structures. In this case, these abandoned oil wells would need to be cut and reabandoned. Procedures would comply with City Specifications 422 and 429, which address well abandonment requirements and methane mitigation. If the existing oil wells are damaged, health and safety risks could be posed to construction workers and the public through exposure to well contents (by direct dermal contact and/or ingestion) or vapors, as well as contamination of the soil at the project site. In addition, soil contamination resulting from damage to existing abandoned oil wells could also spread from the contaminated zone to surrounding areas either before or after the surrounding areas are developed. As such, impacts associated with risks from existing abandoned oil wells on the project site are considered to be potentially significant.

**Impact HAZ-3 No residual contamination is anticipated that would affect visitors and residents of the proposed project.**

Although remediation of oil-impacted soils at the project site resulting from former oil production activities have mostly been completed, there remains a possibility that some contaminated soil could remain that may not have been detected. Remediation remains underway, and some remediation would occur during project construction in conjunction with monitoring of the areas of archaeological sensitivity and relocations of the existing water pipeline. Due to the migratory nature of oil in the soil, the risk remains for oil contamination to exist in soil areas that have not been previously trenched for sampling and investigation. Impact HAZ-1 identifies risks to construction workers and the public due to potential on-site contaminants. Mitigation measures detailed below would ensure that any remaining contamination risks are addressed during grading and excavation activities. As such, any residual oil contamination remaining in the soil would be detected

- CR HAZ-A *Prior to issuance of grading permits, the project shall comply with all provisions of the Huntington Beach Fire Code and Fire Dept. City Specifications 422 and 431 for the abandonment of oil wells and site restoration.*
- CR HAZ-B *Prior to the issuance of grading permits and during construction, the project shall comply with all provisions of the HBMC Section 17.04.085 and Fire Dept. City Specification 429, Methane District Building Permit Requirements.*
- CR HAZ-C *The development shall comply with all applicable provisions of the Municipal Code, Building Division, and Fire Department as well as applicable local, State and Federal Fire Codes, Ordinances, and standards.*

In addition to the standard City requirements listed above, mitigation measures (MM) would be required to address project impacts. The following mitigation measures would be required to address potentially significant impacts associated with exposure of construction personnel and the public to contaminated soil, as described under Impact HAZ-1. The overall intent of these mitigation measures is to ensure remediation of contaminated soils prior to proposed development.

- MM HAZ-1 *Prior to the issuance of a grading permit, a Registered Environmental Assessor shall perform a site inspection to identify the potential for presence of PCBs on the site. If the potential for PCBs exists, then the Applicant shall, in consultation with the City of Huntington Beach, sample soil surrounding the affected areas to identify the extent of contamination. Contamination shall be remediated in accordance with MM HAZ-3 and MM HAZ-4.*
- MM HAZ-2 *Prior to the issuance of a grading permit, sampling shall be performed in the area identified in Figure 3.7-1 as "Area D." The extent of sampling shall be determined by the Huntington Beach Fire Department as that which is appropriate to characterize the extent of any potential contamination in Area D. Contamination shall be remediated in accordance with MM HAZ-3 and MM HAZ-4.*
- MM HAZ-3 *Prior to issuance of a grading permit, the Applicant shall, in consultation with the City of Huntington Beach and other agencies, as required, formulate a remediation plan for further soil contamination that exists on the project site. The plan shall include procedures for remediation of the project site to the City of Huntington Beach standards. Plans shall be submitted to the ~~Planning, Public Works, and Fire~~ Planning, Public Works, and Fire Departments for review and approval ~~by the Planning, Public Works, and Fire Departments~~ in accordance with City Specification No. 431-92. The plan shall include methods to minimize remediation-related impacts on the surrounding properties, including processes by which all drainage associated with the remediation effort shall be retained on site and no wastes or pollutants shall escape the site and requirements to provide wind barriers around remediation equipment. Qualified and licensed professionals shall perform the remediation activities and all work shall be performed under the supervision of the City of Huntington Beach.*
- MM HAZ-4 *Closure reports or other reports acceptable to the City Fire Department that document the successful completion of required remediation activities for contaminated soils, in accordance with City Specification 431-92, shall be submitted and approved by the City Fire Department prior to issuance of grading permits for site development. No construction shall occur on-site until reports have been accepted by the City. Closure*

reports will not be required in the area identified in Figure 3.7-1 as “Area C” until remediation of this area has occurred as part of project construction; these reports will be required pursuant to MM HAZ-6. If remediation is necessary pursuant to MM HAZ-3, then ~~gradingsoil remediation permits for this remediation~~ shall be issued.

*MM HAZ-5* In the event that previously unknown soil contamination that could present a threat to human health or the environment is encountered during construction, construction activities in the immediate vicinity of the contamination shall cease immediately. A risk management plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). A site health and safety plan that meets OSHA requirements shall be prepared and in place prior to the commencement of work in any contaminated area. The developer shall ensure proper implementation of the health and safety plan.

*MM HAZ-6* Closure reports documenting the successful completion of required remediation activities for (1) areas adjacent to the existing water main on site and (2) areas of archaeological sensitivity shall be submitted and approved by the City Fire Department prior to issuance of building permits in these areas.

The following mitigation measures would be required to address potentially significant impacts associated with damage to existing abandoned oil wells at the project site, as described under Impact HAZ-2.

*MM HAZ 7* Where construction is proposed over abandoned oil wells, the developer shall consult with DOGGR to determine if plug or replug of wells is necessary. Prior to the issuance of grading permits, the Applicant shall submit evidence of consultation with DOGGR indicating wells have been plugged or abandoned to current DOGGR standards.

### On-Site Drainage Patterns

The on-site drainage area boundary is approximately 34.6 acres and includes the project site as well as approximately ~~2.93.1~~ acres along Huntington Avenue and PCH. All on-site flows are currently directed via sheet flow and a graded ditch to an inlet located at the southeastern end of the site (refer to Figure 3.8-3).

<i>Storm Event (Year)</i>	<i>On-Site Area (cfs)</i>
25	48.6
100	67.0

SOURCE: *Drainage Study and Hydrology Analysis* by Hunsaker & Associates Irvine, Inc., dated April 14, 2003

### Water Quality

Stormwater pollutants include a wide array of environmental, chemical, and biological compounds from both point and nonpoint sources. In the urban environment, stormwater characteristics depend on site conditions (e.g., land use, perviousness, pollution prevention), rain events (duration or intensity), soil type and particle size, multiple chemical conditions, the amount of vehicular traffic, and atmospheric deposition. The EPA estimates that short-term runoff from construction sites, without adequate erosion and runoff control measures, can contribute more sediment to receiving waters than that deposited by natural processes over a period of several decades.

Stormwater quality in the City of Huntington Beach is typical of most urban areas in that it includes a variety of common contaminants. These pollutants consist primarily of suspended sediments, fertilizers and pesticides, animal waste, and contaminants that are commonly associated with automobiles (e.g., petroleum compounds such as oil, grease, and hydrocarbons). In addition, urban stormwater often contains high levels of soluble and particulate heavy metals generated from traffic, industrial facilities, and occasionally, residential sources. These metals are frequently found in concentrations that are harmful to aquatic life and other biota dependent on aquatic life as a food source. Two of the most common metals found in both the water column and sediments are zinc and copper. Zinc tends to exhibit toxicity effects in the fresh water environment; copper exhibits toxicity characteristics in the marine environment.

The ASWPS provides water quality protection for urban runoff. During dry weather and low-flow drainage events, the water from the ASWPS is discharged into the Orange County Sanitation District (OCSD) sewer lines. This allows for treatment of nuisance runoff. OCSD and the City have acknowledged that certain types of dry-weather urban runoff create public health and/or environmental problems. As the OCSD has limited available capacity in its system to allow some dry-weather runoff to be accepted, dry weather flows in portions of the City are discharged to the OCSD, although not all runoff in the City is treated. A permit issued by the OCSD authorizes the ASWPS diversion. This permit has numerous requirements, including water quality limits. Should any of these requirements be violated, the permit can be revoked and this option would no longer be feasible for the City. The majority of pollutants are transferred from impervious surfaces to receiving waters during nuisance flow conditions. Treatment of dry-weather flows is not required by the RWQCB; rather, it allows for additional water quality protection. Treatment of flows by OCSD also allows for reductions in bacterial contaminants present in stormwater flows, although no water quality standards have been adopted to address bacterial levels in runoff.

### ***Tsunami***

Tsunamis are seismically generated sea waves caused by sea-floor displacements (faulting or landslides), or similar large-scale, short-duration phenomena, such as volcanic eruptions. The tsunami warning system in the United States is a function of the National Oceanic and Atmospheric Administration's (NOAA) National Weather Service. When a large earthquake occurs near the coast in the North Pacific, the regional warning system in Alaska, known as the Alaska Tsunami Warning Center (ATWC), determines the location (epicenter) and magnitude of the event. If an earthquake is considered to be great enough to generate a tsunami, the ATWC will issue an immediate "Tsunami Warning" for the area near the epicenter. This warning is issued through state emergency services offices, Coast Guard, military, FAA, National Weather Service, and other agencies.

The elevation of the tsunami run-up beyond the initial tidal elevation can be generally estimated from "maximum" past occurrence in California (estimated at 4 or 19 feet) from distant (South Pacific-South America-Alaska) or local (Santa Barbara Channel) earthquakes. The City of Huntington Beach Emergency Management Plan predicts the following wave heights, exclusive of tide and storm-generated wave heights, for a 100-year and 500-year tsunami occurrence:

<u>100-year Occurrence</u>	<u>500-year Occurrence</u>
4.0 feet minimum	6.8 feet minimum
6.6 feet average	11.4 feet average
9.2 feet maximum	16.0 feet maximum

No known tsunami has ever reached the Orange County coast, but in 1964, following the Alaska 8.2 earthquake, tidal surges of approximately four to five feet hit the Huntington Harbor area, causing moderate damage.

The tsunami threat to the City of Huntington Beach is considered low to moderate. Because tsunamis result from large offshore earthquakes and ocean landslides, local earthquakes would not generate a tsunami in the City. Because the City of Huntington Beach has southwestern-facing beaches, the City is vulnerable to tsunamis or tidal surges from the south and from the west. According to the City of Huntington Beach General Plan, the eastern portion of the project site is

located in a moderate tsunami run-up area (Figure 3.8-4). Of the six Huntington Beach Primary Danger Areas for tsunamis, which are listed in order of priority, the project site is located in “Primary Danger Area 4” under the City of Huntington Beach Emergency Management Plan. The suggested evacuation site for a tsunami incident in “Primary Danger Area 4” is Westminster High School, located at 14325 Golden West Street in Westminster.

### 3.8.2 Regulatory Framework

The following subsection is brief summary of the regulatory context under which surface and groundwater resources are managed at the federal, State, and local level.

#### ***Clean Water Act***

The 1972 amendments to the Clean Water Act (CWA) prohibit the discharge of pollutants to navigable waters from a point source (a discharge from a single conveyance such as a pipe) unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, in recognition that diffuse, or nonpoint, sources were significantly impairing surface water quality, Congress amended the CWA to address nonpoint source stormwater runoff pollution in a phased program requiring NPDES permits for operators of municipal separate storm sewer systems (MS4s), construction projects, and industrial facilities. The purpose of the NPDES program is to establish a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable (MEP). The NPDES program consists of (1) characterizing receiving water quality, (2) identifying harmful constituents, (3) targeting potential sources of pollutants, and (4) implementing a Comprehensive Stormwater Management Program (CSWMP).

The State Water Resources Control Board (SWRCB) has adopted a statewide General Permit (WQ Order 99-08-DWQ) for stormwater discharges associated with construction activity. These regulations require that all construction activity subject to this permit including clearing, grading, and disturbances to the ground such as stockpiling or excavation prohibit the discharge of stormwater from construction projects that include 1 acre ~~5 acres~~ or more of soil disturbance, unless the discharge is in compliance with the NPDES Phase 1 General Permit. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling, or excavation that results in soil disturbance of at least 1 acre ~~5 acres~~ of total land area. In addition, as required by NPDES, because construction on the project site would occur over an area greater than 1 acre, the developer would be required to submit a Notice of Intent (NOI) to the SWRCB for coverage under the permit and would be required to comply with all its requirements.

The NPDES General Permit requires all dischargers to (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies Best Management Practices (BMPs); (2) eliminate or reduce nonstormwater discharge to storm sewer systems; and (3) develop and implement a monitoring program of all BMPs specified. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and insure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as nonstormwater discharges.

### ***Basin Plan***

Existing water quality issues have been identified in the watershed planning process and are incorporated in the Water Quality Control Plan (~~WCQP~~WQCP) for the Santa Ana River Basin (Basin Plan). The Basin Plan designates beneficial uses of the waters of the region and specifies water quality objectives intended to protect those uses. The Basin Plan also specifies an implementation plan describing actions that are necessary to achieve and maintain water quality standards, and regulates waste discharges to minimize and control their effects. No water quality standards have been set for bacteria levels. Dischargers must comply with the water quality standards contained in the Basin Plan, and the proposed project would, therefore, be required to be consistent with this plan.

### ***Orange County Drainage Area Management Plan***

In order to ensure that construction sites implement the appropriate pollution control measures, the 2003 Orange County Drainage Area Management Plan (DAMP) details recommended BMPs to be applied to new development and significant redevelopment in Orange County. Projects are identified as either priority projects or non-priority projects. Priority projects include, but are not limited to, residential development of 10 units or more, commercial and industrial development greater than 100,000 square feet, including parking area, impervious surface of 2,500 square feet or more located within, directly adjacent to (within 200 feet), or discharging directly to receiving waters within Environmentally Sensitive Areas, and parking lots 5,000 square feet or more, with 15 parking spaces or more, and potentially exposed to urban stormwater runoff. The proposed project would be considered a priority project under the 2003 DAMP Model Water Quality Management Plan (WQMP). ~~These regulatory requirements-regulations require that the project incorporate and implement all source control BMPs (routine structural and routine non-structural), unless not applicable to the project due to project characteristics, and document clearly why any applicable source control BMP was not included; incorporate and implement site design BMPs, as appropriate, and document the site design BMPs that are included; and either incorporate and implement treatment control BMPs, by including a selection of such BMPs into the project design; or participate in or contribute to an acceptable regional or watershed-based program. Projects participating in a regional or watershed program will also implement source control BMPs and site design BMPs consistent with the requirements of the approved regional or watershed-based plan. The combination of source control, site design, and treatment control BMPs or regional or watershed-based programs must adequately address all identified pollutants and hydrologic conditions of concern. These regulations are designed to ensure that stormwater quality management is considered during a project's planning phase, implemented during construction, and maintained for the life of the project. Routine structural BMPs may function either to minimize~~

the introduction of pollutants into the drainage system or to remove pollutants from the drainage system. Applicable structural and nonstructural BMPs implemented on the site for source control and pollution prevention to minimize the introduction of pollutants into the drainage system would depend on the ultimate configuration of the proposed land use.

Appropriate residential and retail/office center nonstructural BMPs listed in the DAMP that may be used on site to control typical runoff pollutants include homeowner/tenant education, activity restrictions, common area landscape management, BMP maintenance, common area litter and animal waste control, catch basin inspection, employee training, and private street/lot sweeping. BMPs can serve to address bacterial contaminants in addition to other contaminants, although there are no water quality standards set for bacteria levels. The proposed project would include these BMPs and would therefore be consistent with this plan.

### 3.8.4 Project Impacts

**Impact HYD-1 The proposed project would not violate water quality standards, waste discharge requirements, result in substantial sources of polluted runoff, or otherwise substantially degrade water quality.**

For the purposes of this analysis, effects from violation of water quality standards, waste discharge requirements, or degradation of water quality would be considered significant if discharges associated with the project would (1) create pollution, contamination, or nuisance as defined in Section 13050(k) through (m) of the California Water Code or (2) cause regulatory standards, as defined in the applicable NPDES stormwater permit number CAS618030, Water Quality Control Plan or the City's Stormwater and Urban Runoff Management Ordinance for the receiving water body, to be violated. Alterations to the existing drainage pattern of the site or area that would result in substantial additional polluted runoff as, defined by Water Code Section 13050(k) through (m), would be considered significant if the project affects the rate or change in the direction of movement of existing contaminants or expands the area affected by contaminants.

#### ***Construction Discharges***

As ~~discussed in Section 3.6 (Geology and Soils)~~ noted above in Regulatory Framework, the proposed site is greater than ~~5 acres~~ 1 acre in size, and is subject to the provisions of the General Construction Activity Stormwater Permit adopted by the SWRCB. One of the purposes of this permit is to ensure minimal water quality effects from stormwater runoff. The developer for the proposed project must submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP), applicable NDPEs regulations, and BMPs.

A Preliminary Water Quality Management Plan (PWQMP) has been developed for the project and outlines the comprehensive approach that would be used in the attainment of water quality goals required for the proposed project (Appendix G). This plan conforms to the NPDES Permit and current DAMP, and supports the City's commitment to the protection and enhancement of coastal water quality. The plan also complements the goals and mission statement of the City of Huntington Beach Citywide Water Quality Management Plan Task Force. The PWQMP serves as the foundation of the final WQMP and explains the methodology used to determine the types of management practices that are best suited for the proposed project, to achieve the required water quality levels as detailed by the DAMP and local requirements.

The PWQMP includes filtration (treatment of runoff from the site) as a key component of the overall system. Pollutant loads for existing and developed conditions were calculated to determine recommendations and requirements for filtration. These requirements would be achieved on the project site through the use of a series of state-of-the-art pollutant filters incorporated into the storm drain system. These filters are described in technical detail in the drainage report prepared by Hunsaker & Associates (Appendix G). In conjunction with these filters, a screening unit is proposed, which would provide additional screening of stormwater and is primarily focused on the treatment of trash, debris, and larger solids. On-site drainage areas would have first-flush and dry weather flows treated by these systems. After treatment, the 85-percentile 24-hour storm event or the maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch per hour first-flush ~~and dry weather~~ flows would be discharged into the storm drain system in Pacific View Avenue, as well as into the drainage system in First Street that is proposed as part of the project, and further discussed in impact HYD-2. If additional treatment of petroleum hydrocarbons is required, specialized filtration inserts can be installed to reduce these pollutants.

In addition, as part of the comprehensive stormwater treatment plan, the proposed project would incorporate the requirements of DAMP Section 7, including all feasible recommended BMPs. Other BMPs may include programs to educate the public on the proper disposal of hazardous/toxic wastes, pickup and disposal of animal feces, regulatory approaches, and detection and elimination of illicit and illegal dumping. Plans for grading, drainage, and erosion control would be reviewed by the City Engineer prior to issuance of grading permits. With implementation of these BMPs and the WQMP, all impacts related to water quality would be reduced to the maximum extent practicable, as required by the DAMP and City regulations. ~~;~~ In addition to ensuring that the project meets current water quality standards—including those for non-point sources of contamination—these BMPs would also reduce the potential for bacterial contaminants in runoff, and would be considered less than significant.

The proposed project does not currently anticipate the need for dewatering for the development. Should site conditions or future project revisions require a dewatering program, the program would be developed in accordance with the California Regional Water Quality Control Board, Santa Ana Region, Order No. 93-49, NPDES Permit No. CAS618030, and Template Monitoring and Reporting Program No. 98-67.

<i>Storm Event (Year)</i>	<i>Drainage Area "A"</i>	<i>Drainage Area "B" – prior to detention</i>	<i>Drainage Area "B" – post-detention</i>
25	16.7	66.1	20.0
100	21.8	85.2	20.0

SOURCE: *Drainage Study Including Preliminary Hydrology Analysis and Water Quality Analysis*, Hunsaker & Associates, April 14, 2003a.

#### *Drainage Impacts—Area "A"*

Area "A" would be serviced by a proposed system of inlets and underground pipe conduits joining the existing 42-inch storm drainpipe at the intersection of Pacific View Avenue and Huntington Avenue Street. With implementation of the proposed project, a maximum of 21.8 cfs would be permitted to be discharged into the existing 42-inch pipe in Pacific View Avenue. Drainage Area "A" has been sized appropriately to this discharge limit for estimates of a discharge of 21.8 cfs in a 100-year event. The expected discharge to the ASWPS is well below both the designed allowable discharge of 34.4 cfs and the current condition of 67.0 cfs discharged during a 100-year event (refer to Appendix G, Section 1, page 4).

#### *Drainage Impacts—Area "B"*

The storm flows from Drainage Area "B" would flow west to First Street. The project proposes to construct a storm drain line in First Street that would exclusively serve the project site. This line would run parallel to the existing City 36-inch line in First Street. The project-specific storm drain line would then connect to the City's 36-inch South Beach Storm Drain south of PCH. As required by the City Public Works Department, the project would be limited to flows of 20 cfs from Drainage Area "B," based on overall planned pipe capacity of the City system.

As shown in Table 3.8-7, post-project hydrology of Area "B" would result in runoff of 66.1 cfs in a 25-year storm event. As a result, a reduction in discharge of about 46 cfs would be required in order to limit the discharge to 20 cfs. An on-site underground detention basin is proposed to accomplish this reduction. A volume of about 0.82 acre-feet is required for the required reduction in discharge. Flows exceeding attenuation limits would be allowed to run off via surface streets, and the drainage study has indicated that the volume of this runoff would not impact drainage systems or flood traffic lanes.

According to the Orange County Local Drainage Manual, habitable structures require protection for a 100-year event. The proposed City drainage system along First Street and the proposed project Area "B" drainage system are designed to convey flows from a 25-year event. For storms above the 25-year event and up to the 100-year event, site discharges would be conveyed via surface street flow along First Street, thus meeting flood protection goals. The site is above the 100-year flood elevation defined by FEMA.

While the proposed project would alter the direction of runoff stormwater flows, the drainage alterations to the site and adherence to the requirements of the NPDES permit and the WQMP would not result in exacerbation of localized flooding; in fact, the changes in the drainage patterns, as well as the proposed detention basin, would divert a significant portion of the site's surface stormwater runoff from the over-capacity ASWPS to a new storm drain system, which would be designed to ensure adequate capacity to accommodate stormwater flows from the project site. As discussed above, Drainage Area "A" would continue to flow to the ASWPS for all dry-weather and stormwater flows. In addition, only the dry weather flow for Drainage Area "B" can be routed into Area "A" and to the ASWPS, in order that, at the City's discretion, these flows may be routed for treatment by OCSD. As identified above, the stormwater flows for Drainage Area "B" would be routed to the storm drain in First Street that the applicant would construct. All flows, both dry weather and storm flow, would be treated in accordance with the City's MS4 Permit and other applicable City requirements and standards. The overall reduction of stormwater flows would be less than 5 percent.

In order to ensure adequate drainage improvements, all features of the proposed system would be designed and constructed in accordance with the standards set by the City of Huntington Beach and the Orange County Flood Control District. Plans for grading, drainage, and erosion control would be reviewed by the City Engineer prior to issuance of grading permits. Therefore, with inclusion of the project features designed to minimize drainage, this impact would be less than significant.

**Impact HYD-3 The proposed project would contribute to a reduction of flows to the over-capacity Atlanta Stormwater Pumping Station.**

The ASWPS has a current capacity of 551 cfs, as noted above. The tributary area it services discharges approximately 1,125 cfs in a 100-year event. This indicates a capacity deficiency of about 574 cfs. Currently, approximately 177 cfs is discharged to the ASWPS from the Alabama Street Discharge Area, including the proposed project site. With the proposed City storm drain system along First Street and the proposed project's Area "B" drainage system, approximately 155.2 cfs in a 100-year event would be diverted away from the ASWPS. With implementation of the proposed project, the northerly, easterly, and southerly perimeter area shown as Drainage Area "A" on Figure 3.8-5, or 21.8 cfs, would discharge to the existing 42-inch pipe, located in Pacific View Avenue, that discharges to the ASWPS. This would be a net reduction of about 85 percent. Design flows to the ASWPS can therefore be reduced from 1,125 cfs to 968.8 cfs as a result of the diversion of flows and the capacity deficiency reduced from 574 to 396 cfs. Thus, a beneficial impact would result from implementation of the proposed project, in that stormwater flows to the ASWPS would be substantially reduced and fall below the design capacity of the ASWPS.

**Impact HYD-4 The proposed project would result in the placement of additional structures in an area of low to moderate tsunami risk.**

Inundation by tsunami would be considered significant if the project would substantially intensify tsunami hazards and as a result, substantial damage to structures or infrastructure, or exposure of people to this risk would result. Due to its location on the coast, the City of Huntington Beach is subject to potential run-up and tsunami damage from both distant and locally generated tsunamis. The eastern portion of the project

As the City of Huntington Beach is within a developed urban setting, it is not expected that full implementation of the City of Huntington Beach General Plan would result in the conversion of large amounts of open space to urban uses, and it is therefore not expected that there would be a significant increase in runoff in the City as a whole. Most of the drainage system in the watershed consists of engineered storm channels and, therefore, is expected to experience little change. Additionally, the proposed project was considered under the City of Huntington Beach's Master Plan of Drainage and, with the planned improvements to the City's storm drain system and project infrastructure, adequate drainage infrastructure would be available. Additionally, future development would be required to comply with stormwater discharge laws and to obtain the proper permits. Consequently, cumulative impacts would be less than significant with regard to this potential impact. The contribution of the proposed project to cumulative impacts on hydrology and water quality is less than significant, because stormwater flows are not expected to increase significantly, which could increase pollutant loads. overall, and because the project would result in a decrease in Project design and reduction of flows to the Atlanta Stormwater Pumping Station; ~~which would be a beneficial effect-impact of the project.~~

Cumulative development would not substantially alter the existing drainage pattern of the area, including the alteration of the course of a stream or river, in such a manner that would result in substantial erosion or siltation, flooding, or the exceedance of existing or planned stormwater drainage systems. Implementation of NPDES Phase I and II requirements are designed to ensure that cumulative development does not result in higher-than-allowed concentrations of pollutants in stormwater discharges, and appropriate stormwater treatment would ensure that discharges into the ocean would not violate water quality standards. Extensive development is not anticipated in the remaining open spaces in the Talbert Watershed, and it is unlikely that substantial alteration of drainage systems and watercourses in those areas would occur. This indicates that the amount of runoff would not substantially increase, thereby avoiding substantial increases in erosion, siltation, flooding, and preventing the exceedance of capacity of the stormwater drainage system. As a consequence, it is not expected that impacts would be cumulatively considerable, and the project would have a less-than-significant contribution to this effect.

Cumulative development is not expected to otherwise substantially degrade water quality. Substantial increases in runoff are not expected to occur, and compliance with NPDES requirements and CEQA mitigation would ensure that water quality in the watershed is not degraded by future development. Additionally, project compliance with NPDES requirements and the small amount of runoff would ensure that the project contribution to cumulative impacts is also less than significant. Cumulative impacts would, therefore, be less than significant.

As shown, cumulative development would result in noise level increases of 0.0 to 3.0 dBA Ldn along the studied roadways, with the maximum increase occurring along Beach Boulevard from PCH to Atlanta Avenue. The future noise levels along two roadway segments would actually be reduced as a result of changes in local circulation patterns that occur under the Hunting Beach General Plan. The contribution of the proposed project would range from 0.1 dBA to 2.2 dBA. Of the 3.0 dBA increase along Beach Boulevard, the contribution of the proposed project would be 0.5 dBA. The 0.1 dBA to 2.2 dBA contribution of the proposed project to future roadway noise levels would not exceed the identified thresholds of significance and, therefore, would not be cumulatively considerable.

### 3.10.6 Mitigation Measures and Residual Impacts

The following standard City requirements (CR) would apply to the project.

- CR N-A            *Construction shall be limited to Monday–Saturday 7:00 A.M.–8:00 P.M. Construction shall be prohibited Sundays and Federal holidays.*
- CR N-B            *The Applicant shall notify all property owners and tenants within ~~300~~500 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading.*
- CR N-C            *The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works prior to issuance of a precise grading permit.*
- CR N-D            *All haul trucks shall arrive at the site no earlier than 8:00 A.M. or leave the site no later than 5:00 P.M., and shall be limited to Monday through Friday only.*
- CR N-E            *Neighbors within ~~200~~500 feet of major construction areas shall be notified of the construction schedule in writing prior to construction; the project sponsor shall designate a “disturbance coordinator” who shall be responsible for responding to any local complaints regarding construction noise; the coordinator (who may be an employee of the developer or general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented; and a telephone number for the noise disturbance coordinator shall be posted conspicuously at the construction site fence and included on the notification sent to neighbors adjacent to the site.*

currently 1.8 officers per 1,000 residents (Pelletier 2003). Currently the average emergency response time within the City is approximately 7.4 minutes, while the average nonemergency response time is approximately 15.3 minutes. The HBPD indicates that the department now provides a minimum level of service to the City.

HBPD utilizes the “beat cop” system, which is a new and innovative approach initiated by the City in 2000. The City is divided into twelve beat areas, and each beat is assigned an officer to provide the beat area with 24 hours per day, 7 days per week coverage. Under the Beat Command System, each beat officer is assigned the responsibility of Community Oriented Policing, which is a philosophy of working and communicating with the community to identify services needed, and problem solving in their respective beat areas. Each beat is also assigned a sergeant to supervise and assist in the Community Oriented Policing activities within the beat. The proposed project site is located in Area 4 of the City’s Beat Command System. Depending on time of day and year, this beat system allows for quick response time and specific beat coverage unless officers are called upon by nearby beat officers for backup.

Law enforcement services require certain equipment, in addition to staff, in order to maintain an acceptable level of service. HBPD equipment includes vehicles, radios, and mobile data terminals, which HBPD has indicated are currently adequate but are at minimum levels. Currently the HBPD has no plans for expansion.

In addition to the above-listed equipment, the department also operates the HBPD Aero Unit, which manages helicopter patrols in the City. Currently, the Aero Unit operates three MD 520N series turbine powered helicopters out of the hangar facility, which is owned and operated by the City expressly for police and fire operations. The Aero Unit is made up of six police officer/pilots, one police sergeant/pilot, two mechanics, one part-time secretary, and one part-time student worker. Helicopters are equipped with communication equipment, spotlights, and infrared equipment. With the helicopter’s special equipment and flight crews, the air unit increases response times to emergencies. On the scene, helicopter units can determine whether ground units are needed in order to clear officers to handle other calls, further increasing the effectiveness of the HBPD.

The City is not identified as a particularly high crime area. The California Crime Index (CCI) includes the number of major crimes in the City for a given year, including violent crimes, and offenses such as burglary and motor vehicle theft. The total CCI in 2001 for Orange County was 32,438. For individual cities, the CCI ranges from about 200 for small cities not near major urban centers such as Laguna Hills, to about 5,000 for large cities with high crime rates, such as Santa Ana. The City of Huntington Beach had a total CCI of 1,892 in the year 2001. This is comparable to the CCI in Irvine, Orange, Buena Park, and other comparably sized cities in Orange County (Department of Justice, 2001), and in keeping with the crime rate expected for a city of its size.

## **Schools**

The City of Huntington Beach is served by one high school district and four elementary/junior high school districts. The Huntington Beach Union High School District (HBUHSD) operates four high schools serving students in grades 9 through 12 for the entire City of Huntington Beach as well as substantial portions of the cities of Westminster and Fountain Valley. ~~, which includes the entire~~

~~City of Huntington Beach and extends slightly into Westminster and Fountain Valley, operates four high schools serving Huntington Beach students in grades 9 through 12.~~

## Municipal Code—Fire Code

The California Fire Code, discussed above under State regulations, is adopted by the City as Chapter 17.56, Huntington Beach Fire Code, of the Municipal Code. The Fire Code include regulations concerning building standards, fire truck and apparatus access to structures, fire protection devices such as extinguishers and smoke alarms, and fire suppression training.

### 3.12.3 Thresholds of Significance

In general, project impacts upon public services would be considered significant if existing or planned public service facilities would not be able to provide adequate service to the community as a result of project-induced population growth or concentration of population. Project impacts would be considered significant if any of the following would occur:

#### *Fire/Police/Lifeguard*

- Require additional emergency response personnel and/or equipment to maintain acceptable levels of service, or if project-related development results in increased response times of service providers to a degree that would adversely impact public health and safety
- Require additional staff or equipment to maintain an acceptable level of service (i.e., response time, equipment suitability)
- Interfere with emergency response or evacuation plans

#### *Schools*

- Increase the number of students at nearby schools in excess of school capacity

### 3.12.4 Project Impacts

**Impact PS-1    The current staff and equipment of the HBFD would be sufficient to meet the demands of the proposed project, although project design may not provide adequate pedestrian emergency access.**

The HBFD has indicated that it has sufficient facilities and staff to accommodate the needs of the proposed project and can serve the project without causing service levels to drop below current levels (Division Chief Fire Marshall Chuck Burney, February 2003). Presently, the HBFD employs 10 personnel at Fire Station #5, which is located less than 0.5 mile from the project site and provides first-response service to the project area. Fire Station #4 employs 4 personnel and is located approximately 1 mile from the project site. Both stations have an average emergency response time to the project area of less than five minutes, which is within the established objective of the City's Growth Management Element. Considering the current station

locations, the population density, and call volume, the Fire Department considers this an acceptable level of staffing and response time. As such, HBFD staff and equipment would be sufficient to respond to the needs of the proposed project.

Due to the quantity of development proposed, the project would result in the congregation of large numbers of people on site. In aggregate, the commercial, hotel, and residential uses could result in several thousand persons on the site simultaneously. The site design includes a complex of buildings with subterranean structures, multiple access points, and multiple buildings over the 31-acre property. These project characteristics result in a need for the fire department to observe, monitor and, as necessary, control the on-site emergency systems in order to respond effectively to an emergency, should one arise, on-site. Enhanced communication systems are proposed for the subterranean parking structure that would allow radio communication in the garage. Adequate vehicular emergency access would be provided, as discussed under Impact TR-9. Vehicular access points would be designed to ensure adequate emergency access per code requirements. However, the HBFD has expressed concerns regarding emergency pedestrian access to the subterranean garage, due to the size of the garage and the need to access both levels on foot, and not solely from emergency vehicles. The subterranean garage in particular could be a constrained access point in an emergency situation where vehicles are attempting to exit the facility and emergency response personnel needs to gain entry. Without enhanced fire protection features related to emergency pedestrian access for the site, impacts on fire protection would be potentially significant.

**Impact PS-2     The proposed project would add residential and visitor-serving uses to the area, and would increase demands on police protection.**

As discussed in Section 3.12.1 (Existing Conditions), the existing service ratio of 1.1 officers per 1,000 residents is considered adequate by the HBPD. In addition, equipment required to maintain an acceptable level of service is currently adequate but at minimum levels. Implementation of the proposed project would alter the personnel-to-population ratio. The proposed project would result in a direct population increase of 1,419 persons, and would result in a slight decrease in the service ratio to 1.09 officers per 1,000 residents. Additionally, no plans for expansion of HBPD personnel levels or facilities currently exist. The permanent increase in the City's residential population resulting from the proposed project, in addition to the addition of hotel and restaurant uses that would include nightlife activities could increase the service calls to the HBPD. Future entertainment uses would require a separate entertainment permit to be approved by the Police Department. Security concerns related to these uses would be addressed through the permit process, at which time the Police Department would have the opportunity to review the proposed uses and provide input on necessary security measures.

The proposed project does not include any features that would make it particularly susceptible to criminal activity. Residential buildings would be individually secured with gates at courtyard entrances and all entrances into individual buildings. Access to garages on First Street and Huntington Street and to stairs leading into the subterranean parking garages would be gated. Vehicular privacy gates are also proposed at

- CR PS-A Automatic sprinkler systems shall be installed throughout. Shop drawings shall be submitted and approved by the Fire Department prior to system installation. (FD)
- CR PS-B Fire hydrants must be installed before combustible construction begins. Prior to installation, shop drawings shall be submitted to the Public Works Department ~~for review and approved approval~~ by the Public Works and Fire Departments. (Fire Dept. City Specification 407). (FD)
- CR PS-C Prior to issuance of ~~building permits~~ combustible construction, fire access roads shall be provided in compliance with Fire Dept. City Specification ~~404~~ 426. Include the Circulation Plan and dimensions of all access roads. Fire lanes will be designated and posted to comply with Fire Dept. City Specification No. 415. (FD)
- CR PS-D The development shall comply with all applicable provisions of the Municipal Code, Building Department, and Fire Department as well as applicable local, State, and Federal Fire Codes, Ordinances, and standards.

*Note: This condition of approval also applies to other resources such as geology and hazards.*

In addition to the standard City requirements listed above, mitigation measures (MM) would be required to address project impacts. Implementation of the following mitigation measures would be required to address impacts on fire protection, as described under Impact PS-1:

- MM PS-1 Provide enclosed, fire-rated stairs to each subterranean level from the exterior every 300<sup>2</sup> lineal feet of the building perimeter
- MM PS-2 Project design shall include ventilation of smoke and products of combustion. Zoned, mechanical smoke removal system, with manual controls for firefighters shall be located in the fire control room. An emergency power source is necessary and the system shall also comply with Building Code requirements to exhaust CO and other hazardous gases.
- MM PS-3 Dedicated rooms for Fire Department exclusive use to observe, monitor and as necessary control all emergency systems operation shall be provided. A total of three rooms shall be provided as follows: (1) commercial area and the related subterranean parking garage; (2) high-rise hotel; and (3) residential garages and dwellings. Rooms shall be located in an exterior location at grade level and have unrestricted access clear-to-the sky.

Implementation of the following mitigation measure is recommended to further reduce less-than-significant impacts on police services, as described above under Impact PS-2:

from vehicular traffic along Pacific Coast Highway (PCH). The beaches, particularly Huntington City Beach near the Municipal Pier, have been the sites of many national and international sporting events, including surfing, volleyball, and skateboarding competitions. Huntington Beach is known as one of the best surfing areas on the west coast, and has earned the nickname “Surf City, USA.” Its renowned surf is a result of the shoreline’s long, gradually sloped beach gradient and location in relation to ocean swells.

### ***Parks and Recreational Facilities***

Huntington Beach contains ~~69~~ 65 recreational parks, located throughout the City. Many of the parks have grass fields and landscaping devoted to sports, picnicking, and general enjoyment of the outdoor environment. The City classifies these parks into four categories, based primarily on their size, as follows:

- *Mini Park*—Consists of less than one acre and intended to serve the immediate neighborhood in which they are located; provides passive open space and buffering from adjacent developments, with walking paths and benches; e.g., Booster Park, French Park, and Tarbox Park.
- *Neighborhood Park*—Usually 2.5 to 5 acres in size and are intended to serve a 0.25 to 0.5 mile radius; planned for the activities of children from age 5 to 15; centrally located in a neighborhood and often adjacent to a school; e.g., Arevalos Park, Conrad Park, Lambert Park, Hawes Park, Burke Park, and Wieder Park.
- *Community Park*—Designed to serve several neighborhoods within a 1- to 1.5-mile radius and ranging from approximately 10 to 40 acres in size; planned for youths and adults and hosts a wider range of activities than smaller parks; e.g., Chris Carr Park, Gisler Park, Langenbeck Park, and Marina Park.
- *Regional Park*—Larger than 40 acres and serves a large regional area up to a 30- or 40-mile radius; provides special recreational opportunities such as camping, equestrian centers, nature preserves, trails, and lakes; e.g., Huntington Central Park and Blufftop Park.

Based on the City’s Park Strategy ~~and Fee~~ and Nexus Study (Park Strategy fee study Rreport) completed in December 2001 (City of Huntington Beach 2001b), the City’s 69 park assets ~~and 42, four nonpark buildings, and four nonpark special-use recreation~~ assets comprise a total of 906.7 acres. Parks alone occupy ~~80~~ 3.6 acres, while nonpark buildings occupy 4.6 acres and nonpark special-use assets, which primarily consist of Meadow Lark Golf Course, occupy 98.5 acres. The General Plan has established a “parkland to population” ratio of five acres per 1,000 persons. The City currently has 4.75 acres of parkland per 1,000 persons, including the City-leased beach and Meadowlark Golf Course. Based on the estimated population in the Park Strategy Report of approximately 190,746 residents, and the City’s parkland ratio standard of five acres per 1,000 persons, the present parkland requirement is 955.0 acres. The City’s total of 906.7 park acres falls short of the identified ratio requirement by 48.3 ~~acres~~.

The proposed project would be required to satisfy Chapter 254.08 of the City's Municipal Code, which implements the provisions of the Quimby Act. Specifically, this chapter requires that five acres of property for each 1,000 residents be devoted to local park and recreational purposes. In accordance with the parkland dedication requirements provided in the Huntington Beach Municipal Code, the proposed project would be required to provide 6.9 acres of parkland. This could be met through a combination of park fees and land dedication.

As proposed, a total of 11.06 net acres of open space would be provided on the project site. This open space would include 1.78 acres of private open space and 9.28 net acres of common open space. The common open space would include five key recreational areas and common areas such as public paseos and open space throughout the site, as shown on Figure 2-5a. The five recreational areas would be situated throughout the residential portion of the proposed project for a total of 2.50 acres, the largest of which would total 2.03 ~~2.04~~ acres in the center of the residential development. This area, identified as the "Village Green," would be owned and maintained by the Pacific City Residential Homeowners Association, but open to the public through four pedestrian paseos. As currently proposed, the ~~The~~ "Village Green" would not be dedicated to the City as parkland. However, regardless of whether or not this area is dedicated to the City, the proposed project would fall short of the 6.9 acres of parkland required by the Quimby Act, as implemented by the City, and ~~Therefore, the proposed project would not satisfy the parkland to population ratio requirements of the City.~~

The four additional recreational areas would primarily serve residents of the proposed project, as the residential units would be clustered around the recreational areas. However, Area 1 at the corner of First Street and Atlanta Avenue would be publicly accessible. The additional common open space would be positioned throughout the project site.

Residents and employees of the proposed project may also use existing neighborhood and regional parks, as well as the beach. Residents of the site would most likely use these facilities after typical business hours and on the weekends, while employees at the site would use recreational facilities during lunch breaks, which would typically occur during the day. As such, the recreational facility demand generated by residents and employees would generally be concentrated during different times of the day. The increase in population as a result of the project is consistent with the City's General Plan and Zoning Ordinance, indicating that this population increase was previously assumed to occur in the City's planning activities.

Pedestrian corridors would also be provided throughout the project site, as shown in Figure 2-7. Pedestrian pathways would link the surrounding residential communities and pathways, including the public access corridor that commences on Atlanta Avenue and aligns with Alabama Street (oriented perpendicular to Atlanta Avenue). In addition, as mentioned previously, four pedestrian paseos would provide access to the proposed "Village Green." These would include (1) pedestrian access from First Street aligned directly

across from Walnut Avenue; (2) pedestrian access from Atlanta Avenue directly across from Alabama Street; (3) pedestrian access from Huntington Street across from the entrance to the Pacific Mobile Home Park; and (4) a 55-foot wide pedestrian access paseo from Pacific View Avenue. Pedestrian access ways would connect the residential and commercial components and PCH and, ultimately, the beach. Although not proposed in the current tentative tract map, a grade-separated pedestrian overcrossing is part of the Master Plan, which could be constructed in the future. This pedestrian bridge would span midway between Huntington Street and First Street over PCH, providing access to and from the Pacific Ocean to the project site. Pedestrian pathways throughout the site would be publicly accessible at all times.

Residents of the proposed project may use neighborhood, community, and regional parks. The increase in population as a result of the project is consistent with the City's General Plan and zoning densities for the site. Therefore, the project would not result in increased demand not already anticipated in the City's planning activities. However, although the proposed project includes common open space areas and recreational opportunities that would be accessible to the general public within the proposed project site, the project does not specifically dedicate the 2.03 ~~2.04~~ acre recreational area as parkland to the City. Since no parkland dedication is proposed, in-lieu fees could substitute for the 6.9 acres of required parkland dedication. Without adequate provision of parkland and/or payment of fees, impacts would be potentially significant.

**Impact REC-2 Construction effects associated with on-site recreational facilities would not significantly affect the environment over the short term.**

The proposed project would result in an overall increase in population in the City of Huntington Beach. Development of the proposed project would result in the addition of 516 dwelling units and a mixed-use visitor-serving commercial center on a currently vacant parcel of land in Downtown Huntington Beach. As described throughout Chapter 3 (Environmental Impact Analysis) of this DEIR, construction and operational activities on the project site would have an adverse impact on various resources.

Specifically, construction activities associated with implementation of passive open space features, such as parkland, public access corridors and common recreational facilities would affect environmental resources. As indicated in Impact AQ-1 in Section 3.2 (Air Quality), daily construction activities could generate emissions that exceed SCAQMD thresholds, which would result in a potentially significant impact. In addition, Impact BIO-4 in Section 3.3 (Biological Resources) indicates that construction activities at the project site would increase noise levels above present levels but have a less-than-significant impact on any wildlife that may be in the project site vicinity. Construction of the proposed project would also result in potentially significant impacts to Cultural Resources (Section 3.4) as described in Impacts CR-1 through CR-3. Additionally, construction activities would temporarily increase soil exposure to wind and water

Diego Freeway (I-405) and PCH (SR-1), which run in a northwest to southeast orientation in the vicinity of the project, and Beach Boulevard (SR-39), which runs in a north to south orientation to the east of the project site. The San Diego Freeway, which is located approximately five miles north of the project site, provides north/south access through the City of Los Angeles and connects the Westside with the San Fernando Valley to the north and the South Bay area to the south. The primary access to the project site from the I-405 is via an interchange at Beach Boulevard. PCH borders the site on the southwest, and is a major highway that extends through Orange County and links Huntington Beach with the neighboring communities of Seal Beach, Long Beach, Costa Mesa, and Newport Beach.

### Local Access

~~Principal-Significant~~ local arterials, which are streets that carry the majority of traffic traveling through the city and are generally developed as commercial corridors, that serve the project site include Beach Boulevard, Main Street, First Street, ~~Huntington Street~~, Atlanta Avenue, ~~and Pacific View Avenue, Delaware Street, and a portion of Huntington Street.~~

**Pacific Coast Highway (PCH)**, also known as State Route 1, is ~~designated~~ shown as a Major Arterial Highway in the City's General Plan Circulation Element southeast of Goldenwest Street, and the Caltrans Route Concept Report and the County of Orange Master Plan of Arterial Highways (MPAH) sets the standards for this roadway. PCH provides both regional and local access to the project site. PCH is currently configured as a six-lane arterial south of Beach Boulevard, and is striped for six lanes from midway between Huntington Street and First Street to 6th Street, which includes the northwesterly half of the project frontage. Northwest of 6th Street, PCH is configured as a four-lane arterial. Metered parking is currently provided on both sides of PCH except along the southwesterly half of the project frontage and along the southwest side of PCH, which is improved with a transit turnout for bus layovers and boardings. The speed limit along PCH varies from 35 miles per hour (MPH) to 50 MPH in the project vicinity. PCH currently performs as a four-lane Expressway between Warner Avenue and Seapoint Avenue.

**Beach Boulevard**, also known as State Route 39, is designated as a Superstreet/Smartstreet on the Caltrans Route Concept Report and the County of Orange MPAH. Beach Boulevard provides both regional and local access to the project site and currently consists of six lanes between PCH and Ellis Avenue/Main Street and eight lanes north of Ellis Avenue/Main Street. Beach Boulevard begins at PCH in Huntington Beach and continues northward through the study area and cities of Westminster, Garden Grove, Anaheim, Buena Park, and La Mirada before terminating at Whittier Boulevard in La Habra.

**Atlanta Avenue** is designated as a four-lane Primary Arterial Highway in the City's General Plan Circulation Element and Orange County MPAH. The City's General Plan also designates this street as a Landscape Corridor. Atlanta Avenue originates at First Street and continues easterly to its terminus at the Santa Ana River. Atlanta Avenue is currently a two-lane roadway along the project frontage and becomes four lanes from Delaware Street to the Santa Ana River. Parking is permitted ~~along the south side of~~ on the side of Atlanta Avenue ~~adjacent to~~ opposite the existing single-family residences and ~~is restricted~~ along the project frontage.

**Main Street** is designated as a four-lane Primary Arterial Highway in the City's General Plan Circulation Element and Orange County MPAH north of 17th Street, and extends from PCH to Beach Boulevard. Main Street is local street south of 17<sup>th</sup> Street. Main Street is currently a two-lane roadway between PCH and Adams, a four-lane roadway between Adams Avenue and Yorktown Avenue, and a six-lane roadway between Yorktown Avenue and Beach Boulevard. Within the Main Street segment between PCH and Adams, angle parking is located in the Downtown area between PCH and 6th Street.

**First Street** is designated as a four-lane Primary Arterial Highway in the City's General Plan Circulation Element and Orange County MPAH, and extends from PCH to Atlanta Avenue/Orange Avenue. First Street is currently a two-lane roadway and parking is permitted along both sides. The City's General Plan also designates this street as a Landscape Corridor.

**Huntington Street** is designated as a three ~~four~~-lane Secondary roadway from PCH to Pacific View Avenue and a local street north of Pacific View in the City's General Plan Circulation Element and Orange County MPAH. Huntington Street originates at PCH and continues northerly to its terminus at Garfield Avenue. Huntington Street is currently a two-lane roadway with a middle lane allowing for turns, with primarily residential frontage north of Atlanta Avenue. Parking is not permitted along either side of Huntington Street adjacent to the project frontage.

**Delaware Street** is designated as a four-lane Secondary roadway in the City's General Plan Circulation Element and Orange County MPAH, and currently extends from just south of Atlanta Avenue to Taylor Drive north of Ellis Avenue. Delaware Street currently varies between a two-lane roadway and four-lane roadway with primarily residential frontage. Parking is permitted along both sides of Delaware Street. An extension of Delaware Street south of Atlanta Avenue to PCH is identified in the City's MPAH, Circulation Element (Figure CE-13), and Precise Plan of Street Alignment 70-3. However, implementation of this improvement is currently not programmed.

**Pacific View Avenue** is designated as a four-lane Primary Arterial Highway in the City's General Plan Circulation Element and Orange County MPAH. The City's General Plan also designates this street as a Landscape Corridor. Pacific View Avenue existed only from Huntington Street to approximately 500 feet east along the existing Waterfront Hilton project when the counts were conducted for the proposed project's Traffic Impact Analysis. Pacific View Avenue has been extended easterly to Beach Boulevard in conjunction with current development of the Hyatt Regency Resort, and will be extended westerly to First

Street in conjunction with the proposed project. Parking is currently prohibited along the entire length of Pacific View Avenue.

Figure 3.14-1 illustrates the existing roadway conditions and intersection controls in the project area, as described above.

### Study Area Intersections

An inventory of key area roadways and intersections for the proposed project vicinity was performed during the preparation of the Traffic Impact Analysis Report. The traffic report analyzed existing and future peak hour traffic conditions upon completion of the proposed project in Year 2008 at the following ~~thirty-two~~<sup>thirty-three</sup> key intersections (~~thirty-one~~<sup>thirty-two</sup> of which currently exist) and twenty-five roadway segments (twenty-four of which currently exist):

#### *Year 2008 Study Intersections*

- Goldenwest Street at PCH
- 17th Street at PCH
- 9th Street at PCH
- 6th Street at PCH
- Main Street at 6th Street
- Main Street at PCH
- First Street at Atlanta Avenue
- First Street at PCH
- Huntington Street at Atlanta Avenue
- Delaware Street at Atlanta Avenue
- Huntington Street at PCH
- Huntington Street at Pacific View Avenue
- Beach Boulevard at Adams Avenue (Congestion Management Plan Intersection)
- Beach Boulevard at Indianapolis Avenue
- Beach Boulevard at Atlanta Avenue
- Beach Boulevard at PCH (Congestion Management Plan Intersection)
- Newland Street at Atlanta Avenue

- Newland Street at PCH
- Magnolia Street at PCH
- Magnolia Street at Atlanta Avenue
- PCH at Seapoint Avenue
- PCH at Warner Avenue (Congestion Management Plan Intersection)
- PCH at Brookhurst Avenue
- Main Street at Adams Avenue
- Main Street at Utica Avenue
- Lake Street at Adams Avenue
- Lake Street at Yorktown Avenue
- Beach Boulevard at Yorktown Avenue
- Beach Boulevard at Garfield Avenue
- Newland Street at Ellis Avenue/Main Street
- Superior Avenue/Balboa Blvd. at PCH (Congestion Management Plan Intersection)
- First Street at Pacific View Avenue (Future)
- Beach Boulevard at Pacific View Avenue (Future)

*Year 2008 Study Roadway Segments (Links)*

- PCH, from Warner Avenue to Seapoint Avenue
- PCH, from Seapoint Avenue to Goldenwest Street
- PCH, from Goldenwest Street to 6th Street
- PCH, from 6th Street to First Street
- PCH, from First Street to Huntington Street
- PCH, from Huntington Street to Beach Boulevard
- PCH, from Beach Boulevard to Newland Street
- PCH, from Magnolia Street to Brookhurst Street
- Beach Boulevard, from PCH to Atlanta Avenue
- Beach Boulevard, from Atlanta Avenue to Indianapolis Avenue
- Beach Boulevard, from Indianapolis Avenue to Adams Avenue
- Beach Boulevard, from Adams Avenue to Yorktown Avenue

- Beach Boulevard, from Garfield Avenue to Main Street
- Atlanta Avenue, from Beach Boulevard to Delaware Street
- Atlanta Avenue, from First Street to Huntington Street
- Atlanta Avenue, from Huntington Street to Delaware Street
- First Street, from Orange Avenue to PCH
- Huntington Street, from Atlanta Avenue to Pacific View Avenue
- Main Street, from Palm Avenue to Adams Avenue
- Lake Street, from Indianapolis Avenue to Adams Avenue
- Lake Street, from Adams Avenue to Yorktown Avenue
- Adams Avenue, from Beach Boulevard to Newland Street
- Indianapolis Avenue, from Beach Boulevard to Newland Street
- Atlanta Avenue, from Beach Boulevard to Newland Street
- Pacific View (future with project), from First Street to Huntington Street

## ***Existing Traffic Volumes and Level of Service***

### **Existing Area Traffic Volumes**

The existing A.M. and P.M. peak hour intersection traffic volumes for the existing ~~3031~~ study intersections were obtained from manual morning and evening peak period turning movement counts conducted in late August 2001 and May 2002. These intersections were designated for evaluation based on a “select-zone” analysis of the City’s Santa Ana River Crossing Cooperative Study (SARCCS) transportation model. These existing A.M. and P.M. peak hour turning movement volumes are illustrated in Figure 3.14-2 and Figure 3.14 3, respectively. The 2001/02 detailed weekday manual peak period traffic count data for the existing ~~thirty~~ ~~31~~ of the ~~3233~~ key study intersections, and the daily traffic counts for seven of the 24 key area roadway segments are provided in Appendix A of the Traffic Impact Analysis Report.

The existing average daily traffic (ADT) volumes on the key study roadway segments in the vicinity of the project site were obtained from recent (August 2001) traffic counts and the City’s Traffic Flow Map. These existing ADT volumes represent Existing 2001 conditions and are illustrated in Figure 3.14-4.

A majority of the study intersections were counted in August 2001 during the peak summer season. At this time, average daily traffic counts along the four project frontage roadways as well as Atlanta Avenue east of the project site and PCH northwest of 9th Street were also taken. It should be noted that the summer weekday condition is typically higher than during the winter months and, consequently was used in this analysis to present a conservative scenario. Summer weekend traffic represents a “peak” period due to the beach resort character of the Downtown. Consequently, higher levels of traffic are experienced in the vicinity of the proposed project during the summer weekends than during a typical weekdays. Common traffic engineering practice is to mitigate traffic and parking impacts to a typical weekday period, rather than a peak day (such as a holiday weekend, or summer weekend period). As a result, the summer weekday weekend condition is included in Appendix H to provide a comparison between typical periods and summer weekends periods. Direct traffic and parking project impacts and mitigation measures have been developed based on typical summer weekday traffic counts.

### Existing Intersection Conditions

To quantify the existing baseline traffic conditions, the 30 existing study area intersections were analyzed to determine their operating conditions during the morning and evening peak periods.

Twenty six (26) of the study intersections are controlled by traffic signals. In conformance with City of Huntington Beach (City) criteria, the Intersection Capacity Utilization (ICU) Methodology was employed to investigate the existing A.M. and P.M. peak hour operating conditions for these key intersections. The ICU technique is used for signalized intersections and estimates the volume to capacity (V/C) relationship for an intersection based on individual V/C ratios for key conflicting movements. The ICU numerical value represents the percent of the capacity required by existing or future traffic.

The ICU value translates to a Level of Service (LOS) condition, which is a relative measure of the performance of the intersection. There are six Levels of Service that range from LOS A (free flow with an ICU of 0.60 or less) to LOS F (forced flow with an ICU in excess of 1.00). LOS D (ICU of 0.81 to 0.90) is traditionally considered the maximum acceptable LOS for urban and suburban peak hour conditions. The City of Huntington Beach considers LOS D to be the maximum acceptable LOS for signalized intersections. LOS definitions are provided in Table 3.14-1.

In conformance with the current State of California Department of Transportation (Caltrans) requirements, existing A.M. and P.M. peak hour operating conditions for the 19 Caltrans-operated signalized intersections within the project study area (SR-39 [Beach Boulevard] and SR-1 [PCH]) were evaluated using the 2000 Highway Capacity Manual (HCM) signalized methodology. Based on the HCM method of analysis, LOS for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

<i>Level of Service (LOS)</i>	<i>Intersection Capacity Utilization Value (V/C)</i>	<i>Level of Service Description</i>
A	0.00 to 0.60	Free flow; Very low delay, less than 10.0 seconds per vehicle.
B	0.61 to 0.70	Rural Design; Delay in the range of 10.1 to 20 seconds per vehicle.
C	0.71 to 0.80	Urban Design; Delay in the range of 20.1 to 35 seconds per vehicle.
D	0.81 to 0.90	Maximum Urban Design; Delay ranges from 35.1 to 55 seconds per vehicle.
E	0.91 to 1.00	Capacity; Delay ranges from 55.1 to 80 seconds per vehicle.
F	$\geq 1.01$	Forced Flow; Delay in excess of 80 seconds per vehicles

SOURCE: Linscott Law & Greenspan Engineers, *Traffic Impact Analysis Report*, April 2003a

The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic, and incidents. Whereas total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions (in the absence of traffic control, geometric delay, roadway incidents, and other vehicles on the road), control delay represents the portion of the total delay that is attributed to the control facility. As such, control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Under the HCM methodology, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, which is measured in seconds/vehicle. The six qualitative categories of LOS that have been defined along with the corresponding HCM control delay value range for signalized intersections are shown in Table 3.14-2.

In addition, out of the ~~3233~~ study intersections for the proposed project, four intersections (First Street/Atlanta Avenue; Huntington Street/Atlanta Avenue; Delaware Street/Atlanta Avenue; and Huntington Street/Pacific View Avenue) are currently unsignalized. In conformance with the City of Huntington Beach requirements, the existing A.M. and P.M. peak hour operating conditions for these four unsignalized intersections were also evaluated using the HCM methodology, which estimates the average total delay for each of the subject movements and determines the LOS for each movement. Table 3.14-3 defines the six qualitative categories of LOS for unsignalized intersections under the HCM method of analysis. Based on City criteria for unsignalized intersections, LOS D is the minimum acceptable intersection LOS.

Table 3.14-4 summarizes the existing service level calculations for the ~~thirty~~31 existing study intersections (two of the ~~3233~~ total study intersections are future intersections with no existing traffic) based on existing traffic volumes and current street geometry.

As shown, all ~~thirty~~31 study intersections currently operate at LOS D or better, except the intersection of PCH at Warner Avenue, which currently operates at LOS E during the P.M. peak hour.

<b>Key Intersection</b>	<b>Time Period</b>	<b>Control Type</b>	<b>ICU/HCM</b>	<b>LOS</b>
26 Lake Street at Adams Avenue	A.M.	5 $\phi$ Traffic Signal	0.512	A
	P.M.		0.588	A
27 Lake Street at Yorktown Avenue	A.M.	2 $\phi$ Traffic Signal	0.328	A
	P.M.		0.451	A
28 Beach Boulevard at Yorktown Avenue	A.M.	8 $\phi$ Traffic Signal	0.632	B
	P.M.		0.690	B
29 Beach Boulevard at Garfield Avenue	A.M.	8 $\phi$ Traffic Signal	0.624	B
	P.M.		0.749	C
30 Beach Boulevard at Ellis Avenue/ Main Street	A.M.	6 $\phi$ Traffic Signal	0.557	A
	P.M.		0.669	B
31 <u>Superior Ave./Balboa Blvd. at Pacific Coast Highway.</u>	<u>A.M.</u>	<u>6<math>\phi</math> Traffic Signal</u>	<u>0.678</u>	<u>B</u>
	<u>P.M.</u>		<u>0.603</u>	<u>B</u>
<del>34</del> 32 First Street at Pacific View Avenue (future)	A.M.	N/A	N/A	N/A
	P.M.		N/A	N/A
<del>32</del> 33 Beach Boulevard at Pacific View Avenue (future)	A.M.	N/A	N/A	N/A
	P.M.		N/A	N/A

s/v = seconds per vehicle (delay)

**Bold V/C and LOS values** indicate adverse service levels based on City LOS Standards

SOURCE: Linscott, Law & Greenspan 2003a

### Existing Roadway Segments (Links)

In conformance with the City's criteria, existing daily operating conditions for the 24 existing roadway links have been investigated according to the volume-to-capacity (V/C) of each link. The V/C relationship is used to estimate the LOS of the roadway segment with the volume based on 24-hour traffic count data and the capacity based in the City's classification of each roadway. Based on the City's General Plan, Orange County's MPAH, Caltrans Route Concept Report, and consultation with City staff, the roadway segment capacities of each street classification are shown in Table 3.14-5.

The results of the analysis of existing service levels for the 24 existing study roadway segments, based on existing 24-hour traffic volumes and current roadway geometry, are summarized in Table 3.14-6.

As shown, only two of the study segments currently operate below the City's maximum V/C criteria of 0.81. Based on the V/C method of analysis, the roadway segments of PCH between Goldenwest Street/Sixth Street and Huntington Street /Beach Boulevard currently operate at LOS E on a daily basis. The remaining 22 roadway segments in the study area currently operate at LOS C or better.

**Table 3.14-8 General Plan Circulation Element—Policies Applicable to Transportation/Traffic**

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
<b>Policy CE 2.3.2.</b> Limit driveway access points and require adequate driveway widths onto arterial roadways and require driveways be located to ensure the smooth and efficient flow of vehicles, bicycles and pedestrians.	Driveway access points would be provided sufficient to serve the project. Impact TR-8 demonstrates that driveways would ensure a smooth and efficient flow of traffic.
<b>Policy CE 2.3.3.</b> Require, where appropriate, an irrevocable offer of mutual access across adjacent nonresidential properties fronting arterial roadways and require use of shared driveway access.	Mutual access and shared driveways to proposed commercial uses and hotel uses would be provided on site.
<b>Policy CE 2.3.4.</b> Require that new development mitigate its impact on City streets, including but not limited to, pedestrian, bicycle, and vehicular conflicts, to maintain adequate levels of service.	The project proposes roadway improvements to mitigate traffic impacts to the maximum extent feasible.
<b>Goal CE 4.</b> Encourage and develop a transportation demand management (TDM) system to assist in <del>mitigation</del> <u>mitigating</u> traffic impacts and in maintaining a desired level of service on the circulation system.	Conformance with implementing policies, as discussed below, results in conformance with this goal.
<b>Policy CE 5.1.1.</b> Maintain an adequate supply of parking that supports the present level of demand and allow for the expected increase in private transportation use.	Adequate parking to serve project demand would be provided on site, as discussed under impact TR-7. <u>The project would also retain public parking on-site and on First Street to serve existing public parking demand within the project area.</u>
<b>Policy CE 5.1.2.</b> Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, or quality of life.	Parking would be provided on-site and would be in subterranean structures to minimize impacts. <u>On-street public parking will also be maintained.</u>  <u>To address the potential impacts on pedestrians and bicyclists within the project site associated with the provision of diagonal parking, the proposed project would comply with Municipal Code sections 10.40.200–210 by obtaining a resolution to establish a diagonal parking zone and an exception to allow for diagonal parking on Pacific View Avenue, which is a master plan arterial street. Angled parking would be provided on the south side of the roadway in the short term. The ultimate configuration of this roadway would include a 4 lane divided cross section within the 90-foot ROW. It is anticipated that some on-street parking may be retained with the reconfiguration, though angled parking would not be allowed.</u>

**Table 3.14-8 General Plan Circulation Element—Policies Applicable to Transportation/Traffic**

<i>Goal, Objective, or Policy</i>	<i>Project Consistency</i>
<b>Goal CE 6.</b> Provide a city-wide system of efficient and attractive pedestrian, equestrian, and waterway facilities for commuter, school and recreational use.	Conformance with implementing policies, as discussed below, results in conformance with this goal.
<b>Objective CE 6.1.</b> Promote the safety of bicyclists and pedestrians by adhering to Caltrans and City-wide standards.	Conformance with implementing policies, as discussed below, results in conformance with this objective.
<b>Policy CE 6.1.2.</b> Link bicycle routes as shown in Figure CE-9 with pedestrian trails and bus routes to promote an interconnected system.	Pedestrian circulation on-site would connect to the existing Class II bike path on First Street.
<b>Policy CE 6.1.6.</b> Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.	<p>The project would provide a network of pedestrian walkways that would link to citywide routes and would allow movement between developments, schools, and public facilities. Specifically, at-grade pedestrian crossings are proposed at the existing signalized intersections of PCH at Huntington Street and PCH at First Street to the beach. In addition, although not part of the proposed project, a grade-separated pedestrian bridge would be located midway between Huntington Street and First Street to connect the project site to the beach.</p> <p><del>To address the potential impacts on pedestrians and bicyclists within the project site associated with the provision of diagonal parking, the proposed project would comply with Municipal Code sections 10.10.200–210 by obtaining a resolution to establish a diagonal parking zone and an exception to allow for diagonal parking on Pacific View Avenue, which is a master plan arterial street.</del></p>
<b>Policy CE 6.1.7.</b> Require new development to provide accessible facilities for the elderly and disabled.	Facilities accessible to the elderly and disabled would be provided, consistent with code requirements.
<b>Goal CE 7.</b> Maintain and enhance the visual quality and scenic views along designated corridors.	Conformance with implementing policies, as discussed below, results in conformance with this goal.
<b>Objective CE 7.1.</b> Enhance existing view corridors along scenic corridors and identify opportunities for the designation of new view corridors.	Conformance with implementing policies, as discussed below, results in conformance with this objective.
<b>Policy CE 7.1.1.</b> Require the roadways, as shown in Figure CE-12, to be improved and maintained as local scenic highways, major urban scenic highways, minor urban scenic highways, and landscape corridors with key entry points.	As discussed under Impact AES-1 impacts to the view corridor along Pacific Coast Highway would be less than significant. The project would maintain local highways by providing landscaping along PCH, <del>and at key entry points, and minor entry treatments for the intersections of PCH and First Street.</del>
<b>Policy CE 7.1.5.</b> Require any bridges, culverts, drainage ditches, retaining walls and other ancillary roadway elements to be compatible and architecturally consistent with surrounding development and any other design guidelines.	As discussed under Impact AES-2 impacts to the visual character would be less than significant. The retaining walls, and pedestrian bridge that could be constructed in the future and other project features would be architecturally consistent with surrounding development.

- Pacific Coast Highway—The north side of PCH would be widened approximately 8 feet along the project frontage between First Street and Huntington Street. The widening would also include a 10-foot property line dedication and installation of an OCTA bus turnout along the north side of PCH west of Huntington Street. The widening would allow for a third westbound through lane to be established on PCH west of Huntington Street, and would provide the ability for the incorporation of a bicycle lane through this section.
- Huntington Street—The west side of Huntington Street would be widened approximately 10 feet along the project frontage between PCH and Pacific View Avenue. This would allow for an additional southbound travel lane as well as an exclusive southbound right turn lane at PCH. The widening would also include a 10-foot property line dedication (40-foot half-width).
- Pacific View Avenue—Pacific View Avenue would be developed as part of the Pacific City project through the project site from Huntington Street to First Street consistent with the Precise Plan of Street Alignment. However, based on the Year 2008 total daily traffic volume as presented in Exhibit 27 and Exhibit 28 (8,848 VPD), it is recommended that Pacific View Avenue be constructed to a width of 70 feet curb-to-curb. This would allow for one 20-foot westbound through lane, a 14-foot raised landscaped median island, and a 14-foot eastbound through lane and angle parking at 45° (22 feet). The roadway would be dedicated to a width of 90 feet, which would allow for an 18-foot parkway on the north side and a 2-foot parkway on the south side. The ultimate configuration of this roadway would include a 4 lane divided cross section within the 90-foot right-of-way. It is anticipated that some on-street parking may be retained with the reconfiguration, though angled parking will not be allowed under this configuration. Appendix K of the traffic report presents a diagram of the proposed layout of Pacific View Avenue.
- Pedestrian Pathway—In addition to the widening along Atlanta Avenue, a twenty-four-foot wide pedestrian access easement would be dedicated through the project site extending from the south side of Atlanta Avenue, at Alabama Street, to Pacific View Avenue at the easterly residential access driveway where pedestrians can cross at the all-way stop. Linkages are also proposed from the residential village through the visitor-serving commercial component of the project site. From the visitor-serving commercial area, access is provided to PCH and the beach via at-grade intersections at PCH at First Street and PCH at Huntington Street. Furthermore, as part of the overall Master Plan, a grade-separated pedestrian bridge would also be located midway between Huntington Street and First Street to provide a connection from the beach to the public areas near the hospitality uses located within the visitor-serving commercial area.

### Future Year 2008 Conditions

The proposed project has an assumed completion date of Year 2008. In order to properly evaluate the potential impact of the proposed project on the local streets, it is necessary to develop estimates of the near-term (Year 2008) traffic conditions at the ~~3233~~ key intersections, which include two future intersections along Pacific View Avenue, and 25 key roadway segments, with and without project-related traffic.

### *Year 2008 Background Traffic Conditions*

#### Ambient Traffic

The background traffic growth estimates for Year 2008 were calculated using ambient growth factors, which are intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to development of projects outside the study area. Based on buildout traffic volumes and prior studies conducted in the Downtown area, future growth in the traffic volumes at the key study intersections were calculated at 1 percent per year. Upon the application of this growth rate to existing 2001 traffic volumes, it was determined that a 7 percent growth in existing volumes at the ~~3233~~ key study intersections and 24 key roadway segments would occur by horizon year 2008.

#### Cumulative Projects Traffic Characteristics

Based on information provided by the City of Huntington Beach Planning staff, there are fourteen potential planned and/or approved projects, which may generate traffic in the project study area by the Year 2008. Of the fourteen potential cumulative projects, four have been identified as having significant traffic generation potential. These four projects are

- The Strand at 5th Street and PCH
- The Waterfront Residential development and Hyatt Regency Resort
- The Beachside project at Atlanta Avenue and Beach Boulevard
- The Boardwalk project at Goldenwest Street and Palm Avenue

The corresponding forecast peak hour and daily traffic volumes for each of the four cumulative projects in the City of Huntington Beach are shown in Table 3.14-11.

As shown, the total forecast related traffic generation is estimated at 19,882 two-way daily trips with 1,303 A.M. peak hour trips (545 inbound, 758 outbound) and 1,781 P.M. peak hour trips (1,037 inbound, 744 outbound).

Based on information provided by City of Newport Beach Planning staff, there are twelve approved projects as well as eight uncommitted potential projects, which may generate traffic in the project study area by the Year 2008. AM and PM peak hour traffic from these 20 projects in addition to the four projects identified above have been distributed at the intersection of Superior/Balboa and PCH. Appendix L of the Traffic Study contains the City of Newport Beach related project traffic information provided by the City of Newport Beach. The related project information that is included for the analysis of the Superior/Balboa and PCH intersection is not included in other intersections analyzed, as the ambient growth captures these trips for critical movements analyzed.

**Table 3.14-11 Related Projects Traffic Generation Forecast**

Related Project Description	Daily 2-Way	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
<b>Trip Generation Forecast</b>							
<b>The Strand</b>							
Retail/Restaurant/Office/Hotel (121,000 SF & 149 Rooms)	7,106	220	163	383	324	293	617
<b>Waterfront Ocean Grand Resort</b>							
Low Density Residential (184 DU)	2,208	40	118	158	129	77	206
Resort Hotel (519 Rooms)	4,515	208	140	348	213	182	395
<i>Subtotal</i>	6,723	248	258	506	342	259	601
<b>The Beachside</b>							
Single-Family Residential (86 DU)	823	16	48	64	56	31	87
<b>The Boardwalk (Area 4B &amp; PLC)</b>							
Residential (500 DU)	5,230	61	289	350	315	161	476
<b>Total Related Project Trip Generation</b>	<b>19,882</b>	<b>545</b>	<b>758</b>	<b>1,303</b>	<b>1,037</b>	<b>744</b>	<b>1,781</b>

SOURCE: City of Huntington Beach Planning Department 2003; LSA Associates 1998, 1999, 2002

### Intersection Analysis—City Criteria

#### Future Year 2008 Without Proposed Project

Based on the traffic generation forecast for the Year 2008 background traffic conditions, the peak hour ICU/HCM Level of Service results at the ~~3233~~ study intersections were determined. The results are shown in Table 3.14-12, column (1).

An analysis of near-term (Year 2008) traffic conditions in Table 3.14-12 indicates that the forecast increase in background traffic would continue to cause one of the ~~3233~~ study intersections to operate at adverse service levels. The intersection of PCH at Warner Avenue, which currently operates at LOS E during the P.M. peak hour, is expected to operate at LOS F (P.M.) with the addition of background traffic in Year 2008. The remaining ~~3132~~ key intersections are expected to continue to operate at LOS D or better in both peak hours.

#### Future Year 2008 With Proposed Project

As shown in Table 3.14-12, column (2), the intersection of PCH at Warner Avenue would experience an increase in ICU as a result of the proposed project traffic combined with background traffic (ambient plus cumulative projects), but the intersection would continue to operate at the same adverse service levels (LOS E or F) during the A.M. and P.M. peak hours. The remaining ~~3132~~ key study intersections have been forecasted to continue to operate at acceptable service levels with the addition of the proposed project traffic during both the weekday A.M. and P.M. peak commute hours. These projected A.M. and P.M. peak hour traffic volumes for the Year 2008 are illustrated in Figures 3.14-9 and 3.14-10, respectively.

**Table 3.14-12 Year 2008 Peak Hour Intersection Levels of Service Summary**

Key Intersections	Time Period	(1) Year 2008 Background Conditions		(2) Year 2008 Background Plus Project		(3) Project Impact/ Significance		(4) Year 2008 With Mitigation	
		ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
23. Pacific Coast Highway at Brookhurst Street	A.M.	0.743	C	0.757	C	0.014	N	—	—
	P.M.	0.809	D	0.845	D	0.036	N	—	—
24. Main Street at Adams Avenue	A.M.	0.500	A	0.509	A	0.009	N	—	—
	P.M.	0.703	B	0.729	C	0.026	N	—	—
25. Main Street at Utica Avenue	A.M.	0.227	A	0.231	A	0.004	N	—	—
	P.M.	0.336	A	0.346	A	0.010	N	—	—
26. Lake Street at Adams Avenue	A.M.	0.553	A	0.556	A	0.003	N	—	—
	P.M.	0.644	B	0.656	B	0.012	N	—	—
27. Lake Street at Yorktown Avenue	A.M.	0.366	A	0.373	A	0.007	N	—	—
	P.M.	0.494	A	0.509	A	0.015	N	—	—
28. Beach Boulevard at Yorktown Avenue	A.M.	0.705	C	0.721	C	0.016	N	—	—
	P.M.	0.773	C	0.800	C	0.027	N	—	—
29. Beach Boulevard at Garfield Avenue	A.M.	0.685	B	0.707	C	0.022	N	—	—
	P.M.	0.830	D	0.858	D	0.028	N	—	—
30. Beach Boulevard at Ellis Avenue/ Main Street	A.M.	0.610	B	0.621	B	0.011	N	—	—
	P.M.	0.736	C	0.752	C	0.016	N	—	—
31. Superior/Balboa at Pacific Coast Highway	A.M.	0.768	C	0.779	C	0.011	N	—	—
	P.M.	0.708	C	0.728	C	0.020	N	—	—
34. First Street at Pacific View <sup>1</sup> Avenue (future)	A.M.	N/A	N/A	2.62	A	N/A	N	—	—
	P.M.	N/A	N/A	4.34	A	N/A	N	—	—
33. Beach Boulevard at Pacific View Ave (future)	A.M.	0.215	A	0.250	A	0.035	N	—	—
	P.M.	0.252	A	0.284	A	0.032	N	—	—

1. LOS indicated as intersection delay in seconds/vehicle (s/v)

**Bold V/C and LOS values** indicate adverse service levels based on City LOS Standards

SOURCE: Linscott, Law & Greenspan 2003a

In addition, the projected ADT volumes, which represent the Year 2008 conditions with the proposed project, are illustrated in Figure 3.14-11.

*Intersection Analysis—State of California (Caltrans) Methodology*

As required by the State of California Department of Transportation (Caltrans), the ~~49~~<sup>20</sup> state route intersections within the project study area [SR-39 (Beach Boulevard) and SR-1 (PCH)] were analyzed on an A.M. and P.M. peak hour basis, for existing and Year 2008 traffic conditions, consistent with the recently published Caltrans *Guide for the Preparation of Traffic Impact Studies*, [June, 2001].

The peak hour HCM (HCS-2000 for signalized intersections) Level of Service results at the ~~49~~<sup>20</sup> State-controlled study intersections within the study area are shown in Table 3.14-13.

Table 3.14-13 Peak Hour Intersection Levels of Service Summary—Caltrans (HCM)

Key Intersections	Time Period	(1) Year 2001 Existing Conditions		(2) Year 2008 Background Conditions		(3) Year 2008 Background Plus Project		(4) Project Impact/ Significance	(5) Year 2008 With Mitigation	
		HCM	LOS	HCM	LOS	HCM	LOS	Yes/No	HCM	LOS
1. Goldenwest Street at Pacific Coast Highway	A.M.	38.0	D	51.5	D	54.9	D	No	—	—
	P.M.	35.0	C	45.9	D	51.4	D	No	—	—
2. 17th Street at Pacific Coast Highway	A.M.	19.5	B	21.9	C	22.7	C	No	—	—
	P.M.	18.7	B	24.0	C	30.2	C	No	—	—
3. 9th Street at Pacific Coast Highway	A.M.	18.5	B	21.6	C	22.8	C	No	—	—
	P.M.	15.6	B	22.0	C	32.1	C	No	—	—
4. 6th Street at Pacific Coast Highway	A.M.	21.5	C	23.5	C	23.8	C	No	—	—
	P.M.	18.3	B	21.6	C	21.9	C	No	—	—
5. Main Street at Pacific Coast Highway	A.M.	21.3	C	22.1	C	22.6	C	No	—	—
	P.M.	22.0	C	23.8	C	24.5	C	No	—	—
6. First Street at Pacific Coast Highway	A.M.	33.5	C	40.1	D	47.8	D	No	—	—
	P.M.	35.4	D	43.6	D	51.1	D	No	—	—
7. Huntington Street at Pacific Coast Highway	A.M.	21.4	C	28.9	C	47.7	D	No	—	—
	P.M.	18.8	B	23.1	C	41.4	D	No	—	—
8. Beach Boulevard at Adams Avenue	A.M.	39.1	D	40.9	D	41.4	D	No	—	—
	P.M.	41.5	D	45.4	D	48.5	D	No	—	—
9. Beach Boulevard at Indianapolis Avenue	A.M.	26.4	C	26.8	C	27.1	C	No	—	—
	P.M.	27.1	C	27.9	C	28.6	C	No	—	—
10. Beach Boulevard at Atlanta Avenue	A.M.	29.3	C	29.6	C	29.6	C	No	—	—
	P.M.	32.5	C	33.4	C	34.7	C	No	—	—
11. Beach Boulevard at Pacific Coast Highway	A.M.	35.0	C	39.7	D	42.3	D	No	—	—
	P.M.	25.5	C	33.7	C	46.1	D	No	—	—
12. Newland Street at Pacific Coast Highway	A.M.	23.7	C	26.3	C	27.7	C	No	—	—
	P.M.	23.1	C	25.9	C	28.1	C	No	—	—
13. Magnolia Street at Pacific Coast Highway	A.M.	23.9	C	27.0	C	29.1	C	No	—	—
	P.M.	25.2	C	29.0	C	32.5	C	No	—	—
14. Pacific Coast Highway at Seapoint Avenue	A.M.	24.9	C	29.3	C	31.5	C	No	29.0	C
	P.M.	34.6	C	62.8	E	<b>79.4</b>	<b>E</b>	<b>Yes</b>	51.5	D
15. Pacific Coast Highway at Warner Avenue	A.M.	<b>60.7</b>	<b>E</b>	<b>105.2</b>	<b>F</b>	<b>117.3</b>	<b>F</b>	<b>Yes</b>	44.9	D
	P.M.	<b>204.9</b>	<b>F</b>	<b>293.0</b>	<b>F</b>	<b>319.8</b>	<b>F</b>	<b>Yes</b>	42.6	D
16. Pacific Coast Highway at Brookhurst Street	A.M.	32.9	C	37.9	D	40.6	D	No	—	—
	P.M.	26.5	C	33.6	C	45.4	D	No	—	—
17. Beach Boulevard at Yorktown Avenue	A.M.	39.8	D	44.0	D	45.9	D	No	—	—
	P.M.	39.0	D	46.1	D	52.2	D	No	—	—
18. Beach Boulevard at Garfield Avenue	A.M.	38.8	D	41.4	D	43.1	D	No	—	—
	P.M.	42.4	D	49.4	D	54.6	D	No	—	—
19. Beach Boulevard at Ellis Ave/Main Street	A.M.	36.6	D	38.5	D	39.4	D	No	—	—
	P.M.	42.5	D	49.0	D	54.0	D	No	—	—
20. Superior/Balboa at Pacific Coast Highway	A.M.	<u>38.3</u>	<u>D</u>	<u>44.6</u>	<u>D</u>	<u>46.2</u>	<u>D</u>	<u>No</u>	=	=
	P.M.	<u>42.2</u>	<u>D</u>	<u>49.0</u>	<u>D</u>	<u>52.0</u>	<u>D</u>	<u>No</u>	=	=

**Bold V/C and LOS values** indicate adverse service levels based on City LOS Standards

SOURCE: Linscott, Law & Greenspan 2003a

Future Year 2008 Without Proposed Project

As shown in Table 3.14 13, the forecast increase in background traffic is expected to result in or continue to operate at adverse service levels at two of the ~~1920~~ State-controlled study intersections. The intersection of PCH at Warner Avenue, which currently operates at LOS E during the A.M. peak hour and LOS F during the P.M. peak hour, is expected to operate at LOS F during both A.M. and P.M. peak hours in Year 2008, with the addition of background traffic. The intersection of PCH at Seapoint Avenue, which currently operates at LOS C during both A.M. and P.M. peak hours, is expected to operate at LOS E during the P.M. peak hour in Year 2008, with the addition of background traffic. The remaining ~~1718~~ State study intersections are expected to continue to operate at LOS D or better in both peak hours.

Future Year 2008 With Proposed Project

When the proposed project-related traffic is combined with the background traffic (ambient plus cumulative projects), the same two key study intersections (PCH at Warner and Seapoint Avenues) would experience an increase in ~~HCM intersection delay~~, but are expected to continue to operate at the same adverse service levels. The intersection of PCH at Warner Avenue would still operate at LOS F during both A.M. and P.M. peak hours, while the intersection of PCH at Seapoint Avenue would operate at LOS E during the P.M. peak hour. The remaining ~~1718~~ intersections are expected to either operate at LOS D or better during the A.M. and P.M. peak hours, with the addition of project traffic.

Roadway Segment Analysis

The daily roadway segment Level of Service at the 25 study roadway segments are summarized in Table 3.14-14.

**Table 3.14-14 Year 2008 Roadway Link Capacity Analysis Summary**

Arterial	(1)	(2)	(3)			(4)			(5)
	LOS E Capacity	Lanes	Year 2008 Background		LOS	Year 2008 with Project		V/C Increase	
			Daily Volume	V/C Ratio		Daily Volume	V/C Ratio	LOS	
Pacific Coast Highway Warner Ave to Seapoint Ave	60,800	4	46,456	0.764	C	48,241	0.793	C	0.029
Pacific Coast Highway Seapoint Ave to Goldenwest St	60,800	4	39,794	0.655	B	41,579	0.684	B	0.029
Pacific Coast Highway Goldenwest Street to 6th Street	37,500	4	42,711	<b>1.139</b>	<b>F</b>	44,881	<b>1.197</b>	<b>F</b>	<b>0.058</b>
Pacific Coast Highway 6th Street to First Street	56,300	6	43,067	0.765	C	45,237	0.803	C	0.038
Pacific Coast Highway First Street to Huntington Street	56,300	6	43,810	0.778	C	43,810	0.778	C	0.000

levels of service with the addition of project traffic. The remaining 18 roadway segments are expected to operate at LOS C or better on a daily basis, with the addition of project traffic.

### **Future Year 2020 General Plan Buildout Conditions**

The Year 2020 General Plan Build-out condition without and with the proposed project traffic was analyzed at ~~30~~<sup>31</sup> key study intersections and 27 key roadway segments as part of the traffic study. These intersections and roadway segments were based on traffic forecasts using the Santa Ana River Crossings Cooperative Study (SARCCS) traffic analysis model. Due to limitations in the SARCCS traffic analysis model, only 30 of the 32 study intersections were analyzed. The intersections of First Street/Pacific View Avenue and Magnolia Street/Atlanta Avenue were excluded. In order to determine the Year 2020 General Plan Buildout traffic volumes in the project vicinity based on several different potential build-out roadway network scenarios, model runs of the Year 2020 General Plan Buildout SARCCS were conducted without and with proposed project traffic for four roadway network scenarios, listed as follows:

1. With Hamilton Avenue Extension, Walnut Avenue Alignment, and the Santa Ana River Crossings (Current General Plan Circulation Element Network)
2. Without Hamilton Avenue Extension, but with Walnut Avenue Alignment and the Santa Ana River Crossings
3. Without Hamilton Avenue Extension and Walnut Avenue Alignment, but with the Santa Ana River Crossings
4. Without Hamilton Avenue Extension, Walnut Avenue Alignment, and the Santa Ana River Crossings

The Hamilton Avenue Extension refers to the potential future connection of Hamilton Avenue between Newland Street and Beach Boulevard through the existing wetland consistent with the General Plan Circulation Element. The Walnut Avenue Alignment refers to the extension of Walnut Avenue between Second Street and First Street to align with future Pacific View Avenue through the proposed project. The Santa Ana River Crossings refer to future bridge crossings of the Santa Ana River channel at Garfield Avenue/Gisler Avenue and Banning Avenue/19th Street to connect Costa Mesa and Huntington Beach.

Intersection capacity analyses and roadway segment capacity analyses have been conducted for General Plan Build-out roadway network scenario No. 1 only, which is consistent with the City's current General Plan Circulation Element network. The remaining three General Plan Buildout roadway network scenarios were used to analyze their effect on Pacific View Avenue through the project site between 1st and Huntington Streets.

*Intersection Analysis under Scenario No. 1*

The peak hour LOS results at the 3031 key study intersections for the Year 2020 General Plan Buildout condition under scenario No. 1, without and with the proposed project-related traffic, are summarized in Table 3.14-15.

**Table 3.14-15 Year 2020 General Plan Buildout Peak Hour Intersection Levels of Service Summary—w/Hamilton Ext. w/Walnut Alignment w/SARC**

Key Intersections	Time Period	(1) Year 2020 Without Project Traffic		(2) Year 2020 With Project Traffic		(3) Project Impact/ Significance		(4) Year 2020 With Mitigation	
		ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
1. Goldenwest Street at Pacific Coast Highway	A.M.	0.588	A	0.600	A	0.012	N	—	—
	P.M.	0.728	C	0.746	C	0.018	N	—	—
2. 17th Street at Pacific Coast Highway	A.M.	0.624	B	0.638	B	0.014	N	—	—
	P.M.	0.677	B	0.699	B	0.022	N	—	—
3. 9th Street at Pacific Coast Highway	A.M.	0.607	B	0.621	B	0.014	N	—	—
	P.M.	0.596	A	0.618	A	0.022	N	—	—
4. 6th Street at Pacific Coast Highway	A.M.	0.641	B	0.654	B	0.013	N	—	—
	P.M.	0.724	C	0.744	C	0.020	N	—	—
5. Main Street at 6th Street	A.M.	0.249	A	0.261	A	0.012	N	—	—
	P.M.	0.424	A	0.451	A	0.027	N	—	—
6. Main Street at Pacific Coast Highway	A.M.	0.778	C	0.790	C	0.012	N	—	—
	P.M.	0.869	D	0.888	D	0.019	N	—	—
7. First Street at Atlanta Avenue	A.M.	0.210	A	0.226	A	0.016	N	—	—
	P.M.	0.267	A	0.318	A	0.051	N	—	—
8. First Street at Pacific Coast Highway	A.M.	0.648	B	0.648	B	0.000	N	—	—
	P.M.	0.636	B	0.691	B	0.055	N	—	—
9. Huntington Street at Atlanta Avenue	A.M.	0.242	A	0.266	A	0.024	N	—	—
	P.M.	0.338	A	0.353	A	0.015	N	—	—
10. Delaware Street at Atlanta Avenue	A.M.	0.212	A	0.248	A	0.036	N	—	—
	P.M.	0.271	A	0.391	A	0.120	N	—	—
11. Huntington Street at Pacific Coast Highway	A.M.	0.634	B	0.685	B	0.051	N	—	—
	P.M.	0.606	B	0.732	B	0.126	N	—	—
12. Huntington Street at Pacific View Avenue	A.M.	0.125	A	0.278	A	0.153	N	—	—
	P.M.	0.192	A	0.367	A	0.175	N	—	—
13. Beach Boulevard at Adams Avenue	A.M.	0.651	B	0.678	B	0.027	N	—	—
	P.M.	0.820	D	0.849	D	0.029	N	—	—
14. Beach Boulevard at Indianapolis Avenue	A.M.	0.413	A	0.439	A	0.026	N	—	—
	P.M.	0.557	A	0.593	A	0.036	N	—	—
15. Beach Boulevard at Atlanta Avenue	A.M.	0.408	A	0.452	A	0.044	N	—	—
	P.M.	0.722	C	0.783	C	0.061	N	—	—
16. Beach Boulevard at Pacific Coast Highway	A.M.	0.693	B	0.712	C	0.019	N	—	—
	P.M.	0.762	C	0.795	C	0.033	N	—	—
17. Newland Street at Atlanta Avenue	A.M.	0.329	A	0.333	A	0.004	N	—	—
	P.M.	0.512	A	0.523	A	0.011	N	—	—
18. Newland Street at Pacific Coast Highway	A.M.	0.745	C	0.763	C	0.018	N	—	—
	P.M.	0.665	B	0.699	B	0.034	N	—	—

**Table 3.14-15 Year 2020 General Plan Buildout Peak Hour Intersection Levels of Service Summary—w/Hamilton Ext. w/Walnut Alignment w/SARC**

Key Intersections	Time Period	(1) Year 2020 Without Project Traffic		(2) Year 2020 With Project Traffic		(3) Project Impact/ Significance		(4) Year 2020 With Mitigation		
		ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS	
		19.	Magnolia Street at Pacific Coast Highway	A.M. P.M.	0.759 0.782	C C	0.777 0.809	C D	0.018 0.027	N N
20.	Pacific Coast Highway at Seapoint Avenue	A.M. P.M.	0.882 <b>0.952</b>	D <b>E</b>	0.896 <b>0.974</b>	D <b>E</b>	0.014 <b>0.022</b>	N <b>Y</b>	0.784 <b>0.929</b>	C <b>E</b>
21.	Pacific Coast Highway at Warner Avenue	A.M. P.M.	0.796 0.882	C D	0.806 0.897	D D	0.010 0.015	N N	— —	— —
22.	Pacific Coast Highway at Brookhurst Street	A.M. P.M.	0.887 0.705	D C	0.900 0.742	D C	0.013 0.037	N N	— —	— —
23.	Main Street at Adams Avenue	A.M. P.M.	0.634 0.718	B C	0.646 0.740	B C	0.000 0.012	N N	— —	— —
24.	Main Street at Utica Avenue	A.M. P.M.	0.626 0.495	B A	0.632 0.506	B A	0.006 0.011	N N	— —	— —
25.	Lake Street at Adams Avenue	A.M. P.M.	0.652 0.668	B B	0.658 0.677	B B	0.006 0.009	N N	— —	— —
26.	Lake Street at Yorktown Avenue	A.M. P.M.	0.563 0.510	A A	0.570 0.525	A A	0.007 0.015	N N	— —	— —
27.	Beach Boulevard at Yorktown Avenue	A.M. P.M.	0.724 0.871	C D	0.748 0.893	C D	0.024 0.022	N N	— —	— —
28.	Beach Boulevard at Garfield Avenue	A.M. P.M.	0.766 0.878	C D	0.784 0.900	C D	0.018 0.022	N N	— —	— —
29.	Beach Boulevard at Ellis Avenue/ Main Street	A.M. P.M.	0.691 0.798	B C	0.701 0.814	B D	0.010 0.016	N N	— —	— —
30.	Superior/Balboa at Pacific Coast Highway	A.M. P.M.	<u>0.794</u> <u>0.633</u>	<u>C</u> <u>B</u>	<u>0.806</u> <u>0.652</u>	<u>D</u> <u>B</u>	<u>0.012</u> <u>0.019</u>	<u>N</u> <u>N</u>		
31.	Beach Boulevard at	A.M.	0.468	A	0.506	A	0.038	N	—	—
30.	Pacific View Avenue	P.M.	0.669	B	0.696	B	0.027	N	—	—

**Bold V/C and LOS values** indicate adverse service levels based on City LOS Standards

SOURCE: Linscott, Law & Greenspan 2003a

#### Future Year 2020 Without Proposed Project

As shown in Table 3.14-15, without the proposed project-related traffic, one of the thirty-one key study intersections (Seapoint Avenue and PCH) would operate at adverse LOS E ( $V/C = 0.952$ ) during the P.M. peak hour based on the SARCCS traffic model data. The remaining 29/30 intersections are forecast to operate at LOS D or better during the A.M. and P.M. peak hours.

#### Future Year 2020 With Proposed Project

When the proposed project-related traffic is added to the future Year 2020 General Plan Buildout condition, the same intersection (Seapoint Avenue at PCH) would continue to operate at adverse LOS E during the P.M. peak hour. Although the addition of the proposed project traffic would increase the ICU at

this intersection by 0.022, the ultimate level of service would remain the same as the Year 2020 background conditions. The remaining ~~29~~<sup>30</sup> intersections were forecasted to operate at LOS D or better during the A.M. and P.M. peak hours. These projected A.M. and P.M. peak hour traffic volumes for the Year 2020 are illustrated in Figures 3.14-12 and 3.14-13, respectively.

In addition, the projected ADT volumes, which represent the Year 2020 conditions with the proposed project, are illustrated in Figure 3.14-14.

#### *Roadway Segment Analysis under Scenario No. 1*

The Daily Level of Service results at the 27 key roadway segments analyzed for the Year 2020 General Plan Buildout condition under Scenario No. 1, without and with the proposed project-related traffic, are summarized in Table 3.14-16.

#### *Future Year 2020 Without Proposed Project*

As shown, without project traffic for the Year 2020 General Plan Buildout condition, six of the 27 roadway segments are expected to operate at adverse LOS D or worse. These 6 roadway segments with adverse service levels without project traffic include

- PCH: Goldenwest Street to 6th Street (LOS D, V/C = 0.881)
- PCH: 6th Street to First Street (LOS D, V/C = 0.881)
- PCH: First Street to Huntington Street (LOS D, V/C = 0.867)
- PCH: Newland Street to Magnolia Street (LOS F, V/C = 1.025)
- PCH: Magnolia Street to Brookhurst Street (LOS F, V/C = 1.005)
- Beach Boulevard: Garfield Avenue to Ellis/Main Avenue (LOS D, V/C = 0.828)

The remaining 21 roadway segments are expected to operate at LOS C or better on a daily basis, without the proposed project traffic.

#### *Future Year 2020 With Proposed Project*

As shown in Table 3.14-16, when the proposed project traffic is added to the Year 2020 General Plan Buildout condition under Scenario No. 1, the same 6 study roadway segments would continue to operate at the same unsatisfactory LOS. In addition, 3 of the 6 roadway segments would also experience a V/C increase greater than 0.030, while 1 roadway segment (PCH: First Street to Huntington Street) would experience a decrease in V/C upon addition of the proposed project traffic. However, based on the City's impact criteria for roadway links, none of the study roadway link has an adjacent study intersection with

### Caltrans Methodology

Under the State of California (Caltrans) Methodology, the Year 2008 peak hour intersection capacity analysis, as summarized in Table 3.14-13, shows that the intersection of PCH at Warner Avenue would operate at LOS F during both A.M. and P.M. peak hours, which is an unsatisfactory LOS. Table 3.14-13 shows that this intersection would still operate at the same LOS during the A.M. and P.M. peak hours without addition of proposed project traffic. The Year 2008 background conditions indicate that the forecast increase in background traffic alone would result in the same unsatisfactory LOS at the intersection of PCH and Warner Avenue. The addition of the proposed project traffic would increase the ~~HCM~~ intersection delay at this intersection and further worsen intersection operations. Therefore, under Caltrans methodology, impacts at this intersection would be potentially significant.

**Impact TR-2 Under Year 2008 conditions, implementation of the proposed project would significantly affect the operating conditions of the intersection of PCH at Seapoint Avenue by increasing traffic volume under Caltrans Methodology.**

Under the State of California (Caltrans) Methodology, the Year 2008 peak hour intersection capacity analysis, as summarized in Table 3.14-13, shows that the intersection of PCH at Seapoint Avenue would operate at LOS E during P.M. peak hour with the proposed project traffic, which is an unsatisfactory LOS. Table 3.14-13 shows that this intersection would still operate at the same LOS during the A.M. and P.M. peak hours without addition of proposed project traffic. The Year 2008 background conditions indicate that the forecast increase in background traffic alone would result in the same unsatisfactory LOS at the intersection of PCH and Seapoint Avenue. The addition of the proposed project traffic would increase the ~~HCM~~ intersection delay at this intersection and further worsen intersection operations. Therefore, under Caltrans methodology, impacts at this intersection would be potentially significant.

**Impact TR-3 Under Year 2008 conditions, implementation of the proposed project would not significantly adversely affect the operating conditions of roadway segments by increasing traffic volume.**

Analysis of the Year 2008 roadway segment capacities at the 25 study roadway segments, which is summarized in Table 3.14-14, shows that unsatisfactory LOS would be expected to occur at the following seven roadway segments due to background traffic conditions:

- PCH: Goldenwest Street to 6th Street ( $v/c = 1.139$ , LOS F)
- PCH: Huntington Street to Beach Boulevard ( $v/c = 1.160$ , LOS F)
- PCH: Beach Boulevard to Newland Street ( $v/c = 0.828$ , LOS D)

- PCH: Magnolia Street to Brookhurst Street ( $v/c = 0.826$ , LOS D)
- Beach Boulevard: Adams Avenue to Yorktown Avenue ( $v/c = 0.821$ , LOS D)
- Beach Boulevard: Garfield Avenue to Main Street ( $v/c = 0.905$ , LOS E)
- Atlanta Avenue: First Street to Huntington Street ( $v/c = 0.825$ , LOS D)

As shown in Table 3.14-14, aside from the Atlanta Avenue segment between First Street and Huntington Street, the other 6 study roadway segments identified above would continue to operate at the same adverse LOS with the addition of the proposed project traffic when compared to the City criteria, and each of these 6 study segments would also experience a V/C increase greater than 0.030. None of the study roadway segments, however, has an adjacent study intersection(s) with adverse LOS with the addition of project traffic. Therefore, impacts on these roadway segments would be less than significant.

**Impact TR-4 Under the Year 2020 conditions with scenario No. 1 (with the Hamilton Avenue Extension, Walnut Avenue Alignment, and Santa Ana River Crossings), the proposed project would adversely affect the operating conditions of the intersection of PCH at Seapoint Avenue by increasing traffic volume.**

The Year 2020 General Plan Buildout Peak Hour Intersection Capacity Analysis under scenario No. 1 (with the Hamilton Avenue Extension, Walnut Avenue Alignment, and Santa Ana River Crossings) at the ~~3031~~ key intersections without and with the proposed project traffic is summarized in Table 3.14-15. As shown, the following key study intersection would operate at LOS E under 2020 General Plan Buildout Conditions, while the remaining ~~2930~~ key study intersections are forecast to operate at LOS D or better during the A.M. and P.M. peak hours:

- Seapoint Avenue at PCH (LOS E during P.M. peak hour)

The addition of the proposed project traffic would increase the ICU at this intersection by 0.022, and further worsen intersection operations. Therefore, impacts at this intersection would be potentially significant.

**Impact TR-5 Under the Year 2020 conditions with scenario No. 1 (with the Hamilton Avenue Extension, Walnut Avenue Alignment, and Santa Ana River Crossings), the proposed project would not adversely affect the operating conditions of roadway segments by increasing traffic volume.**

The Year 2020 General Plan Buildout Daily Roadway Link Capacity Analysis under Scenario No. 1 at the 27 study roadway segments without and with the proposed project traffic are summarized in Table 3.14-16. As

were conducted using the peak hour volume warrant and planning warrant (Caltrans Figure 9.4) at the 3 unsignalized intersections.

Based on an analysis of the applicable warrants, Year 2008 conditions without and with proposed project traffic indicated that none of the 3 key unsignalized study intersections satisfy the peak hour traffic signal warrant. In addition, using the planning warrant and Year 2008 and Year 2020 daily traffic at the Huntington Street/Pacific View Avenue intersection, the signal warrant was not satisfied. However, using the planning warrant, the intersection of First Street and Atlanta Avenue satisfied the traffic signal warrant. This intersection would require a traffic signal due to existing traffic with the addition of ambient growth. The proposed project would add to the need for a traffic signal at this location. In the absence of a traffic signal at this location, impacts would be potentially significant.

**Impact TR-7 Implementation of the proposed project would not adversely affect the operating conditions of nearby facilities or streets that are part of the Congestion Management Program Highway System (CMPHS).**

As shown in Table 3.14-10, the proposed project is projected to generate approximately 12,002 daily trip-ends, which meets the criteria requiring a CMP traffic impact analysis. The CMP highway system arterial facilities and CMP arterials closest to the proposed project site consist of Beach Boulevard, PCH, and Warner Avenue. The CMP arterial monitoring locations/intersections nearest to the project site include Warner Avenue at PCH, Beach Boulevard at PCH, and Beach Boulevard at Adams Avenue.

Based on project trip generation estimates and trip distribution patterns, the amount of project traffic using these CMP facilities indicates that ~~only 1 of the 3~~ all three CMP intersections have a roadway link adjacent to the intersection that would exceed the 3 percent threshold established by the CMP and all three CMP intersections have been analyzed. In addition, the roadway link on PCH north of the intersection of Superior Avenue/Balboa Boulevard at PCH exceeds the 3 percent threshold and the roadway link south of the intersection of Superior Avenue/Balboa Boulevard and PCH falls below the 3 percent threshold. Therefore, the intersection of Superior/Balboa and PCH has been analyzed according to the CMP criteria. ~~The intersection of Beach Boulevard at PCH is expected to have a 4.5 percent increase. However, Projected intersection operations at this CMP intersections would be within acceptable LOS. (LOS A in the A.M. peak hour and LOS D in the P.M. peak hour in 2008 under City criteria, and LOS C in the A.M. and P.M. peak hour in 2020).~~ Therefore, impacts to the CMPHS would be less than significant.

**Impact TR-8 The proposed project would provide adequate parking.**

The parking conditions associated with the proposed project consist of off-site parking supply and demand adjacent to the project site, and on-site parking supply and demand provided within subterranean parking structures below both the retail/restaurant/office/hotel and residential developments.

**Off-Site Parking**

As presented in Figure 3.14-5, there are currently 102 parking spaces (98 metered spaces and 100 feet of unrestricted parking, or approximately 4 spaces) on both sides of First Street, Atlanta Avenue, and PCH

along the north side of PCH. The existing parking spaces currently abutting the site, as shown in Figure 3.14-5, that are removed as a result of the proposed project would be replaced with on-site parking within the parking structure.

On-site street parking would include approximately 55 parking spaces on Pacific View Avenue (16 spaces on the north side and 39 spaces on the south side) and 19 parking spaces on the internal loop road. This is in addition to all required on-site parking that would be provided in the subterranean garages. However, the 39 angled spaces depicted on the south side of Pacific View Avenue would occur in the short term only. This parking would be removed in the long term, resulting in an ultimate configuration of approximately 16 spaces on the north side of Pacific View Avenue.

### Shared Parking Analysis

The parking demand for the proposed project was calculated by using the shared parking criteria established by the Urban Land Institute (ULI) (Linscott Law & Greenspan Engineers 2003b). The basis for using this shared parking criteria stems from accumulated experience in parking demand characteristics, which indicates that a mixing of land uses (as proposed under the proposed project) results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Shared Parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day or day of week), rather than individual peak ratios as represented in the City of Huntington Beach Zoning and Subdivision Ordinance (Chapter 231—Off-Street Parking and Loading Provisions). The shared parking methodology is applicable to the proposed project because the individual land uses (i.e., retail, restaurant, hotel and office uses) experience peak demands at different times of the day.

To account for parking demand interaction with the beach, adjacent resort hotels, surrounding residential neighborhoods, and Downtown parking supply, consistent with the traffic study for the proposed project and information provided in ULI's Shared Parking, which indicates non-auto use ranging from 10 percent to as much as 57 percent, a parking demand reduction was applied to the traffic generation forecast. The following assumptions were utilized in calculating shared parking projections:

- 20 percent City parking code reduction for restaurants to account for parking demand interaction with the beach, adjacent resort hotels, surrounding residential neighborhoods, and Downtown parking supply
- 15 percent City parking code reduction for retail to account for parking demand interaction with the beach, adjacent resort hotels, surrounding residential neighborhoods, and Downtown parking supply
- 5 percent City parking code reduction for office to account for parking demand interaction with the surrounding residential neighborhoods, and Downtown parking supply

determined. This ensures that adequate storage capacities would be provided to ensure adequate levels of service of operating characteristics in and around the facility. Each of the five residential access driveways and two retail/restaurant/office/hotel access driveways would have a maximum expected queue of two vehicles, with a storage reservoir length of 44 feet between the gate and back of sidewalk. However, the visitor access driveway on Driveway #6 would require a storage reservoir length of 66 feet between the manned guard house and the back of the sidewalk. Driveway #6 would accommodate both residents and visitors with separate drive aisles for each, and could accommodate three vehicles between the manned guardhouse and the back of the sidewalk. A separate drive aisle would be provided for residents to by-pass visitors queuing at the manned guardhouse. Based on the results of this analysis, adequate driveway and queuing access for the proposed project would be provided, and vehicles would be able to safely and efficiently maneuver into and out of the site. In addition, project accesses would be designed in accordance with Fire Department requirements for accessibility. As such, and impacts associated with emergency vehicular access to the project site would be less than significant. For a discussion of Fire Department service at the site, refer to Impact PS-1 in Section 3.12 (Public Services) of the EIR.

**Table 3.14-18 Project Access Driveways**

<i>Driveway No.</i>	<i>Access</i>	<i>Design Features</i>
1	Service access for Retail/Restaurant uses	Right-turn in/right-turn out only with one inbound and one outbound lane
2	Customer access for Retail/Restaurant/Office uses	Full-movement with all-way stop control with one inbound and two outbound lanes (left turn and right turn); westbound left turn pocket recommended minimum length of 100 feet on Pacific View Avenue
3	Customer access for Retail/Restaurant/Office and Hotel uses	Full-movement with all-way stop control; one inbound and two outbound lanes (left turn and right turn); westbound left turn pocket recommended minimum length of 200 feet on Pacific View Avenue.
4	Service and secondary employee access for Hotel use	Right-turn in/right-turn out only; one inbound and one outbound lane.
5	Resident-only access for Residential use	Full-movement with all-way stop control; one inbound and one outbound lane; eastbound left turn pocket recommended length of 100 feet on Pacific View Avenue.
6	Resident and visitor access for Residential use	Full-movement with all-way stop control; two inbound and two outbound lanes (left turn and right turn); eastbound left turn pocket recommended minimum length of 100 feet on Pacific View Avenue.
7	Resident-only access for Residential use	Full-movement with outbound stop control; one inbound and one outbound lane with 44-foot storage reservoir at gate; northbound left turn pocket recommended minimum length of 100 feet on Huntington Street.
8	Resident-only access for Residential use	Full-movement with outbound stop control; one inbound and one outbound lane with 44-foot storage reservoir at gate; northbound left turn pocket recommended minimum length of 100 feet on Huntington Street.
9	Resident-only access for Residential use	Right-turn in/right-turn out with outbound stop control; one inbound and one outbound lane with 44-foot storage reservoir at gate.
10	Service access for Retail/Restaurant uses	Right-turn in/right-turn out only with one inbound and one outbound lane.

**Impact TR-10 The project would not substantially increase roadway hazards.**

For the purposes of this analysis, roadway hazards are defined as changes to circulation patterns that could result in unsafe driving conditions. Examples include inadequate vision or stopping distance at

- CR TR-C      *A Transportation Demand Management Plan shall be submitted for review and approval prior to issuance of Certificate of Occupancy.*
- CR TR-D      *A traffic control plan for all work within the City right-of-way and Caltrans right-of-way shall be submitted to the Public Works department for review and approval prior to issuance of a grading permit. The City's plans shall be prepared according to the Traffic Control Plan Preparation Guidelines. Plans for Pacific Coast Highway shall be per Caltrans requirements and subject to their review and approval.*
- CR TR-E      *The developer shall coordinate the development of a truck haul route with the Department of Public Works if the import or export of material is required. This plan shall include the approximate number of truck trips and the proposed truck haul routes. It shall specify the hours in which transport activities can occur and methods to mitigate construction-related impacts to adjacent residents. These plans must be submitted for approval to the Department of Public Works prior to issuance of a grading permit.*
- CR TR-F      *Traffic impact fees shall be paid at the rate calculated at the time of payment. The fee shall be based on the trip generation for the actual building square footage, units or rooms as applicable using methodology approved as part of the project traffic impact study.*

In addition to the standard City requirements listed above, mitigation measures (MM) would be required to address project impacts. The following mitigation measures would be required to address impacts to intersection operations, as described above under Impact TR-1, Impact TR-2, and Impact TR-4.

- MM TR-1      *The Applicant shall contribute a fair share contribution of 22 percent to the installation of a third northbound through lane on PCH consistent with the Orange County MPAH and Caltrans Route Concept Study for PCH. The County of Orange and Caltrans would complete this improvement. The Applicant's fair share contribution shall be paid prior to issuance of ~~at~~the first certificate of occupancy.*
- MM TR-2      *A second westbound right turn lane shall be added on Seapoint Avenue. The City shall ensure completion of this improvement, and the Applicant shall contribute a fair share contribution of 26 percent to this improvement. The Applicant's fair share contribution shall be paid prior to issuance of ~~at~~the first certificate of occupancy.*

Implementation of MM TR-1 would improve the Year 2008 level of service at the PCH and Warner Avenue intersection, under the City criteria, from LOS E and LOS F during the A.M. and P.M. peak hours,

respectively, to LOS C and LOS D. Under the State of California Methodology, this mitigation measure would improve the Year 2008 level of service at the PCH and Warner intersection from LOS F during both the A.M. and P.M. peak hours to LOS D. This intersection improvement is currently under study by the County of Orange. Feasibility of implementing this improvement has not been determined at this time. In addition, the ultimate implementation of this measure is not under the discretion of the City of Huntington Beach.

Under the State of California Methodology, MM TR 2 would improve the Year 2008 level of service at the PCH and Seapoint Avenue intersection from LOS E during the P.M. peak hour to LOS D, while the recommended intersection improvement under MM TR 2 would also serve to offset the impact of the proposed project traffic during Year 2020 at the intersection of PCH and Seapoint Avenue during the P.M. peak hour. Although implementation of MM TR 2 would improve the Year 2008 level of service at this intersection to an acceptable level, it would only reduce the ICU at this intersection by 0.045 during Year 2020. As such, this intersection would still remain at LOS E in Year 2020 upon implementation of MM TR 2. However, the resulting ICU after implementation of MM TR 2 would be reduced below that of the Year 2020 baseline conditions, and intersection operations would be within City thresholds. Therefore, the impact at this intersection from operation of the proposed project in Year 2020 would be reduced to a less-than-significant level. The Applicant would contribute its fair share of 26 percent to this improvement, and the City would be obligated to implement this intersection improvement.

The Downtown Specific Plan EIR identified significant impacts to circulation. The impacts to specific intersections were not identified, and these impacts are defined and clarified in this EIR. However, the significant effect on traffic as previously identified in EIR 82-2, in addition to the Statement of Overriding Considerations prepared on that EIR (City Resolution No. 5284) is noted. The impact identified under Impact TR-1 would be significant and unavoidable because implementation of MM TR 1 may not be feasible and implementation of this measure is not under the discretion of the City of Huntington Beach. The impact on the intersection of PCH and Seapoint in Years 2008 and 2020, as discussed under Impact TR-2 and Impact TR-4, respectively, resulting from the proposed project would be less than significant upon implementation of MM TR-2.

The following mitigation measure would be required to address impacts associated with the need for a new traffic signal, as described above under Impact TR-6.

*MM TR 3      Install a traffic signal at First Street and Atlanta Avenue prior to issuance of occupancy permits. The City shall provide reimbursement for the balance of the funding of improvements through the Fair Share Traffic Impact Fee account or shall designate credits against the project fees to that account. The City shall ensure completion of this improvement, and the Applicant shall contribute a fair share contribution of 57 percent to the improvement.*

Implementation of MM TR 3 would ensure efficient traffic flow at the intersection of First Street and Atlanta Avenue. Impact TR-6 would be reduced to less than significant.

All other impacts to transportation, as described under Impacts TR-3, TR-5, and TR-7 through TR-11 would be less than significant, as discussed under project impacts.

### 3.15 UTILITIES AND SERVICE SYSTEMS

This EIR section analyzes the potential for adverse impacts on utilities and service systems resulting from implementation of the proposed project. The Initial Study (Appendix A) identified the potential for impacts associated with water supply, sewer/wastewater service, and solid waste. Data used to prepare this section were taken from the City’s General Plan Utilities Element, the Water Supply Assessment (Appendix D), Domestic Water System and Sanitary Sewer System CEQA Support Information report, and information from the service providers regarding available service levels and current or anticipated constraints. Full bibliographic entries for all reference materials are provided in Chapter 7 (References) of this document. It should be noted that telephone and cable television services are “on demand” services and are, therefore, not considered in this analysis; electrical and natural gas services are specifically addressed in Section 3.5 (Energy and Mineral Resources); and storm drainage facilities are specifically addressed in Section 3.8 (Hydrology and Water Quality).

#### 3.15.1 Existing Conditions

##### *Water Supply*

The City of Huntington Beach provides potable water to the project site. Currently, the City’s domestic water system that serves the project site includes 12- to 20-inch pipelines located in the streets that border the project site and an 18-inch pipeline running through the site. Specifically, the off-site domestic water system that serves the project site includes the following:

- Water availability from the north through a 20-inch pipeline in Lake Street, with a connection to serve the project site through an existing 18-inch pipeline on the project site. The 18-inch water main is part of the water supply for the Hilton Hotel and the Waterfront development, east of the proposed project.
- Additional supply from the north through a 12-inch pipeline in Atlanta Avenue
- Water supply from the west via a 12-inch pipeline continued in First Street to Pacific Coast Highway (PCH)
- Water supply from the south and east through a 12-inch water main in PCH

The City of Huntington Beach ~~is currently constructing~~ recently completed construction of an extension of the existing on-site 18-inch pipeline to connect to a new 12-inch main in Beach Boulevard. The existing project area water system has sufficient capacity for existing development and ~~the approved~~ commercial expansion projects east of the project site.

The City has a ~~secure and reliable, drought resistant~~ an adequate water supply, with water available to the City through two water supply sources: groundwater and imported surface water. The primary water source for the City of Huntington Beach's municipal water supply is groundwater produced from the City's wells in the Santa Ana Groundwater Basin. The City produces groundwater via seven existing domestic water wells that meet or exceed all water quality standards. The remaining water supply is purchased from the Municipal Water District of Orange County, a member agency of the Metropolitan Water District of Southern California. This imported water is supplied to the City via three service connections. In addition, the City has emergency mutual-aid water connections with the Cities of Fountain Valley, Seal Beach, and Westminster.

Water supply is provided to the City and managed pursuant to a system of institutional arrangements, agreements, permits, licenses, judgments, and statutes. The quality of the water available to the City is regulated by the California Regional Water Quality Control Board, Santa Ana Region, and is managed, in part, by the Orange County Water District (OCWD).

The quantity and sources of the native surface supply to the Santa Ana River, which naturally replenishes the Orange County Groundwater Basin, is governed by the terms of judgments entered pursuant to settlement agreements among upper and lower Santa Ana River Basin water users. These and other contractual arrangements have been refined since the formation of the Orange County Water District in 1933, the formation of the Metropolitan Water District of Southern California in 1928, and the organization of the Municipal Water District of Orange County in 1951. As stated in the Water Supply Assessment (WSA) dated June 6, 2003, prepared for the proposed project and supported in the City's 2000 Urban Water Management Plan, the combined ability of these water importers and regional suppliers can meet the needs of their member agencies, including the City of Huntington Beach. The WSA concludes that the total water supply available to the City during normal, single dry and multiple dry years within a 20-year projection will meet the projected water demand of the proposed project, as well as the demand of existing and other planned future uses, including agricultural uses.

Projected water supply and demand for the City of Huntington Beach is provided in Table 3.15-1. The Urban Water Management Plan projects City water demands in five-year increments up to the year 2020. The Plan is based upon the ultimate land use areas from the City's General Plan. Available water supply for the City of Huntington Beach is projected to exceed the water demand of the City, including the proposed project and other planned future developments, over the next 20 years.

In addition to the 2000 Urban Water Management Plan, the City of Huntington Beach also adopted a Water Master Plan in December 2000 to evaluate and plan for adequate water supply at build-out of the General Plan, as amended, and adopted specific plans, including the Downtown Specific Plan, as amended. This Plan

confirms the Urban Water Management Plan’s conclusion that water can be provided at full system build-out by Year 2020. Furthermore, according to the City (Rulla 2002), a February 11, 2002 report by the Metropolitan Water District concluded that if all imported water supply programs and local projects proceed as planned, with no change in demand projections, reliability could be assured beyond 20 years.

**Table 3.15-1 City of Huntington Beach Water Supply and Demand (in acre-feet)**

Year	2000	2005	2010	2015	2020	2022
Supply	37,460	38,200	40,075	40,100	40,100	40,100
Demand	34,600	35,526	37,270	37,330	37,330	37,330
Difference	2,860	2,674	2,805	2,770	2,770	2,770

SOURCE: City of Huntington Beach, 2000 Urban Water Management Plan (December 2000), as cited in the Water Supply Assessment for Pacific City Development (Appendix D)

### Wastewater Service

The Orange County Sanitation District (OCSD) provides regional wastewater collection, treatment, and disposal services for the City of Huntington Beach. OCSD operates two wastewater treatment plants, Plant 1 and Plant 2, and both perform primary and secondary treatment procedures. Plant 1 is located in Fountain Valley, and Plant 2 is located in Huntington Beach. The two plants receive a total of 234 million gallons per day (mgd), with Plant 1 receiving approximately 83 mgd and Plant 2 receiving the remaining 151 mgd (OCSD 2002). Plant 2 treats most of the City’s sewage. No existing capacity issues have been identified, and OCSD has developed engineering plans for plant improvements anticipated to meet area demands to the year 2050.

The OCSD discharges treated wastewater offshore approximately 5 miles from the coast, at a depth of 200 feet underwater, ~~southwest of the mouth of just north of~~ the Santa Ana River in Huntington Beach (Personal communication, Tom Walker, December 30, 2003). The OCSD is permitted to discharge this treated wastewater through a permit jointly issued by the Environmental Protection Agency (EPA) and the Regional Water Quality Control Board (RWQCB). OCSD treats wastewater through preliminary, advanced primary, and secondary treatment in order to ensure that discharged treated wastewater does not include harmful concentrations of contaminants. The OCSD tracks and evaluates water quality, sediment quality, and sea life from Seal Beach to Corona del Mar to ensure that applicable beach and water quality standards are being met. During February 2002, routine ocean monitoring detected bacteria often associated with wastewater at shallower depths than previously seen. The amount of bacteria detected did not exceed any applicable water quality standards. However, in order to eliminate the possibility that treated wastewater is adversely affecting the surf zone or recreational water quality standards, OCSD board of directors directed that all wastewater be disinfected prior to discharge. The short-term disinfection method, which began in August 2002, is a chlorination-dechlorination process. While this method is currently being employed, the OCSD is researching a long-term disinfection method.

Plan, an adequate water supply exists to serve the proposed project. The 2000 Urban Water Management Plan, which projected water demands for the City based on the ultimate land uses allowed under the City's General Plan, concluded that available water supply for the City of Huntington Beach would exceed the water demands of the City, including the proposed project and other planned future developments, over the next 20 years. The plan projected that a water demand of 37,330 acre-feet would occur in the City of Huntington Beach by year 2022, and that a water supply of 40,100 acre-feet would be available to serve that demand.

Provision of this reliable, drought resistant water supply to the City is done through coordination with other local, regional, and state agencies. The two water supply sources available to the City, groundwater from the Santa Ana Groundwater Basin and imported surface water from the Metropolitan Water District of Southern California, are managed pursuant to a system of institutional arrangements, agreements, permits, licenses, judgments, and statues. The water supply provided to the City from water importers and regional suppliers, which are governed by contractual agreements, would provide the City with ~~a secure and reliable~~ an adequate water supply over the next 20 years. Therefore, impacts to water supply would be less than significant.

**Impact U-2      The proposed project would be served with adequate water and fire flows.**

Based on the design criteria for the City of Huntington Beach and the current proposed development concept, the estimated water demand types for the proposed project are shown in Table 3.15-7.

<i>Water Demand</i>	<i>Million Gallons per Day</i>	<i>Gallons per Minute</i>
Average Day Demand	0.42	292
Maximum Day Demand	0.67	467
Peak Hour	1.05	730
Maximum Fire Flow	5.755	4,000

SOURCE: Hunsaker & Associates 2003b

In addition, the following water pressure requirements have been determined for the proposed project and within the immediate project area:

- **Average-Day Simulations**—Pressures in the immediate area of the proposed project must not drop by more than 2 psi. Pressures in the area including the proposed project must not drop below 50 psi
- **Peak-Hour Simulations**—Pressures in the immediate area of the proposed project must not drop by more than 4 psi. Pressures in the area including the proposed project must not drop below 40 psi

The City of Huntington Beach Fire Department (HBFD) requires a 4,000-gpm fire-flow rate at the project site using three consecutive hydrants while maintaining a minimum residual pressure of 20 psi at each of the three hydrants. Due to the possibility of a fire occurring on any given day, the required fire flow at the project site must operate with maximum-day demands occurring elsewhere throughout the water system.

In order to accommodate the water demands of the proposed project, including required water and fire flow rates, the project Applicant has agreed to fund the construction of new water lines on- and off-site to improve the City's distribution system beyond its present capabilities. Specifically, water pipelines improvements to be constructed, per City of Huntington Beach standards, as part of the proposed project include:

- A new 18-inch water main on Pacific View Avenue between First Street and Huntington Street
- A new 12-inch water main in Huntington Street that would connect to an existing 12-inch water main in Atlanta Avenue, an existing water main in Huntington Street, and a new 18-inch water main in Pacific View Avenue
- A new 12-inch water main in First Street (in the public right-of-way) that would connect to the existing 12-inch water main in Atlanta Avenue and with the new 18-inch water main in Pacific View Avenue
- A new 12-inch water main in First Street that would connect to a new 12-inch water main in PCH and with the new 18-inch water main in Pacific View Avenue
- A new 12-inch water main in Pacific Coast Highway that would connect with the new 12-inch water main in First Street and with an existing 12-inch water main in Huntington Street

The proposed 12-inch water main in Huntington Street would be constructed and put into service prior to taking the 18-inch water main out of service.

These improvements to the water pipeline system in the project area would provide the necessary pressure requirements to meet the average-day demand, peak-hour demand, and fire flow plus maximum-day demand of the proposed project as determined by the City and HBFD. Thus, upon completion of the proposed pipeline realignments and supplemental inter-ties to the adjacent domestic water system infrastructure, the City's domestic water system would be enhanced beyond its current capabilities to provide adequate water supply and fire flows for the proposed project. Impacts related to water and fire flows for the proposed project would be less than significant.

**Impact U-3      The proposed project would be adequately served by the wastewater treatment provider, and would not exceed wastewater treatment requirements or require the expansion or construction of new wastewater treatment facilities.**

Regional sewer service to the City of Huntington Beach for the proposed project would be provided through construction of a new sewer connection from the project site to the OCSD's 54-inch diameter Coast Trunk Sewer, which is located at the intersection of Walnut Avenue and First Street. Relocation or modification of the other existing trunk sewers located within the public right-of-way and in the vicinity of

the absence of a recycling plan, the generation of solid waste by the proposed project would conflict with the State statute. Impacts associated with solid waste generation would be potentially significant.

### 3.15.5 Cumulative Impacts

This cumulative impact analysis considers development of the proposed project, in conjunction with other development within the vicinity of the project in the City of Huntington Beach. Infrastructure capacity for utility services is a regional problem due to recent and projected population increases in the Southern California area. This population increase creates additional demand for utility services, which may already be at or near capacity.

#### *Water Supply*

A Water Supply Assessment prepared in May 30, 2003 by Hunsaker & Associates Irvine, Inc. demonstrated that an adequate supply of water in the City would be available to serve the proposed project. The 2003 Water Supply Assessment factored in the water demands of the proposed project, based on the proposed land uses, and the water demands from existing and other planned future developments in the City. This assessment, supported by the City's Urban Water Management Plan and Water Master Plan, concluded that the total water supply available to the City during normal, single dry and multiple years within a 20-year projection would meet the projected water demand of the proposed project, as well as the demand of existing and other planned future uses, including agricultural uses. Therefore, the Water Supply Assessment addresses cumulative water demands and concludes that an adequate water supply would be available to meet those demands.

The existing project area water distribution system has sufficient capacity to meet the demands of the existing development and the commercial expansion projects east of the proposed project. Implementation of the proposed construction of five new water mains in the project area would need to be implemented in order to accommodate the water demands of the proposed development. Analysis of water demand using the City's H2Onet hydraulic model of the water distribution system revealed that pressure requirements for average-day demand, peak-hour demand, and fire flow plus maximum-day demand for the proposed project would be met with these piping improvements without affecting the provision of maximum-day demands elsewhere throughout the water system. Therefore, after the construction of the proposed water pipeline improvements, increased water supply demand by the City in the future would not result in water supply or water pressure deficiencies and impacts on water would not be cumulatively considerable.

## Utilities and Service Systems

Under this alternative, the increase in visitor-serving commercial development would increase the demands on water and wastewater services, and the amount of solid waste generated at the project site. Similar to the proposed project, construction of the necessary water and wastewater lines on- and off-site would be performed to accommodate the demands of the project.

In terms of the increased demand on water services, the City's 2000 Water Master Plan, which evaluates and plans for adequate water supply at build-out of the General Plan, as amended, and adopted specific plans, including the Downtown Specific Plan, as amended, concluded that water can be provided at full system build-out by Year 2020. This alternative would be within the allowable intensities for development, and therefore, has been accounted for in the 2000 Water Master Plan. As such, with construction of all water improvements recommended in the project's approved Water Supply Assessment prepared for the proposed project, maximum build-out of the project site would not result in significant impacts on water supply.

In terms of wastewater service, the Orange County Sanitation District (OCSD) estimates that there would be more than 30 mgd of unused peak flow capacity for the Coast Trunk Sewer through the year 2020, which is more than sufficient to handle the peak sewage flows resulting from the project under this alternative. Therefore, the impact of development under this alternative on the Coast Trunk Sewer capacity would be less than significant.

In terms of solid waste, the City is responsible for meeting the requirements of AB939, which includes a 50 percent disposal reduction by the start of 2000 and preparation of a solid waste reduction plan to help reduce the amount of solid waste disposed at landfills. Incorporation of the identified mitigation measures would help minimize this impact, although solid waste impacts would be greater under this alternative. Overall, impacts associated with utilities and service systems would be greater under this alternative than the proposed project, although impacts would be mitigated to less-than-significant levels.

### 4.2.3 Reduced Project Alternative

#### *Description*

Implementation of the Reduced Project Alternative would result in less visitor-serving commercial uses, while maintaining the same amount of resort and residential uses as under the proposed project. Specifically, this alternative would provide a total of 561,100 sf of visitor-serving commercial uses, which include 112,200 sf of retail uses, 48,900 sf of restaurant/clubs, and 30,000 sf of office space, as shown in Table 4-1, below. These uses under the Reduced Project Alternative would represent a reduction of 28,900 sf of retail uses and a 30,000 sf decrease in office uses, while increasing restaurant/club uses by 10,000 sf. Commercial

would not be as great as that allowed under the proposed project, the Applicant's objective of generating economic growth opportunities for the community that is consistent with the City's General Plan goals and creating additional employment opportunities for local and area residents would be achieved to a lesser degree.

## **Impacts**

### **Aesthetics**

A reduction in retail and office uses under this alternative would reduce the development intensity on the site. Impacts to scenic resources within PCH, as described under Impact AES-1, would be the same under this alternative. The primary scenic resources visible from PCH near the project site include the beach and Pacific Ocean and Huntington Beach Pier, all located south and west of PCH. The project would develop land east and north of PCH, such that the project would not affect views of these scenic resources. A pedestrian overcrossing could be constructed in the future, and similar to the proposed project, impacts on scenic resources as a result of this project feature would be less than significant. Impacts to scenic vistas, as described under Impact AES-2 for the proposed project, would also be less than significant under this alternative. This alternative would include no 3-story commercial structures, although the overall building footprint would remain the same. Thus, views of the beach area from locations north of PCH would be similarly affected under this alternative, and impacts would be less than significant.

Changes to visual character as described under Impact AES-3 for the proposed project would be similar under this alternative. The project would implement a high-quality mixed-use development on an underutilized site with no scenic resources. The project would implement the objectives of the Downtown Specific Plan on the site, and would be compatible in massing and character with adjacent development. The reduction in massing and building height associated with the less intense uses under this alternative reduces the contribution of the project to the overall density of development in the Downtown area. However, this alternative would not change the project effects to the visual character, and impacts under this alternative would remain less than significant.

Impacts on shade/shadow and light and glare under this alternative would be similar to the proposed project. The primary contributor to shadows would be the eight-story hotel tower, which would remain a part of this alternative. This project feature would cast shadows onto adjacent residential areas during the Winter Solstice for fewer than three hours. Impacts would be similar to the proposed project, and would be less than significant, as described under Impact AES-4. As discussed under Impact AES-5, the project would result in additional sources of nighttime lighting and glare. ~~As the lighting provisions of the Huntington Beach standard conditions of approval require that all outdoor lighting be directed to prevent light spillage onto adjacent properties, the impact of nighttime lighting on the project site and the project vicinity would be less than significant under this alternative.~~ However, although there would be a decrease in the amount of visitor-serving commercial development, the project under this alternative may also introduce additional reflective surfaces (e.g., brightly colored building façades, reflective glass) that could increase existing levels of daytime glare, which would potentially constitute a significant impact. Incorporation of MM AES-1 would reduce this impact associated with daytime glare to a less-than-significant level. As discussed under Impact AES-6, the project would result in additional sources of nighttime lighting. The lighting provisions of the Huntington Beach standard conditions of approval

require that all outdoor lighting be directed to prevent light spillage onto adjacent properties. Recommended MM AES-2 includes provisional measures to reduce lighting during periods of fog to reduce the effects of nighttime lighting during these instances. The impact of nighttime lighting on the project site and the project vicinity would be less than significant under this alternative. Since the location of project access under this alternative would not change, the impacts related to vehicular headlights on neighboring residences would remain a less-than-significant impact, as described under Impact AES-6. Impacts under the Reduced Project Alternative would generally be less severe than the proposed project.

## **Air Quality**

The reduced project alternative would reduce total site development by 48,900 sf, which would result in a corresponding decrease in vehicular trips, and, therefore, air quality emissions.

Air Quality impacts associated with site preparation activities that include excavation and grading, as well as construction of proposed structures, as identified in Impact AQ-1, would be the similar to those under the proposed project. MM AQ-1 through MM AQ-5 would be required to reduce construction emissions. Despite the reduction in the project site, the size of the site, coupled with the concurrent residential and commercial/hotel construction would result in significant and unavoidable construction air quality impacts.

Under project operations, fewer operational trips by consumers and/or delivery trucks would occur, and air quality impacts associated with exceeding SCAQMD thresholds as identified in Impact AQ-2 would be less severe under this alternative than those anticipated under the proposed project. The estimated daily operational emissions associated with the reduced project alternative are presented in Table 4-2 and take into consideration the internal trip reduction and mode-shift reduction characteristics of the mixed-use interaction of the proposed project and the surrounding land uses, and the design features of the proposed project. As shown, the reduced project alternative would generate daily emissions of VOC that exceed the thresholds of significance recommended by the SCAQMD. MM AQ-6 and MM AQ-7 would reduce effects, although operational impacts as described under Impact AQ-2 would remain significant and unavoidable.

## Utilities and Service Systems

Under this alternative, the decrease in office and retail development would result in fewer demands on water and wastewater services, and the amount of solid waste generated at the project site than as described under Impact U-1 through Impact U-4. Overall, utilities and service systems impacts would be less severe under this alternative than the proposed project since less development would occur.

The City's 2000 Urban Water Management Plan and Water Master Plan indicated that adequate water supply exists to serve the proposed project. This alternative would result in fewer additional demands on water. Therefore, impacts associated with sufficient water supply under this alternative would also be less than significant. This alternative is anticipated to result in demands of approximately 406,950 gpd, which is 1,950 gpd less than the proposed project. Additionally, since the project Applicant has agreed to fund the design and construction of new water lines on- and off-site to improve the City's distribution system beyond its present capabilities, sufficient fire flows would also exist.

Adequate capacity exists in the Coast Trunk Sewer and OCSA's existing wastewater treatment facilities to serve the proposed project. This alternative would result in approximately 228,280 gpd of wastewater, which is ~~7,700~~2,700 gpd less generation of wastewater compared to the proposed project. Because the existing facilities would adequately serve the project, this alternative, which has a lower wastewater generation, would also be adequately served and this impact would also be less than significant.

The reduction in visitor-serving commercial development under this alternative would result in annual solid waste generation at the project site of 1,666 tons, which is approximately 215 tons less than the proposed project. Incorporation of MM U-1 identified for the proposed project would further reduce solid waste impacts under this alternative to a less-than-significant level.

## 4.3 OTHER ALTERNATIVES CONSIDERED

This section discusses alternatives that were considered but not carried forward for detailed analysis. These alternatives were part of the initial screening process, which identified a range of potential alternatives. Alternatives were not evaluated in detail because they either did not meet project objectives, and/or did not reduce significant project impacts.

### 4.3.1 Alternative Site

Use of an Alternative site was reviewed as a potential alternative to the project site. Significant and unavoidable impacts from the proposed project are related to air quality and transportation. Impacts on these resources would occur even if the project were to be developed at a different location, as these impacts are related to specific project characteristics, not project location. Location of the project at another site could reduce impacts to the Warner Avenue/PCH and Seapoint Avenue/PCH intersections. However, the total trip generation would be the same, and relocating the project to lessen impacts to these intersections would not necessarily eliminate traffic impacts of the project, as it is likely that any other location in the City would have impacts to intersection operations. Further, the construction activities would result in the same daily emissions, irrespective of project location, and mobile air emissions would be the same, since trip

generation would be the same. Therefore, significant and unavoidable impacts would likely occur, even at an alternative location.

Despite the inability of significant and unavoidable impacts to be reduced by an alternative location, the City considered whether an alternative location would be feasible in its efforts to adequately consider a range of alternatives. Due to the developed nature of the City, there are a limited number of sites that are at least 31 acres in size and could accommodate the proposed project components.

A site known as the Nesi Ascon Site, located southeast of the project site on the southwest corner of Magnolia Street and Hamilton Avenue within the City, was considered, as it is large enough to accommodate the proposed uses. However, this site is a former landfill that accepted hazardous waste, and usage of this site would require extensive remediation efforts prior to project implementation. In addition, this site is general planned and zoned solely for residential uses, which would not meet the Applicant or City objectives related to generation of employment and strengthening the City as a visitor-serving destination. This site would therefore not meet project objectives, would not reduce significant and unavoidable impacts, and could result in additional impacts related to remediation and land use due to General Plan/Zoning changes. ~~Thus, this site was not analyzed in detail because it would not meet project objectives and would require extensive remediation.~~

The Cenco property is located immediately northwest of Nesi Ascon and would also be large enough to accommodate the proposed project. This site is zoned for Limited Industrial uses. It would allow limited residential and commercial uses, primarily oriented to employees of the surrounding industrial development, which would not meet the Applicant or City objectives related to generation of employment and strengthening the City as a visitor-serving destination. In addition, this property is adjacent to wetlands and could indirectly affect this sensitive habitat. This site would therefore not meet project objectives, would not substantially reduce significant and unavoidable impacts, and could result in additional impacts related to biological resources and land use due to General Plan/Zoning changes.

A third property that would be large enough to accommodate the proposed project is a parcel at PCH and Goldenwest. This site is specific planned for commercial and open space and currently contains active oil production facilities. There is no indication that this present use would change. Use of this site would require abandonment of existing uses, site remediation, and a General Plan and Zoning designation change to permit the proposed uses. Significant and unavoidable impacts would remain, and, in fact, could be compounded, since significant traffic impacts are currently identified at the PCH/Seapoint intersection. Additional impacts would result due to the secondary effects from remediation and General Plan and Zoning designation changes.

Therefore, none of the alternative locations would reduce significant impacts that could not otherwise be mitigated, would result in additional adverse impacts, and, in the instances of the Nesi Ascon site and the Cenco site, would not meet basic project objectives.

### **4.3.2 Limited Development Alternative**

An alternative that would result in limited commercial development beyond the Reduced Project Alternative was considered. As previously discussed, the intent of the alternatives analysis is to provide alternatives to the project that would reduce significant project impacts while meeting most of the objectives of the project. Significant and unavoidable impacts would result from

operational air emissions. In addition, one of the significant project impacts is traffic impacts to the intersection of PCH and Seapoint Avenue under 2008 and 2020 conditions. Significant and unavoidable impacts would occur at the intersection of PCH and Warner, although these would occur in the near-term conditions only.

The key contributor of roadway trips that result in the significant air quality and traffic impacts is a result of the retail and office components of the project. As shown in Table 3.14-10, a total of 12,002 daily trips would be generated by the project. Of this total, commercial uses would generate 7,033 trips, hotel uses would generate 2,249 trips, and office uses would generate 672 trips. In order to reduce project contribution to operational air quality emissions and impacts to the PCH/Seapoint intersection to less-than-significant levels without mitigation, the project would need to be reduced to 96,600 sf of retail uses, with no office or hotel uses contained in the project at all. This reduction would be less than half the commercial development currently proposed and would result in less-than-significant operational air quality impacts and traffic effects.

This alternative would fail to satisfy the basic objectives of the project and would likely render the project infeasible. A key City objective is the implementation of the Downtown Specific Plan, which identifies strengthening the visitor-service services of the area, such as hotel and retail uses. The need for hotels in the Downtown is a key element of the Specific Plan that would bring a critical mass of activity to the waterfront area to support expansion of other services. In addition, the City objectives include enhancement of the Downtown as a destination for visitors by expanding hotel, retail, and entertainment opportunities. None of these project objectives would be met under this alternative. In addition, the Applicant has indicated that without a critical mass of commercial and hotel uses, the project is not feasible to implement from an economic perspective and would not be implemented. Therefore, this alternative is not analyzed in detail.

### 4.3.3 Reduced Residential Density Alternative

A reduced residential density alternative was also considered. This alternative would focus on a decrease in the number of condominiums proposed as part of the project. A reduction in the density of residential units would reduce the severity of impacts, but would not lessen any significant impacts to less-than-significant levels. Significant and unavoidable impacts to air quality would result during project construction and operation. Daily construction activities would be the same even with a reduction in density, so this impact would remain. Significant impacts related to operational air emissions are largely a result of vehicular traffic, of which commercial development is the primary contributor. As shown in Table 3.14-10, a total of 12,002 daily trips would be generated by the project. Of this total, residential uses would generate 2,048 trips, or slightly less than 20 percent of total project trips. As shown in Table 3.2-6, VOC emissions from the project would total 70.94 pounds per day (lbs/day), exceeding the threshold of 55 lbs/day, thus exceeding thresholds by approximately 30 percent. As a conservative estimate, if the number of vehicular trip from residential development were to be reduced by half, a reduction in the number of trips would not be substantial in comparison to the more than 10,000 daily trips generated as a whole, and would not be large enough to reduce air impacts to less-than-significant levels. A reduction in density of residential uses Thus, this potential alternative would not reduce operational air emissions or traffic impacts below levels of significance.

A reduction in density would reduce the changes in the character of the area, as discussed under the aesthetic and land use analyses. Visual changes were determined not to adversely impact the visual quality of the area or the public availability of scenic views, as discussed in Section 3.1. The project would also be compatible with the density of surrounding areas, and with the allowable zoning for the site, such that land use impacts would be less than significant under the proposed project, as discussed in Section 3.9. Therefore, the reduction in density would not address any significant visual or land use impact, since none would result from the proposed project. All other project impacts would be mitigable to less-than-significant levels. A reduced residential density alternative would not reduce significant impacts that could not otherwise be reduced by mitigation measures identified for the proposed project. As such, an analysis of this alternative is not provided in detail.

## 4.4 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. Impacts of each of the alternatives are compared to the proposed project in Table 4-3. Impacts to a particular resource that would be greater than the proposed project are indicated with a plus (+) sign, and impacts to a particular resource that would be less than the proposed project are indicated with a minus (-) sign. Impacts to resources that would be roughly equivalent to the proposed project are indicated with an equals (=) sign in the table below.

The No Project/No Development Alternative would be environmentally superior to the proposed project on the basis of the minimization or avoidance of physical environmental impacts. However, the CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, “the EIR shall also identify an environmentally superior alternative among the other alternatives.”

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## CHAPTER 7      REFERENCES

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## 2.3 FIGURE CHANGES

Figures changed in the EIR, as shown on the following pages, include the following:

- Figure 2-5a Common Open Space Diagram
- Figure 2-7 Pedestrian Access and Circulation
- Figure 3.9-1 Land Use Map

Additional information relevant to the following figures appears in Volume III, Section 2.4, Appendix Changes.

- Figure 3.14-1 Existing Roadway Characteristics
  - › See Exhibit 3A in Section 2.4 for additional information
- Figure 3.14-2 Existing A.M. Peak Hour Traffic Volumes
  - › See Exhibit 4A in Section 2.4 for additional information
- Figure 3.14-3 Existing P.M. Peak Hour Traffic Volumes
  - › See Exhibit 5A in Section 2.4 for additional information
- Figure 3.14-6 A.M. Peak Hour Project Traffic Volumes
  - › See Exhibit 8A in Section 2.4 for additional information
- Figure 3.14-7 P.M. Peak Hour Project Traffic Volumes
  - › See Exhibit 9A in Section 2.4 for additional information
- Figure 3.14-8 Average Daily Project Traffic Volumes
  - › See Exhibit 10A in Section 2.4 for additional information
- Figure 3.14-9 2008 A.M. Peak Hour Volumes with Project Traffic
  - › See Exhibit 14A in Section 2.4 for additional information
- Figure 3.14-10 2008 P.M. Peak Hour Volumes with Project Traffic
  - › See Exhibit 15A in Section 2.4 for additional information
- Figure 3.14-12 2020 General Plan Buildout A.M. Peak Hour Volumes with Project Traffic
  - › See Exhibit 22A in Section 2.4 for additional information
- Figure 3.14-13 2020 General Plan Buildout P.M. Peak Hour Volumes with Project Traffic
  - › See Exhibit 23A in Section 2.4 for additional information

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## **7.2 LIST OF PERSONS AND AGENCIES CONTACTED**

James Bevans. Southern California Gas Company. February 2003.

Frank Blonska. Huntington Beach City School District. January 2003.

Chuck Burney. Huntington Beach Fire Department. February 2003.

Lee Dickerhoof. Southern California Edison Company. March 2003.

Dave Dominguez. Huntington Beach Community Services Department. February 2003.

Shawna Krone. City of Huntington Beach Police Department. March 2003.

Kyle Lindo. Huntington Beach Marine Safety Division. January and February 2003.

Gary Mesa. Huntington Beach Police Department. January 2003.

Jerry Moffat. Rainbow Disposal Company. May 2003.

Jacques Pelletier. Huntington Beach Fire Department. February 2003.

David Perry. Huntington Beach City School District. July 2003.

Gary Reynolds. Orange County Vector Control. September 2003.

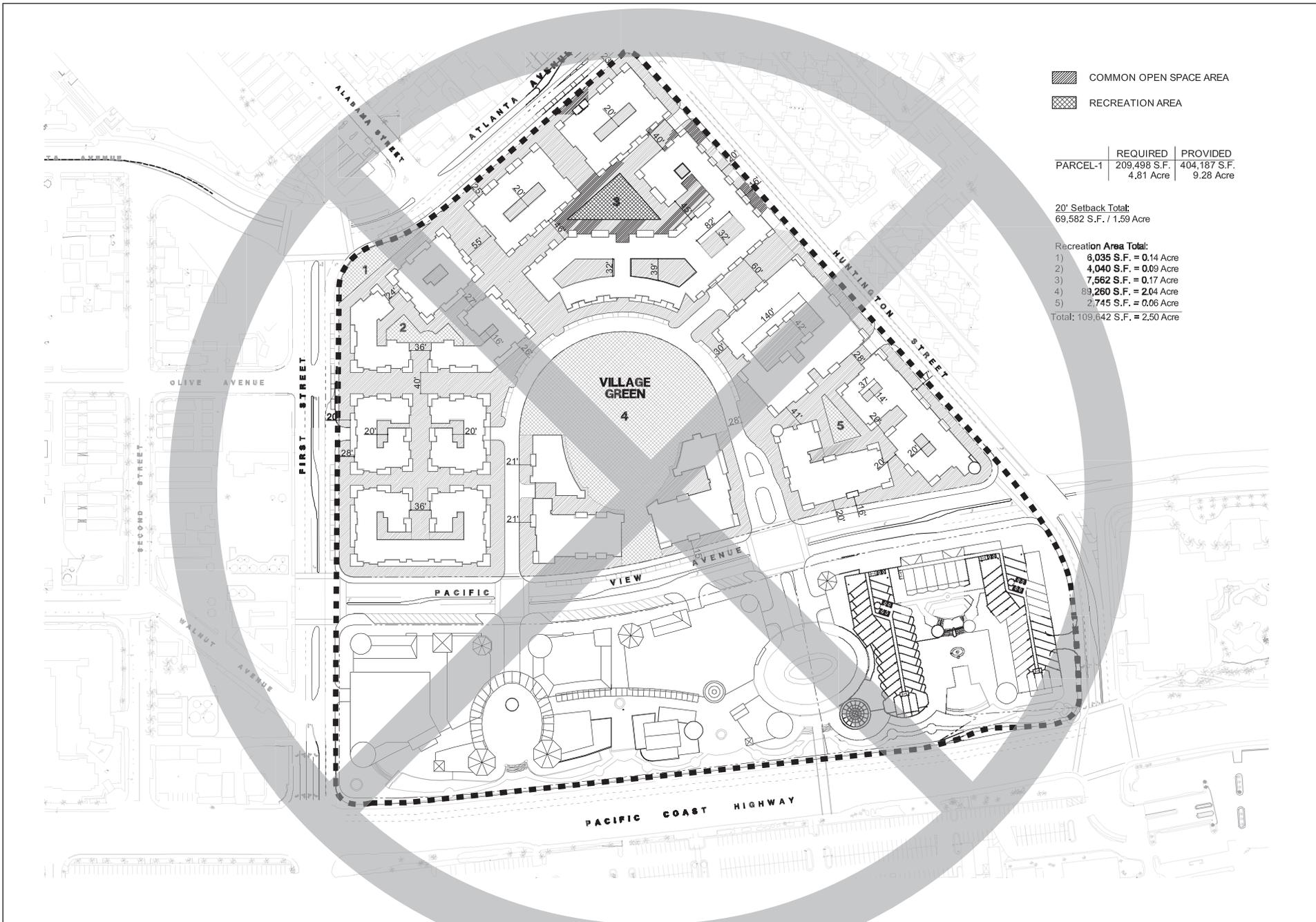
George Rice. Southern California Gas Company. March 2003.

Rick Sailor, Former Chevron Employee. December 2003.

Kevin Stonesifer. Southern California Gas Company. February 2003.

Tom Walker. Orange County Sanitation District. December 2003.

Mel Wright. City of Huntington Beach Petro-consultant. March 2003.



Not to Scale

SOURCE: Makallon Atlanta Huntington Beach, LLC. 2003a



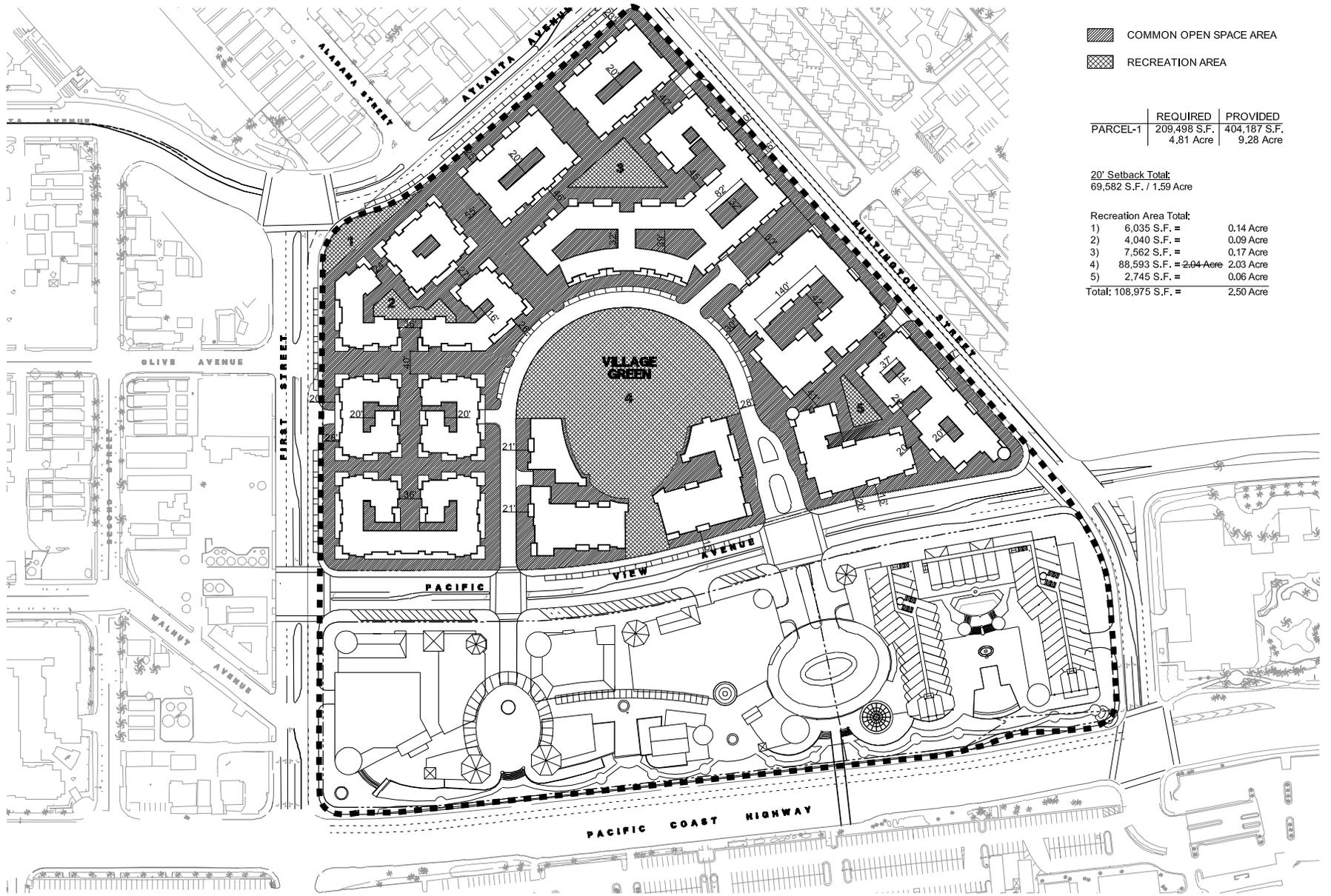
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FIGURE 2-5a  
Common Open Space Diagram

City of Huntington Beach • Pacific City EIR



- COMMON OPEN SPACE AREA
- RECREATION AREA

PARCEL	REQUIRED	PROVIDED
1	209,498 S.F. 4.81 Acre	404,187 S.F. 9.28 Acre

20' Setback Total:  
69,582 S.F. / 1.59 Acre

Recreation Area Total:

1)	6,035 S.F. =	0.14 Acre
2)	4,040 S.F. =	0.09 Acre
3)	7,562 S.F. =	0.17 Acre
4)	88,593 S.F. = 2.04 Acre	2.03 Acre
5)	2,745 S.F. =	0.06 Acre
<b>Total:</b>		<b>108,975 S.F. = 2.50 Acre</b>

Not to Scale

SOURCE: Makallon Atlanta Huntington Beach, LLC. 2003a

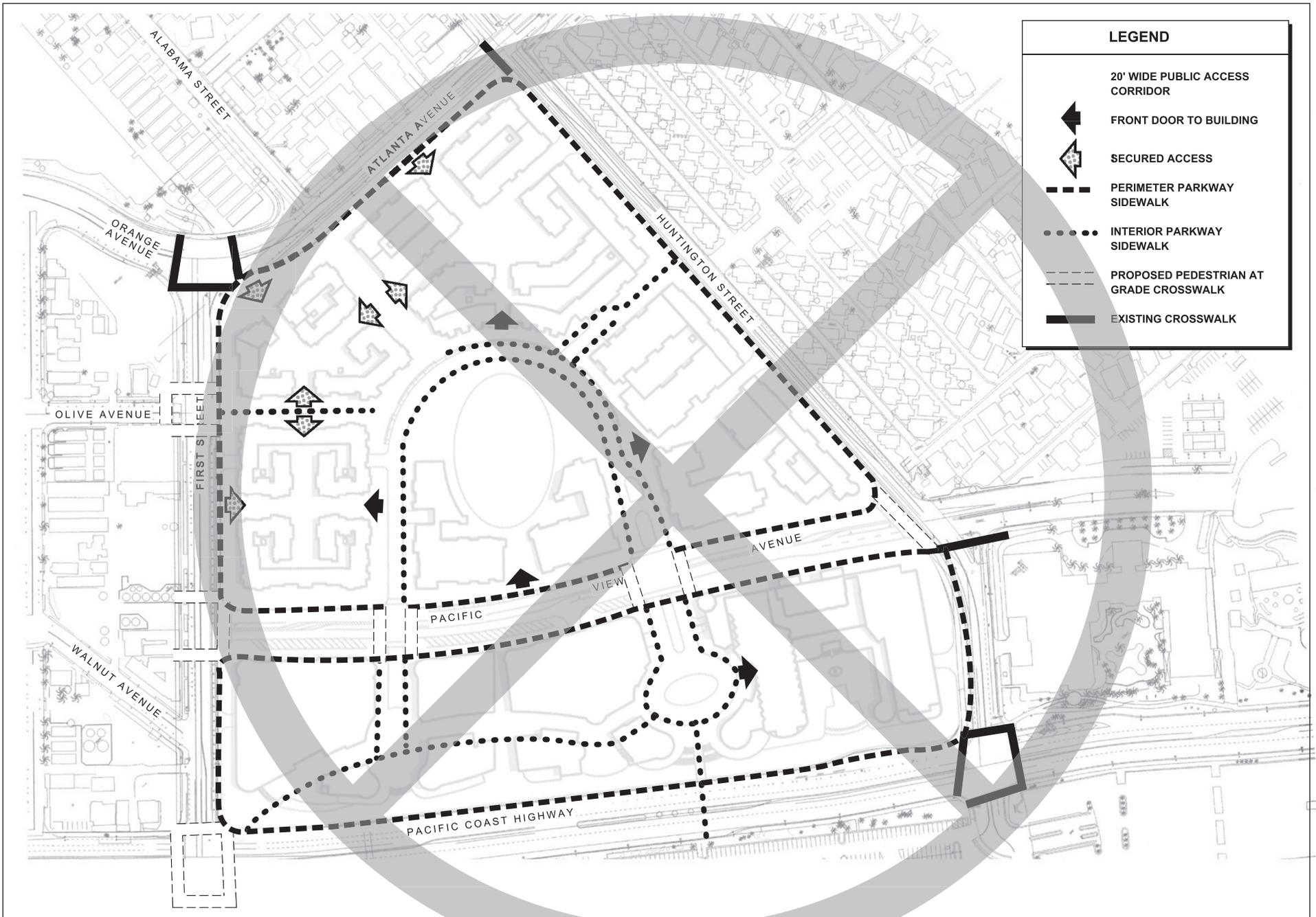


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FIGURE 2-5a  
Common Open Space Diagram

City of Huntington Beach • Pacific City EIR



LEGEND	
	20' WIDE PUBLIC ACCESS CORRIDOR
	FRONT DOOR TO BUILDING
	SECURED ACCESS
	PERIMETER PARKWAY SIDEWALK
	INTERIOR PARKWAY SIDEWALK
	PROPOSED PEDESTRIAN AT GRADE CROSSWALK
	EXISTING CROSSWALK

Not to Scale

SOURCE: Makallon Atlanta Huntington Beach, LLC. 2003a

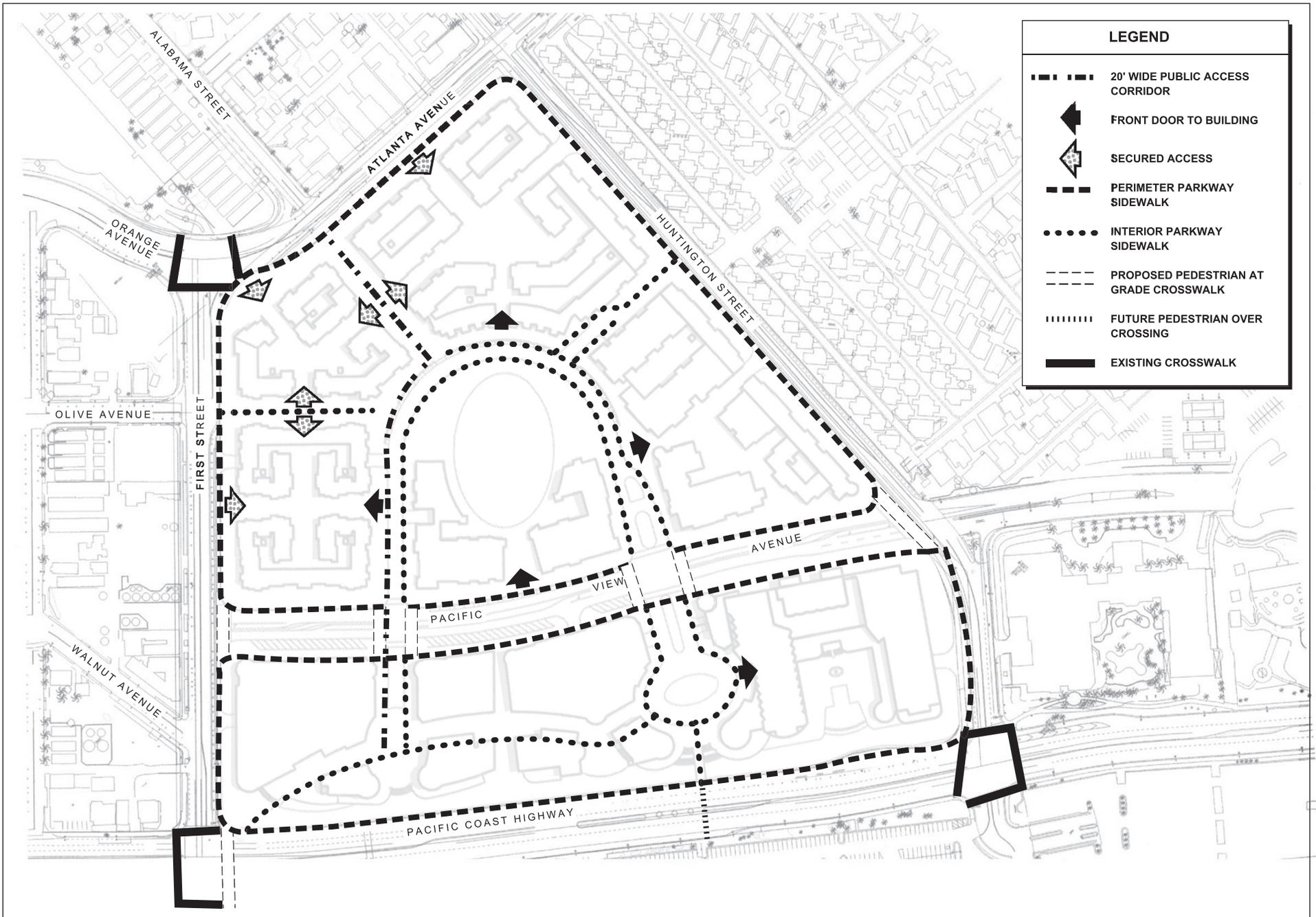


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FIGURE 2-7  
Pedestrian Access and Circulation

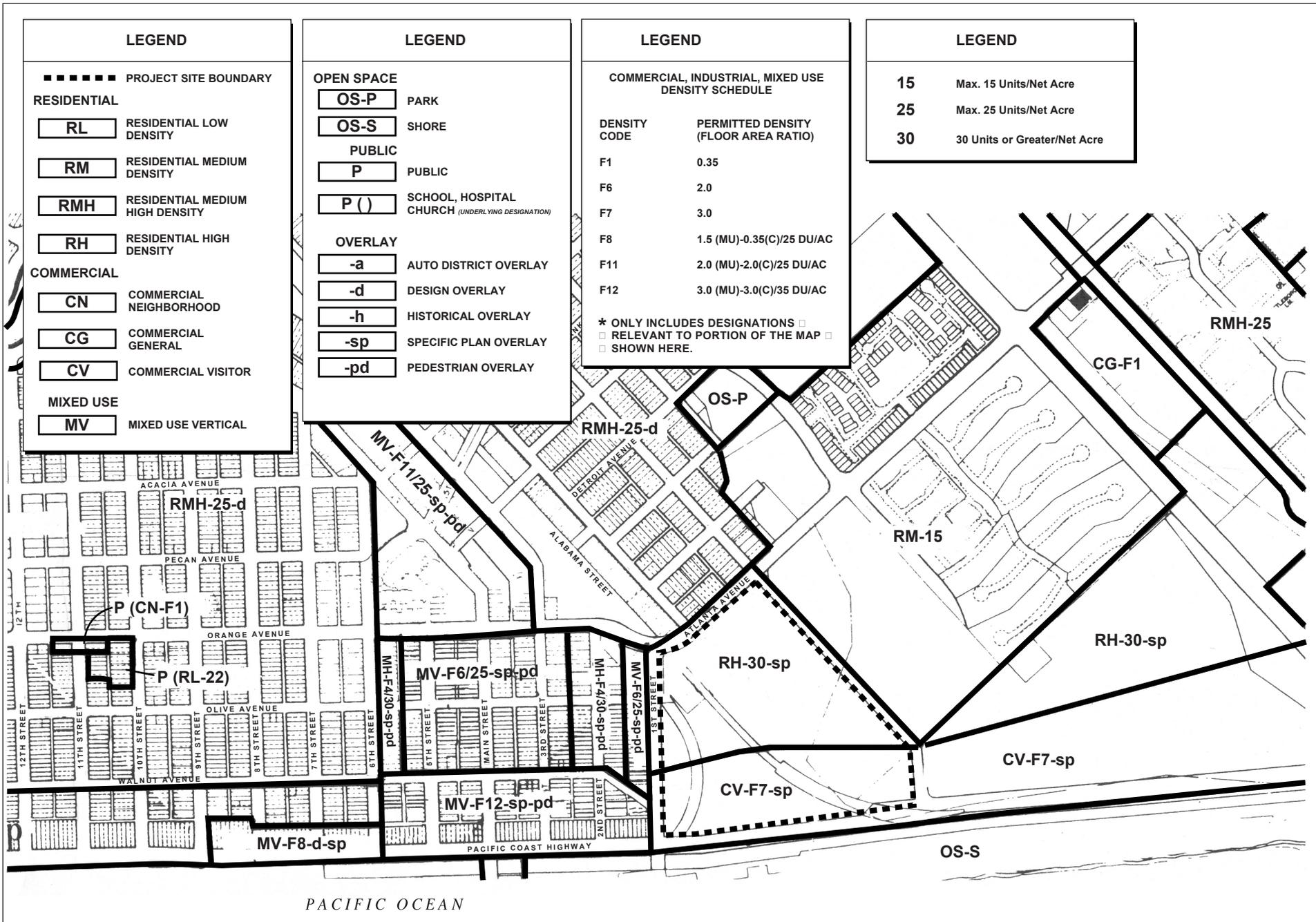
City of Huntington Beach • Pacific City EIR



LEGEND	
	20' WIDE PUBLIC ACCESS CORRIDOR
	FRONT DOOR TO BUILDING
	SECURED ACCESS
	PERIMETER PARKWAY SIDEWALK
	INTERIOR PARKWAY SIDEWALK
	PROPOSED PEDESTRIAN AT GRADE CROSSWALK
	FUTURE PEDESTRIAN OVER CROSSING
	EXISTING CROSSWALK







Not to Scale

SOURCE: City of Huntington Beach 1996b.



10261-00

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FIGURE 3.9-1  
General Plan Land Use Map

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