



City of Huntington Beach Planning and Building Department

STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Andrew Gonzales, Associate Planner *AG*
DATE: October 9, 2012

SUBJECT: MITIGATED NEGATIVE DECLARATION NO. 08-12, GENERAL PLAN AMENDMENT NO. 08-04, ZONING MAP AMENDMENT NO. 08-04, TENTATIVE TRACT MAP NO. 17239, CONDITIONAL USE PERMIT NO. 08-25 (WARDLOW RESIDENTIAL SUBDIVISION)

APPLICANTS: Michael Adams, Michael C. Adams Associates, P.O. Box 382, Huntington Beach, CA 92648

Thomas Grable, Tri Pointe Homes, LLC, 19520 Jamboree Road, Suite No. 200, Irvine, CA 92612

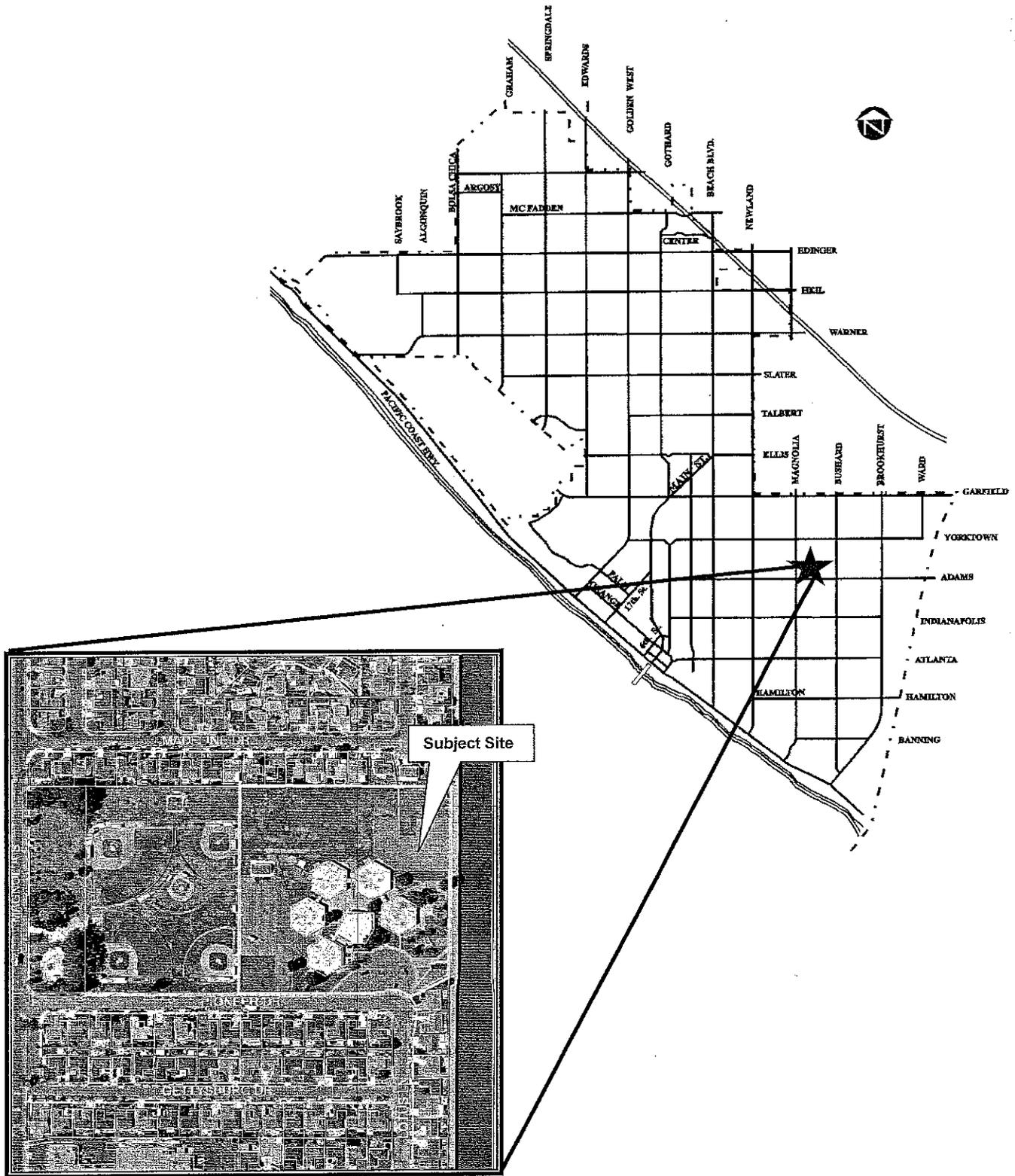
PROPERTY

OWNER: Fountain Valley School District, Stephen L. McMahon – Assistant Superintendent, 10055 Slater Avenue, Fountain Valley, CA 92708

LOCATION: 9191 Pioneer Drive, 92646 (north side of Pioneer Drive, east of Magnolia Avenue)

STATEMENT OF ISSUE:

- ♦ Mitigated Negative Declaration No. 08-12 analyzes the potential environmental impacts associated with the implementation of the proposed project.
- ♦ General Plan Amendment No. 08-04 represents a request to amend the existing Land Use Element designation of an approximately 8.35-acre former school site from P-RL to RL-7.
- ♦ Zoning Map Amendment No. 08-04 represents a request to amend the existing zoning designation of an approximately 8.35-acre former school site from PS to RL to be consistent with the proposed General Plan Land Use Element.
- ♦ Tentative Tract Map No. 17239 represents a request to subdivide approximately 8.35 acres of the subject property to accommodate 49 numbered lots with reduced lot sizes for new detached single-family homes and seven lettered lots A-G for streets with reduced widths, landscaping areas, and a public parking lot for Wardlow Park to be dedicated to the City.



VICINITY MAP
MITIGATED NEGATIVE DECLARATION NO. 08-12, GENERAL PLAN AMENDMENT NO. 08-04, ZONING MAP AMENDMENT NO. 08-04, TENTATIVE TRACT MAP NO. 17239, CONDITIONAL USE PERMIT NO. 08-25, (WARDLOW RESIDENTIAL SUBDIVISION – 9191 PIONEER DRIVE)

- ◆ Conditional Use Permit No. 08-25 represents a request to permit the following:
 - To permit the development of a 49 unit single-family subdivision proposed as a Planned Unit Development (PUD) with varying lots sizes (min. 4,152 square feet, max. 5,864 square feet) that average approximately 4,250 square feet (50 feet wide by 85 feet deep) and associated infrastructure and site improvements, including mutual public benefits that include offsite sewer, water and storm drain improvements.
 - To permit the development of an approximately 0.82 acre portion of land for the construction of an 80-space public parking lot for Wardlow Park.
 - To analyze the proposed residences for compliance with the Infill Lot Ordinance. The Infill Lot Ordinance encourages adjacent property owners to review proposed development for compatibility/privacy issues, such as window alignments, building pad height, and floor plan layout.

- ◆ Staff's Recommendation:

Approve Mitigated Negative Declaration No. 08-12 based upon the following:

- The project, with incorporation of mitigation measures, will not have significant adverse impacts on the environment.

Approve General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04, Tentative Tract Map No. 17239, and Conditional Use Permit No. 08-25 based upon the following.

- Consistent with surrounding zoning and land use designations;
- Not result in the loss of an existing or planned recreational resource.
- Provide for the creation of new housing units in the City.
- Provide compatible zoning and General Plan land use designations.
- With exception of the proposed residential lot sizes, complies with the Huntington Beach Zoning and Subdivision Ordinance (HBZSO).
- Compatible with other residential uses surrounding the project site with respect to density, setbacks, onsite parking, and architecture.
- Meets the requirements of the Subdivision Map Act and has been reviewed by the Subdivision Committee for compliance.
- Contributes to the City's housing stock, including affordable housing as required by existing City requirements, thereby assisting to achieve the City's overall housing goals.
- Developed as a PUD and provide mutual public benefits, including:
 - 0.82 acre dedication of land for a new 80-space parking lot to be incorporated into the adjacent Wardlow Park, exceeding the required amount based upon Quimby Act requirements;
 - Allowing park patrons to park on the tract's private streets;
 - Water quality and storm drain improvements, including construction of a 1,905 sq. ft. of storm drain;
 - Replacement of an existing snack bar and fencing;
 - Lighting improvements;
 - Establishment of a green building program; and
 - Exceeding the City's affordable housing requirement.

RECOMMENDATION:

Motion to:

- A. “Approve Mitigated Negative Declaration No. 08-12 with findings and mitigation measures (Attachment No. 1);”
- B. “Approve General Plan Amendment No. 08-04 by approving draft City Council Resolution No. _____ (Attachment No. 7) and forward to the City Council for adoption;”
- C. “Approve Zoning Map Amendment No. 08-04 with findings (Attachment No. 1) by approving draft City Council Ordinance No. _____ (Attachment No. 8) and forward to the City Council for adoption;”
- D. “Approve Tentative Tract Map No. 17239 with findings and suggested conditions of approval (Attachment No. 1);”
- E. “Approve Conditional Use Permit No. 08-25 with findings and suggested conditions of approval (Attachment No. 1).”

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

- A. “Deny Mitigated Negative Declaration No. 08-12, General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04, Tentative Tract Map No. 17239, and Conditional Use Permit No. 08-25 with findings for denial.”
- B. “Continue Mitigated Negative Declaration No. 08-12, General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04, Tentative Tract Map No. 17239, and Conditional Use Permit No. 08-25 and direct staff accordingly.”

PROJECT PROPOSAL:

Mitigated Negative Declaration No. 08-12 represents a request to analyze the potential environmental impacts associated with the project pursuant to Section 240.04, Environmental Review, of the HBZSO and the California Environmental Quality Act (CEQA).

General Plan Amendment No. 08-04 represents a request to amend the existing Land Use Element designation of an approximately 8.35-acre site from P-RL to RL-7, which allows a maximum density of seven residential units per net acre.

Zoning Map Amendment No. 08-04 represents a request to amend the existing zoning designation of an approximately 8.35-acre site from PS to RL to be consistent with the proposed General Plan Land Use Element designation pursuant to Chapter 247, Amendments of the HBZSO.

Tentative Tract Map No. 17239/Conditional Use Permit No. 08-25 represents a request for the following:

- A. To subdivide an approximately 8.35-acre site to accommodate 49 numbered lots with reduced lot sizes for new detached single-family homes and seven lettered lots A-G for streets with reduced widths, landscaping areas, and a public parking lot for Wardlow Park to be dedicated to the City pursuant to Chapter 250, General Provisions of the HBZSO.
- B. To permit the development of a 49 unit single-family subdivision proposed as a PUD with varying lots sizes (min. 4,152 square feet, max. 5,864 square feet) that average approximately 4,250 square feet (50 feet wide by 85 feet deep) in lieu of the minimum 6,000 square feet and 60 feet wide standard for RL lots, including associated infrastructure and site improvements, mutual benefits that include offsite sewer, water and storm drain improvements pursuant to Section 210.04, RL, RM, RMH, RH, and RMP Districts: Land Use Controls, Residential Uses, and Section 210.12, Planned Unit Development Supplemental Standards and Provisions of the HBZSO. The request includes a review and analysis for compliance with the Infill Lot Ordinance. The Infill Lot Ordinance encourages adjacent property owners to review proposed development for compatibility/privacy issues, such as window alignments, building pad height, and floor plan layout pursuant to Section 230.22, Residential Infill Lot Developments of the HBZSO.
- C. To permit the development of an approximately 0.82 acre portion of land for the construction of an 80-space parking lot pursuant to Section 210.04, RL, RM, RMH, RH, and RMP Districts: Land Use Controls, Park & Recreational Facilities of the HBZSO.

Planned Unit Development

The project will be developed as a PUD because it proposes residential lot sizes that are less than the minimum lot size requirement of 6,000 square feet of the Residential Low Density (RL) zoning standards. PUDs allow for flexibility in development standards to encourage innovative land use development that achieves quality site planning, design, and aesthetically pleasing environments through architecture and landscape improvements. Interior lot sizes range from 4,152 to 5,864 square feet and perimeter lots (adjacent to existing homes) range in size from 4,697 to 5,146 square feet. The code minimum is 6,000 square feet. Although the request is for small lots, the project has been designed to exceed the minimum 10-foot rear building setbacks for the proposed perimeter lots (i.e., lots 10 through 21) that are adjacent to existing homes directly to the north of the project site. The proposed dwelling units will range in size from 2,800 square feet to 3,200 square feet. The proposed units are two-story with a maximum height of 30 feet. Each unit will feature a four bedroom layout that includes a two-car enclosed garage and two-car driveway.

The streets within the project will be privately owned and maintained and will feature a standard 40-foot wide curb-to-curb interior street section at the primary entrance into the tract and a reduced 36-foot wide section for the interior streets. The street sections will be designed with a four foot wide sidewalk and a six foot wide parkway on each street side. On-street parking will be provided within the tract to accommodate approximately 64 vehicles. All streets, landscaping, onsite storm drains and sewers facilities will be privately maintained by an established homeowners association.

Public Benefits

In accordance with Section 210.12 – *Planned Unit Development Supplemental Standards and Provisions* of the HBZSO, the project shall provide a mutual benefit for the residents of the project as well as the general public. The applicant is proposing the following public benefits that exceed the minimum code requirements for a residential subdivision:

- ♦ Dedication of an approximately 0.82 acre portion of land (Lot No F) and construction of a new landscaped parking lot containing 80-parking spaces located at the southwest portion of the project site. The parking lot will encompass the entire 0.82 acre lot. The land dedication exceeds the project's Quimby Act requirements of 0.66 acres by 0.16 acre and improving the area for needed off-street parking also exceeds the Quimby Act requirements. This 0.82 acre parkland dedication is to be incorporated into the adjacent Wardlow Park and will provide parking for those utilizing the park and associated baseball fields.
- ♦ Allowance for the general public to utilize the approximately 64 on-street parking spaces within the private streets of the development. Language will be placed into the project CC&Rs specifically allowing and guaranteeing the ongoing ability of the general public to utilize on street parking within the development.
- ♦ Incorporation of green building strategies into the construction of the residential units that meet all mandatory measures of the State of California Housing and Community Development's 2010 California Green Building Code, including providing energy efficiency 30 percent greater than the 2008 California Energy Commission Title 24 code standards.
- ♦ Installation of a water quality basin that will treat water from the project site before being released into the public's downstream storm drain system.
- ♦ Installation of a storm drain underneath the 80-space parking lot in combination with a detention facility or depression and a drain inlet located at the northeast corner of Wardlow Park that will serve to alleviate an ongoing problem of cross lot drainage and flooding at the northeast corner of the park.
- ♦ Construction of a new 36 inch and 42 inch reinforced concrete storm drain in accordance with the Master Plan of Drainage that will run for approximately 1,905 linear feet to tie into the existing storm drain in Adams Avenue.
- ♦ Construction of a new snack bar/equipment room/public restroom facility on the Wardlow Park grounds to replace one that will be demolished on the subject property.
- ♦ Installation of an overhead light fixture in the northeast corner of the park to provide illumination as an additional security feature to improve overall visibility.
- ♦ Relocation of the streetlights currently located on the south side of Pioneer Drive and serviced by an overhead electrical line to the north side of Pioneer Drive.
- ♦ Remove the power line currently located along the north side of Pioneer Drive at the southerly edge of the baseball fields between Magnolia Street and the former Wardlow School buildings and relocate it underground to the terminus in an above ground vault on the City's Wardow Park property.
- ♦ Remove and replace a chain link fence on the south edge of the baseball fields.

The proposed public benefits exceed standard City requirements and improvements for a residential subdivision.

Affordable Housing

Affordable housing is required to be provided as part of the proposed project. The project developer, Tri Pointe Homes, is proposing to provide the required 4.9 affordable units at an offsite location that will be under the full control of Tri Pointe Homes or another City approved entity. Tri Pointe Homes may consider new construction or substantial rehabilitation (as defined by Government Code Section 33413 affordable housing production requirements) of existing non-restricted units with the condition that upon completion of the rehabilitation the units become restricted to long-term affordability in compliance with City requirements.

Background

The Wardlow School site, totaling 14.4 acres, is owned by Fountain Valley School District (FVSD). On March 22, 2005, the FVSD notified the City of its intention to surplus Wardlow Elementary School. Resolution No. 2005-38 was adopted by the City Council on May 16, 2005 and notified the FVSD of the City's intention to negotiate the acquisition of the Wardlow and Lamb Schools site pursuant to the Naylor Act.

A Surplus School Property Purchasing Plan, approved by the City Council on May 2, 2005, identified the need to acquire 8.6 acres at Wardlow School. Under the Naylor Act, the City was allowed to purchase the acreage at 25 percent of market value but was limited to purchasing a maximum of 30% of the School District's approximately 28.6-acre property (total size of Wardlow and Lamb). Therefore, the City's maximum allowable purchase for recreational purposes equates to a total of 8.6 acres. Through further negotiations with FVSD the City ultimately acquired 6 acres at Wardlow School and 2.6 acres at Lamb School. The 6-acre acquisition of the total 14.4-acre Wardlow School entailed the portions of the property containing the six HVLL ball fields, commencing from the eastern boundary of Wardlow Park to the eastern periphery of the two ball fields and accessory structures (i.e., back stop and bleachers) adjacent to the school.

Study Session:

The Planning Commission held a study session for the project on September 11, 2012, and discussed the following issues:

- *Open Space*

Commissioner Ryan requested clarification over the perceived loss of open space for the proposed residential development. The existing Wardlow School site, which measures approximately 14.4 acres, is designated with a General Plan Land Use Element designation of Public with an underlying designation of Residential Low Density (P-RL) and zoning designation of Public-Semipublic (PS). The site is a closed elementary school which is not designated as open space. Although the closed school site contains recreational opportunities such as playing courts and open green space, the property is a separate independent parcel not incorporated within the existing Wardlow Park. Therefore, the project development will not result in an loss of designated open space.

- *Anticipated Truck Trips During Grading*

The MND identifies that approximately 100,000 cubic yards of soil transport will result in the development of the project site. Concern was raised as to total quantity of trucks trips that may result from the overall transport of soil. Walden and Associates provided a break down of the total net import of soil required for the proposed project (Attachment No. 13). During onsite grading, a majority of the approximately 100,000 cubic yards of soil anticipated to be transported will result from shifting existing onsite soil rather than the direct import of new soil. The import of new soil will equate to approximately 2,200 net cubic yards. This will result in approximately 158 traffic trips as the standard tipper truck is capable of hauling approximately 14 cubic yards of soil. Over the course of site grading, which would be approximately 22 days, the number of traffic trips for soil transport will result in an average of seven truck trips per day. The Department of Public Works have evaluated the earth moving quantities represented by Walden and Associates and supports their stance on the net import quantities provided.

- *Detention Basin/Drainage*

The proposed detention basin to be installed within the northeast corner of Wardlow Park is proposed to provide a mutual public benefit by addressing an ongoing issue of cross lot drainage originating from the park onto adjacent residential properties along the northerly boundary of the project site. The project detention basin is not required to address the development's own drainage, but rather remedy an ongoing water flow problem for a portion of the existing neighborhood. Installation of the detention basin will alleviate cross lot drainage and divert drainage away from existing residences, thereby reducing the potential risk of future flooding onto these properties. The proposed improvements are required as a suggested condition of approval for the project. However, as a point of clarification, it was conveyed by City staff at the Planning Commission study session that the maintenance of the cross lot drainage pipes will be maintained by the project's HOA through the establishment of a maintenance agreement. After further consideration the maintenance agreement requirement will not be required because the improvements will be located on City owned property. The City will accept all responsibilities of maintenance for the detention basin and cross lot drainage pipes.

- *Park Improvements*

The proposed project includes improvements to the adjacent Wardlow Park as part of the mutual public benefits required for the development of a PUD. The park improvements include the installation of a detention facility or depression in the northeast corner area of the park to alleviate drainage issues resulting from cross lot drainage from the baseball fields, a lighting fixture in the northeast area of the park, replacement of chain link fencing that runs along the length of the south edge of the ball fields, and replacement of an existing snack bar/equipment room/public restroom facility in Wardlow Park. These minor improvements to the existing park will not require any further zoning review or entitlement. The Huntington Beach Community Services Commission reviewed the proposed improvements at their August 8, 2012, meeting and unanimously approved the improvements as proposed. The proposed improvements are considered to be approved by the City unless modifications are made which may require additional review by the Community Services Commission.

▪ *Measure C*

Commissioner Bixby expressed concerns as to whether the proposed park improvements associated with the PUD’s public benefits would require a public vote pursuant to Measure C. A legal opinion related to this concern was rendered by the City Attorney’s office which determined that the proposed park improvements would not require a vote under Measure C because the structural square footage of the improvements will not exceed 3,000 square feet in floor area, nor will its improvement value exceed \$161,000. Therefore, the Measure C issues raised at the Planning Commission Study Session will not be applicable to the proposed Wardlow Park improvements.

ISSUES:

Subject Property And Surrounding Land Use, Zoning And General Plan Designations:

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	P-RL (Public with an underlying designation of Residential Low Density)	PS (Public-Semipublic)	Former Wardlow Elementary school
North, South (across Pioneer Drive), and East of Subject Property:	RL-7 (Residential Low Density – 7 du/ac)	RL (Residential Low Density)	Single-family residential
West of Subject Property:	P-RL	PS	Wardlow Park

General Plan Conformance:

In addition to the request to subdivide and construct 49 new detached single-family homes on the approximately 8.35-acre site, the project applicant is proposing to amend the General Plan Land Use Element designation of P-RL to RL-7 and the zoning land use designation from PS to RL. The proposed tentative tract map and conditional use permit are consistent with these designations and the goals, objectives, and policies of the City’s General Plan as amended pursuant to General Plan Amendment No. 08-04 and Zoning Map Amendment No. 08-04 as follows:

A. Land Use Element

Goal LU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.

There will be improvements made in conjunction with the project including private streets, storm drainage improvements and flood control protection to ensure that the development is adequately served with infrastructure.

Policy LU 9.2.1: Require that all new residential development within existing residential neighborhoods (i.e., infill) be compatible with existing structures, including the use of complimentary

building materials, colors, and forms, while allowing flexibility for unique design solutions and maintenance of privacy on abutting residences.

The proposed homes are compatible with existing homes in the area in terms of style, materials, and colors. They are well articulated and will have enhanced architectural elevations along street frontages. Although all the proposed homes will be two-story and, in some cases, taller than the homes located to the north of the site, there will be increased rear setbacks of a minimum 21 feet (twice the minimum distance of ten feet permitted within the RL zoning district) and greater second floor setbacks that will alleviate potential privacy intrusions onto existing residences. Furthermore, the proposed placement of the windows will avoid direct views onto existing residential properties.

Policy LU 9.3.2: Require that residential subdivisions consider reduced street widths to achieve a more “intimate” relationship between structures, to the extent feasible and in accordance with the Huntington Beach Fire Department regulations.

The width of the streets for the proposed subdivision is 40 feet and 36 feet (curb face-to-curb face) and meet the minimum allowed with an approved Fire Master Plan by the Fire Department. The street width is in scale with the proposed residential units and creates a relationship between the scale and architecture of adjacent structures. The buildings will include fire sprinklers and the development will include increased fire protection measures.

B. Housing Element

Policy H 2.4: Utilize surplus school and park sites for residential use where appropriate and consistent with the City’s General Plan.

The project will result in development of a residential PUD on a vacant school site and contributes to the City’s housing stock. The project includes an affordable housing provision as required by existing City requirements, thereby assisting to achieve the City’s overall housing goals.

Policy H 3.6: Encourage use of sustainable and green building design in new and existing housing.

The project is proposing the incorporation of green building strategies into the construction of the buildings that will meet all mandatory measures of State of California Housing and Community Development’s 2010 California Green Building Code, including providing energy efficiency 30 percent greater than the 2008 California Energy Commission Title 24 code standards.

C. Circulation Element

Objective CE 5.1: Balance the supply of parking with the demand for parking.

The project proposes to dedicate 0.82 acres of land located at the southwest portion of the project site to construct a new parking lot containing 80 parking spaces for patrons of Wardlow Park. Additionally, the project provides 64 additional on-street parking spaces. Appropriate wording will be

placed in the CC&Rs specifically allowing and guaranteeing the ability of the general public to park on and use the private streets within the project. The parking demands that would be generated by the proposed residential development would be accommodated within the project boundaries in the private garages and driveways and along the internal streets. The construction of the 80-space parking lot and allowance for public on-street parking within the project will assist in alleviating ongoing parking deficiencies within the neighboring area.

D. Utilities Element

Policy U 3.1.1: Maintain existing public storm drains and flood control facilities upgrade and expand storm drain and flood control facilities.

A storm drain will be constructed underneath the 80-space parking lot with a detention facility and a drain inlet located at the northeast corner of Wardlow Park to alleviate an ongoing problem of cross lot drainage and flooding. Additionally, a new 36 inch and 42 inch reinforced concrete storm drain in accordance with the Master Plan of Drainage will be constructed and run approximately 1,905 linear feet to tie into the existing storm drain in Adams Avenue.

Policy U 5.1.2: Continue to underground above ground electrical transmission lines.

All existing overhead lines located on the subject property will be undergrounded. As a part of the project's mutual public benefits requirements, the project will relocate the streetlights currently located on the south side of Pioneer Drive and serviced by an overhead electrical line, to the north side of Pioneer Drive. The power line that run along the north side of Pioneer Drive along the southerly edge of HVLL ball fields from Magnolia Street to the former Wardlow School buildings will be removed and placed underground in an above ground vault on the City's park property.

E. Recreation and Community Services Element

Objective 4.1: Improve and modernize existing parks and facilities to overcome existing design deficiencies and deteriorated conditions.

The project will dedicate and improve 0.82 acre of land for the purposes of providing an 80-space parking lot for patrons of Wardlow Park. The park was developed utilizing on street parking and a 70-space parking lot at Wardlow School to supplement the park's overall parking demand. Although the development of the project will eliminate an existing school parking lot, it will provide additional parking opportunities with a new parking lot and the allowance for public parking within the private streets of the new development. Other park improvements includes the construction of a new snack bar/equipment room/public restroom facility to replace one that will be demolished on the project site, installation of a detention facility or depression and a drain inlet located at the northeast corner of Wardlow Park that will serve to alleviate an ongoing problem of cross lot drainage, installation of an overhead light fixture in the northeast corner of the park for security purposes, and removal and replacement of a chain link fence along the south edge of the ball fields.

Zoning Compliance:

The proposed project will comply with the requirements of the RL zoning district with exceptions that are proposed as part of the PUD design for the project. These exceptions include deviations to minimum lot width and size requirements and are permissible with development of a PUD pursuant to the HBZSO. The proposed project complies with all other requirements of the HBZSO including regulations pertaining to subdivisions.

Attachment No. 6 is a zoning conformance matrix that compares the proposed project with the development standards of the RL zoning and other applicable code requirements.

Urban Design Guidelines Conformance:

The Huntington Beach Urban Design Guidelines contains guidelines specific to single-family residential development. The project generally conforms to the objectives and standards contained in the Guidelines. The project complies with general design objectives providing high quality architectural and landscape design in massing and scale with existing residential developments surrounding the project site.

The project proposes to incorporate several guidelines for building siting/lot design including varied building offsets and varied building design. In terms of building design, the project is proposing to provide three different floor plans with nine variations of three architectural styles that include Santa Barbara, Coastal California, and California Cottage. The project is proposing “high-quality” architecture as encouraged by the design guidelines. Articulation and architectural details are proposed on all four sides of each home. In addition, the project is proposing enhanced window and door treatments, contrasting building materials, façade breaks, upper story offsets, a mix of hip and gable roofs and vertical and horizontal roof articulation.

The new private residential streets serving the project will connect with Pioneer Drive to form a continuous neighborhood network of streets. The proposed subdivision is not proposed to be gated. The new sidewalks and parkway will be visually attractive with well-defined landscaping and use of enhanced decorative crossings provided throughout the development. Sidewalks will be four feet wide and separated from the streets by six feet landscaped parkways. The new sidewalks will connect with the existing sidewalks on Pioneer Drive to provide pedestrian connectivity with the existing neighborhood and walkability within the project.

Environmental Status:

On August 14, 2012, the Environmental Assessment Committee (EAC) approved the processing of a mitigated negative declaration for the project. Staff has reviewed the environmental assessment and determined the project would not have significant environmental impacts with incorporation of recommended mitigation measures that were identified for potential impacts to biological resources, geology/soils, hydrology/water quality, hazards and hazardous materials, cultural resources, and mandatory findings of significance. Subsequently, draft Mitigated Negative Declaration No. 08-12 (Attachment No. 5) was prepared with mitigation measures pursuant to Section 240.04 of the HBZSO and the provisions of CEQA with the following key reports:

- 1) 2012 Traffic Impact Analysis for the Proposed Residential Development at Wardlow School Site prepared by Garland Associates (May 2012).
- 2) 2012 Water Quality Management Plan for the Wardlow School Site Residential Development prepared by Walden and Associates (May 1, 2012).
- 3) 2012 Preliminary Hydrology Study for Wardlow School Site Residential Development prepared by Walden and Associates (May 2012).
- 4) 2012 Geotechnical Review and Commentary of Existing Reports and Plans, Wardlow School Site Project prepared by Petra (February 17, 2012).
- 5) 2011 Phase I Environmental Site Assessment Report 9191 Pioneer Drive Huntington Beach, California prepared by Phase One Inc. (April 2011).
- 6) 2012 Noise Analysis for the Proposed Project prepared by Michael Brandman Associates.
- 7) 2012 Air Quality and Greenhouse Gas Analysis for the Proposed Project prepared by Michael Brandman Associates.
- 8) 2012 Asbestos and Lead Survey Report for the Wardlow Elementary School Site prepared by Focus Environmental Consulting , LLC (March 30, 2012).

The Planning and Building Department advertised draft Mitigated Negative Declaration No. 08-12 for a 20-day public comment period commencing on August 23, 2012 and concluding on September 12, 2012. Written comments were received from 15 interested parties with concerns in the areas of public services (i.e., parks), traffic, land use, cultural resources and biological resources. Staff has prepared a response to comments received and has included them with the attached draft Mitigated Negative Declaration (Attachment No. 5).

Environmental Board Comments:

The Environmental Board submitted a comment letter (included in Attachment No. 5) during the initial comment period for the environmental assessment. While the Environmental Board's letter did not raise any major environmental issues with respect to the draft mitigated negative declaration, the letter stated that the Board generally recognizes that the project development is suitable for the project site but expresses general concern related to aesthetic implications involved with development of the site. This comment originates from the draft MND statement identifying that the proposed project will not substantially degrade the existing visual character of the project site with the development of new homes and landscaping. The Board cites that the draft MND provides little analysis and consideration in determining the project's potential impacts. In addition, the Board expresses concern with the PUD designation for the project because it is not determined that residents of the project and the general public are better served by the proposed development.

Staff does not concur with the Environmental Board's assessment that the project will degrade the visual character of the project. Staff believes that the PUD's variation in lot sizes allows fosters greater quality in site planning and design that provides for an aesthetically pleasing environment with enhanced connectivity/walkability to the existing neighborhood and greater community interaction with the surrounding neighborhood. In addition, the proposed project is found to be compatible with the character of the neighborhood and exceeds the design features found for typical residential subdivision.

The project's environmental analysis is determined to be an adequate assessment of the potential environmental impacts associated with the project. Staff believes that the MND does not require any further environmental analysis.

Prior to any action on General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04, Tentative Tract Map No. 17239, and Conditional Use Permit No. 08-25, it is necessary for the Planning Commission to review and act on Mitigated Negative Declaration No. 08-12. Staff in its initial study of the project is recommending that the MND be approved with findings and mitigation measures.

Coastal Status: Not applicable.

Redevelopment Status: Not applicable.

Design Review Board: Not applicable.

Subdivision Committee:

The proposed tentative tract map was reviewed by the Subdivision Committee on July 11, 2012. Staff presented the proposed subdivision including the street patterns within the tract as well as access to the development, and the layout of the single family residential lots. The Subdivision Committee reviewed the recommended conditions of approval for the tentative map from the Planning and Building Department, Public Works Department, and Fire Department. The Subdivision Committee recommended unanimous approval of the proposed project to the Planning Commission subject to minor modifications that the applicant has incorporated into the project. They included slight increases in the right-of-way widths and adherence to the City's vehicular/pedestrian visibility requirements.

Other Departments Concerns and Requirements:

The Departments of Public Works, Fire, Community Services and Planning and Building have reviewed the proposed development project. Recommended conditions from the Departments of Public Works, Fire, and Planning and Building are incorporated into the suggested conditions of approval and code requirements have also been identified. The other departments did not identify any necessary conditions of approval.

Public Notification:

For the October 9, 2012, public hearing, legal notice was published in the Huntington Beach/Fountain Valley Independent on September 27, 2012, and notices were sent to property owners of record within a 1,000 ft. radius of the subject property, individuals/organizations requesting notification (Planning and Building Department's Notification Matrix), applicant, interested parties and individuals/organizations that commented on the environmental documents. As of October 2, 2012, there have been 17 written communications received opposing the proposed PUD development project including a petition of opposition (Attachment Nos. 5 & 10).

Application Processing Dates:

DATE OF COMPLETE APPLICATION:

- Draft MND; General Plan Amendment; Zoning Map Amendment; Tentative Tract Map; Conditional Use Permit: June 15, 2012

MANDATORY PROCESSING DATE(S):

Draft MND: Within 180 days of complete application – December 11, 2012

TTM: Within 50 days of adoption of MND – November 27, 2012

CUP: Within 60 days of adoption of MND – December 7, 2012

GPA/ZMA: Not applicable.

ANALYSIS:

The primary issues identified below are the amendments to the General Plan Land Use Element and Zoning Map; the land use design and compatibility of the proposed 49-unit single-family subdivision development with the surrounding properties; and the proposed public benefits associated with the request to construct the project as a Planned Unit Development.

General Plan Amendment

The proposed General Plan Land Use designation is Residential Low Density (RL), which allows for single-family residential units including clustered zero-lot line developments at a maximum density of seven dwelling units per acre. The amendment of the land use designation is consistent with the existing density and uses in the vicinity of the project site. The subject site is surrounded by single-family neighborhoods (max. 7 du/ac) with detached residential units to the north, residential uses to the south across Pioneer Drive, residential uses to the east across the Talbert Channel, and residential uses to the west across Wardlow Park and Magnolia Street (See Attachment No. 11). The proposed land use designation will continue an existing designation presently located within the surrounding area.

Staff believes the proposed land use designation and project will be consistent with the goals, policies, and objectives of the Land Use, Housing, Circulation, and Recreation and Community Services Elements of the General Plan by contributing to the City's housing stock, including affordable housing, thereby assisting to achieve the City's overall housing goals while being designed to maintain the existing character of the surrounding residential neighbors by providing a land use that is compatible and harmonious with the surrounding development, and enhances the image and quality of life in the environment. The proposed project will not conflict with the identified goals, policies, and objective contained in the General Plan and with implementation of identified mitigation measures will not have a negative impact on the environment. Staff recommends approval of the General Plan Land Use designation amendment request to Residential Low Density.

Zoning Map Amendment

The proposed zoning designation for the subject site is Residential Low Density (RL). This designation permits single-family residential land use in neighborhoods. Development standards permit a minimum parcel size of 6,000 square feet, minimum lot width of 60 feet, maximum building height of 35 feet, and maximum lot coverage of 50 percent. Additional requirements are identified in Chapter 210, Residential Districts.

Properties to the north, south and east are zoned and developed with single-family residential uses. The proposed zoning map amendment to RL would be compatible with existing zoning designations surrounding the project site as well as the proposed General Plan Land Use Element designation. The amendment of the zoning designation for the subject site from Public-Semipublic to Residential Low Density implements the proposed General Plan Land Use designation of Residential Low Density.

Staff believes the residential designation is the appropriate zoning for the site because it provides a continuation of a compatible zoning designation that allows for single-family neighborhoods with detached single-family residences that continues the single-family residential character of the surrounding area. The proposed zoning permits development to be compatible in density, design, layout, and character to the adjacent single-family residential uses. Staff recommends approval of the zoning map amendment to Residential Low Density.

Tentative Map/Site Layout/Compatibility

Staff believes the proposed detached single family residential subdivision/development will be compatible with the surrounding single family residential uses in terms of density, layout and overall design. The proposed density for the project is 6.5 units per net acre (5.9 units/gross acre) which is compatible with the maximum permitted density of 7 units per net acre for the RL zone and within the surrounding single-family area that is developed at a density of approximately 4.68 dwelling units per acre (gross).

The layout of the development is compatible with the neighborhood because it is designed as detached single-family residential neighborhood containing streets, parkways, and detached residences. A 40 feet wide street will provide the main access point into the development which will be reduced to 36 feet for all internal streets. Four foot wide sidewalks and six foot wide landscaped parkways will be provided on each side of the street throughout the development, including enhanced pedestrian crossings situated throughout the development. On-street parking will be provided on both sides of the street. The proposed layout is designed to serve as a walk able community that harnesses greater community interaction. The project proposes several parkway canopy street trees along Pioneer Drive and along the internal streets within the proposed project to match the existing neighborhood. Neighborhood signage will be located at the project entrance off Pioneer Drive. A landscape buffer is proposed between the proposed 80 space parking lot and the homes in the project comprised of a 15-foot planter with trees as well as perimeter 5 foot 6 inch high slump block wall with pilasters. Additionally, an emergency/secondary ingress/egress access gate is proposed on the north side of the parking lot.

The project proposes residential lot sizes that are less than the minimum parcel size of 6,000 square feet and the minimum lot width of 60 feet for RL zoning standards. With the interior lot sizes ranging from

4,152 to 5,864 square feet and perimeter lots (adjacent to existing homes) ranging in size from 4,697 to 5,146 square feet, the project can provide enhanced landscape belts and parkways with sidewalks. The variation in lot sizes allows for flexibility in development standards that provides an innovative land use development that achieves quality site planning and design, an aesthetically pleasing environment, enhanced connectivity/walkability to the existing neighborhood street system, and greater community interaction with the surrounding neighborhood. Although the variation in lot sizes creates flexibility in development, the proposed siting of the proposed single family homes comply with all development standards for RL development and provide a design visually emulates the neighborhood with similar building orientations (i.e., rear yards abutting rear yards and front yards facing front yards) which assists to maintain the overall character and design layout of the existing neighborhood.

The project's building pad elevations are compatible with the neighborhood because the differential to the adjacent existing residential neighborhoods are minimized to a range from four inches below the existing adjacent residential neighborhood pads to a maximum of 18 inches above the existing adjacent residential neighborhood pads and an average differential of only five (5") inches higher than the adjacent existing neighboring lots. The project proposes building heights that range from approximately 27 feet to 30 feet maximum. The proposed project will conform to the base zoning district and in keeping with the character of the area. Additionally, the existing abutting residences is provided with increased rear yard setbacks for those 12 homes located along the northern boundary of the project site, which is adjacent to the existing homes along Madeline Drive. The rear setbacks are a minimum of 20 feet, which doubles the setback requirement of the proposed base zoning district. The extended setbacks provide an adequate buffer for existing residences by providing additional protection from any associated light, noise, or privacy impacts.

The existing homes in the vicinity are predominantly one story single family homes along Pioneer Avenue, a mix of single family one and two story homes located adjacent to the project's northern boundary, and a mix of single family one and two story homes located across Talbert Channel (to the east of the project site). The proposed project is compatible with the two story homes located in the vicinity because the homes will not exceed the height otherwise permitted by the proposed base zoning district. Furthermore, the homes are designed to minimize overall building mass and scale by incorporating facade breaks, upper floor setbacks, and roof variations into the design of each plan type which assists to aesthetically blend the homes into the surrounding neighborhood.

The proposed homes will be compatible with surrounding residences because the project is designed with detached single-family homes with similar yard setbacks and high quality architecture that is provided with a variety of design themes. The project proposes three building plan types with three architectural styles per plan which are named Santa Barbara, Coastal California, and California Cottage. Each architectural design style includes a variety of architectural elements such as smooth stucco finishes, stone veneer, shingle siding, concrete "s" tile roof, accent shutters, wooden style garages, and earth colored materials that provide high architectural emphasis for each design style. Many of the existing homes in the project vicinity have tile or stucco exteriors with shingled roofs. The proposed homes onsite include components of the surrounding residences such as accent shutters and stucco details, which serve to enhance the architectural style of the proposed homes. The proposed design generally complies with the adopted Design Guidelines for residential development.

Infill

The proposed project is in compliance with the City's Infill Lot Ordinance which analyzes proposed residences for compatibility and privacy issues, such as window alignments, building pad height, and floor plan layout. The proposed single-family residences will be compatible with the design and character of the neighborhood by integrating architectural features and treatments utilized on other single-family residences within the neighborhood. Minimizing the overall mass and scale of the proposed homes with façade breaks, upper floor setback, and roof variations that minimizes overall building scale and assists in blending the homes into the existing neighborhood. The proposed pad heights of the building will result in a minimal grade differential between the proposed homes and the surrounding single-family uses. The heights of the residences will keep in character with the surrounding neighborhood. The proposed project is designed with sensitivity to homes abutting existing single-family residences. A minimum 20-foot rear yard setback is provided that will create and approximately 30-foot buffer to existing adjacent homes. The layout of the each floor plan has been situated to avoid direct window alignments with the existing adjacent neighbors.

Mutual Public Benefits

A Planned Unit Development (PUD) allows flexibility in land use controls and site design in order to produce a project that would not otherwise be achievable under the strict application of the zoning standards that would apply to a project. The HBZSO allows PUD projects to deviate from development standards such as minimum lot size and lot width which the applicant is proposing. Because a PUD affords more flexibility in site design, a mutual public benefit is required by code. The proposed project only deviates from the minimum 60 foot wide and 6,000 square foot lot size for the proposed subdivision while complying with all other development standards.

Of the public benefits proposed the most significant is the 0.82 acre parkland dedication which exceeds the Quimby Act requirement, of a 0.66 acre dedication. The parkland dedication will assist in alleviating an ongoing parking shortage that results from patrons of Wardlow Park and the baseball facilities. The closed school site currently provides off-street parking opportunities for patrons of Wardlow Park. These 70 parking spaces would be displaced as a result of the proposed development. To provide needed parking for the park and HVLL, the project will provide a dedicated public parking lot containing 80 spaces at the southwest corner of the project site. This parking lot would be available to the general public.

Based upon the number of units proposed, Park Land In-Lieu Fees shall be paid to the City pursuant to the requirements of HBZSO Section 254.08-*Parkland Dedications*. The parkland fee is based upon the land value for a 0.66 acre dedication. The project proposes to exceed the above requirement by providing the dedication in lieu of the fee which exceeds the dedication requirement by approximately 27%. Furthermore, the developer will undertake all improvements to the dedicated land. The proposal results in a public benefit to the City because it provides land improvements to Wardlow Park that aids in addressing an ongoing parking issue within the neighborhood. Under a standard residential subdivision a developer would only be responsible for payment of a parkland fee without any obligation to address public parking. Furthermore, payment of the parkland fee would not provide the City the ability to acquire any additional land at Wardlow Park. Therefore, the mutual benefits afford the City to acquire

land in excess of Quimby's requirement, address an ongoing parking issue within the neighborhood, and provide park improvements for Wardlow Park at the expense of the project developer.

The project includes installation of a detention facility and construct a drain inlet in the northeast corner area of the adjacent Wardlow Park that will alleviate a problem of cross lot drainage and flooding originating from drainage flows from the park onto the adjacent residential properties along the northerly boundary of the park site. A storm drain will be constructed underneath the proposed 80-space parking lot that will serve to alleviate the ongoing flooding issue. This storm drain will run the length of the parking lot to tie into a storm drain that the proposed project will build in Pioneer Drive. The installation of the detention basin and storm drain is not required to address the development's own drainage, but rather the development's intention to mitigate a present flooding issue experienced by those properties abutting the northerly boundary of the park. The drainage improvements provide a mutual benefit to the general public because it reduces the risk of flooding for existing residents.

Additionally, the project includes installation of a new 36-inch and 42-inch reinforced concrete storm drain in accordance with the Master Plan of Drainage that will run for approximately 1,905 linear feet to tie into the existing storm drain in Adams Avenue. The storm drain improvement will go above and beyond standard City requirements as the project which would only be required to update the portion of the drainage system impacted by the development. The improvements benefit the City monetarily because the developer will bear the burden of upgrading the storm drain system, resulting in a financial savings to the City and reduce the potential flooding in the surrounding neighborhoods.

The project includes construction of a new snack bar/equipment room/public restroom facility on Wardlow Park to replace the removal of a similar facility on the Wardlow School site. The new facility will measure approximately 1,000 square feet, which is comparable in size to the structure intended to be removed. The project development is not required to replace the facility as it is not a City owned structure. Under a standard subdivision, removal of the facility would not mandate its replacement. The replacement of the facility would be contingent upon necessary funding by the City, which may not be constructed outright or occur in a timely manner. The developer is proposing to replace the facility which results in a financial savings for the City and a public benefit.

The project will feature green building strategies into the construction of the proposed homes. The project's green building construction will meet all mandatory measures of the State of California Housing and Community Development's 2010 California Green Building Code. Additionally, the project proposes additional green building features including but not limited to achieving energy efficiency 30 percent greater than the current 2008 California Energy Commission Title 24 code standards, providing solar electric photovoltaic (PV) systems as a standard feature and providing homes that are "EV Ready" with 120V/240V electrical plugs in garages. The proposed development of a green building residential development provides a number of benefits in that it contributes to the improvement of air quality, reduces operating expenses for each home, reduces waste output and energy consumption, and minimizes the strain on local infrastructure which benefits the entire community on both a local and global scale.

Staff believes the proposed public benefits listed above and proposed by the applicant provide a mutual benefit for the residents of the project as well as the general public. These benefits provide good reasoning for the proposed reduction in lot width and lot size, but more importantly address ongoing

issues that have existed within the community for several years. If not for the proposed development, these ongoing issues would continue and would not be resolved with a standard subdivision as it is not required to provide any mutual public benefits for the community.

SUMMARY:

Staff recommends the Planning Commission approve Mitigated Negative Declaration No. 08-12, General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04, Tentative Tract Map No. 17239, and Conditional Use Permit No. 08-25 based upon the following:

- The proposed Land Use Element and zoning designations are consistent with surrounding zoning and land use designations; will contribute to the City's housing stock, including affordable housing, thereby assisting to achieve the City's overall housing goals; and affords the property owner allowance to develop the property.
- The proposed project will, with exception of the proposed residential lot sizes, comply with the provisions of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) with respect to the RL zoning development standards.
- The proposed homes will be compatible with other residential uses surrounding the project site with respect to height, setbacks, onsite parking, and architecture.
- The project meets the requirements of the Subdivision Map Act and has been reviewed by the Subdivision Committee for compliance.
- The project will be developed as a PUD and provide mutual public benefits that will include a 0.82 acre dedication of land for a new 80-space parking lot to be incorporated into the adjacent Wardlow Park, additional on street parking opportunities, water quality and storm drain improvements, park improvements, establishment of a green building program, and exceeding the City's affordable housing requirement. Overall, the proposed public benefits will exceed standard City requirements.

ATTACHMENTS:

1. Suggested Findings and Conditions of Approval for MND No. 08-12; Zoning Map Amendment No. 08-04; Tentative Tract Map No. 17239; and Conditional Use Permit No. 08-25
2. Site plans, floor plans, elevations, and project plans dated & received May 15, 2012 and July 9, 2012.
3. Project Narrative and community benefits summary dated & received May 15, 2012 (Updated September 9, 2012).
4. Revised Code Requirements Letter (for information purposes only), dated October 1, 2012
5. Draft Mitigated Negative Declaration No. 08-12 (Includes Environmental Checklist with supplemental reports, Mitigation Measures, Response to Comments, Errata to the Mitigated Negative Declaration, and Comments Letters from the general public, Environmental Board, and the Orange County Sanitation District)
6. Zoning Conformance Matrix
7. Draft City Council Resolution No. ____ for General Plan Amendment No. 08-04
8. Draft City Council Ordinance No. ____ for Zoning Map Amendment No. 08-04
9. Existing & Proposed General Plan Land Use Designation Maps
10. Existing & Proposed Zoning Maps
11. Existing Land Uses Map

12. Petition of Opposition received and dated September 11, 2012
13. Walden and Associates Preliminary Earthwork Quantities dated September 18, 2012
14. Comment letters

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ATTACHMENT NO. 1

SUGGESTED FINDINGS AND CONDITIONS OF APPROVAL

MITIGATE NEGATIVE DECLARATION NO. 08-12

ZONING MAP AMENDMENT NO. 08-04

TENTATIVE TRACT MAP NO. 17239

CONDITIONAL USE PERMIT NO. 08-25

SUGGESTED FINDINGS FOR APPROVAL – MITIGATE NEGATIVE DECLARATION NO. 08-12:

1. Mitigated Negative Declaration No. 08-12 has been prepared in compliance with Article 6 of the California Environmental Quality Act (CEQA) Guidelines. It was advertised and available for a public comment period of twenty (20) days. Comments received during the comment period were considered by the Planning Commission prior to action on the Mitigated Negative Declaration No. 08-12, General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04, Tentative Tract Map No. 17239, and Conditional Use Permit No. 08-25.
2. Mitigation measures, incorporated into the attached conditions of approval, avoid or reduce the project's effects to a point where clearly no significant effect on the environment will occur. Mitigation measures are incorporated to address impacts to geology/soils, hydrology/water quality, biological resources, hazards and hazardous materials, cultural resources, and mandatory findings of significance. The proposed geology/soils mitigation measures would incorporate measures with site preparation, fill placement and compaction, seismic design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, surface drainage, trench backfill, and geotechnical observation in order to mitigate against impacts to liquefaction and settlement at the subject site. The proposed hydrology/water quality mitigation measure would require that a Hydrology and Hydraulic analysis be prepared, reviewed and approved by the City with specifications that drainage improvements be designed and constructed to mitigate against potential impacts of increased runoff during development, or deficient downstream systems in accordance with the Department of Public Works. The proposed biological resources mitigation measure would incorporate a measure that would ensure that impacts to nesting birds in the project area are protected during site development and result in a less than significant impact. The hazards and hazardous materials mitigation measure requires that a soils survey be prepared for the project site to ensure that any potential hazardous materials do not remain on site. The proposed noise mitigation measure will ensure that adjacent sensitive noise receptors (i.e., residential) are protect during site development through the incorporation of sound attenuation devices on construction machinery, requirements for properly maintained construction equipment, and that stationary equipment are directed away from sensitive noise receptors. The mitigation measures also specify procedures for the projection of cultural and paleontological resources are discovered during the development of the project. However, the mitigation measures would ensure that impacts would be less than significant in the unlikely event these resources are discovered during grading and construction activities.

3. There is no substantial evidence in light of the whole record before the Planning Commission that the project, as mitigated, will not have a significant effect on the environment. Potential impacts from the project are minimized to a less than significant level through the project design, standard code requirements and the recommended mitigation measures.

SUGGESTED FINDINGS FOR APPROVAL - ZONING MAP AMENDMENT NO. 08-04:

1. Zoning Map Amendment No. 08-04 to rezone the 8.35-acre project site from Public-Semipublic (PS) to Residential Low Density (RL) is consistent with the goals, objectives, and land use policies of the General Plan as identified below. The proposed change is also consistent with General Plan Amendment No. 08-04, which is being processed concurrently. The land uses in the surrounding area are consistent with the proposed change in zoning because surrounding land uses include low density residential uses to the north, south, and east (across the storm channel), and Public-Semipublic (PS) to the west (Wardlow Park). As discussed in the environmental assessment for this project, there will be appropriate infrastructure and services available to support the proposed development.

A. Land Use Element

Goal LU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.

There will be improvements made in conjunction with the project including private streets, storm drainage improvements and flood control protection to ensure that the development is adequately served with infrastructure.

Policy LU 9.2.1: Require that all new residential development within existing residential neighborhoods (i.e., infill) be compatible with existing structures, including the use of complimentary building materials, colors, and forms, while allowing flexibility for unique design solutions and maintenance of privacy on abutting residences.

The proposed homes are compatible with existing homes in the area in terms of style, materials, and colors. They are well articulated and will have enhanced architectural elevations along street frontages. Although all the proposed homes will be two-story and, in some cases, taller than the homes located to the north of the site, there will be increased rear setbacks of a minimum 21 feet (twice the minimum distance of ten feet permitted within the RL zoning district) and greater second floor setbacks that will alleviate potential privacy intrusions onto existing residences. Furthermore, the proposed placement of the windows will avoid direct views onto existing residential properties.

Policy LU 9.3.2: Require that residential subdivisions consider reduced street widths to achieve a more "intimate" relationship between structures, to the extent feasible and in accordance with the Huntington Beach Fire Department regulations.

The width of the streets for the proposed subdivision is 40 feet and 36 feet (curb face-to-curb face) and meet the minimum allowed with an approved Fire Master Plan by the Fire Department. The street width is in scale with the proposed residential units and creates a relationship between the

scale and architecture of adjacent structures. The buildings will include fire sprinklers and the development will include increased fire protection measures.

B. Housing Element

Policy H 2.4: Utilize surplus school and park sites for residential use where appropriate and consistent with the City's General Plan.

The project will result in development of a residential PUD on a vacant school site and contributes to the City's housing stock. The project includes affordable housing units as required by existing City requirements, thereby assisting to achieve the City's overall housing goals.

Policy H 3.6: Encourage use of sustainable and green building design in new and existing housing.

The project is proposing the incorporation of green building strategies into the construction of the buildings that will meet all mandatory measures of State of California Housing and Community Development's 2010 California Green Building Code, including providing energy efficiency 30 percent greater than the 2008 California Energy Commission Title 24 code standards.

C. Circulation Element

Objective CE 5.1: Balance the supply of parking with the demand for parking.

The project proposes to dedicate 0.82 acres of land located at the southwest portion of the project site to construct a new parking lot containing 80 parking spaces for patrons of Wardlow Park. Additionally, the project provides 64 additional on-street parking spaces. Appropriate wording will be placed in the CC&Rs specifically allowing and guaranteeing the ability of the general public to park on and use the private streets within the project. The parking demands that would be generated by the proposed residential development would be accommodated within the project boundaries in the private garages and driveways and along the internal streets. The construction of the 80-space parking lot and allowance for public on-street parking within the project will assist in alleviating ongoing parking deficiencies within the neighboring area.

D. Utilities Element

Policy U 3.1.1: Maintain existing public storm drains and flood control facilities upgrade and expand storm drain and flood control facilities.

A storm drain will be constructed underneath the 80-space parking lot with a detention facility and a drain inlet located at the northeast corner of Wardlow Park to alleviate an ongoing problem of cross lot drainage and flooding. Additionally, a new 36 inch and 42 inch reinforced concrete storm drain in accordance with the Master Plan of Drainage will be constructed and run approximately 1,905 linear feet to tie into the existing storm drain in Adams Avenue.

Policy U 5.1.2: Continue to underground above ground electrical transmission lines.

All existing overhead lines located on the subject property will be undergrounded. As a part of the project's mutual public benefits requirements, the project will relocate the streetlights currently located on the south side of Pioneer Drive and serviced by an overhead electrical line, to the north side of Pioneer Drive. The power line that run along the north side of Pioneer Drive along the southerly edge of HVLL ball fields from Magnolia Street to the former Wardlow School buildings will be removed and placed underground in an above ground vault on the City's park property.

E. Recreation and Community Services Element

Objective 4.1: Improve and modernize existing parks and facilities to overcome existing design deficiencies and deteriorated conditions.

The project will dedicate and improve 0.82 acre of land for the purposes of providing an 80-space parking lot for patrons of Wardlow Park. The park was developed utilizing on street parking and a 70-space parking lot at Wardlow School to supplement the park's overall parking demand. Although the development of the project will eliminate an existing school parking lot, it will provide additional parking opportunities with a new parking lot and the allowance for public parking within the private streets of the new development. Other park improvements includes the construction of a new snack bar/equipment room/public restroom facility to replace one that will be demolished on the project site, installation of a detention facility or depression and a drain inlet located at the northeast corner of Wardlow Park that will serve to alleviate an ongoing problem of cross lot drainage, installation of an overhead light fixture in the northeast corner of the park for security purposes, and removal and replacement of a chain link fence along the south edge of the ball fields.

2. Zoning Map Amendment No 08-04 would only change the land use designation rather than a general land use provision and would not affect the uses authorized in and the standards prescribed for the proposed zoning district.
3. A community need is demonstrated for the change proposed. The changes would expand the opportunities for housing and address the needs of a growing population. It will also expand the amount of park area for the purposes of constructing an approximately 0.82 acre parking lot consisting of 80 parking spaces.
4. Its adoption will be in conformity with public convenience, general welfare and good zoning practice. The zoning map amendment would provide for compatible land uses and eliminate an existing zoning designation that is no longer appropriate for the site. The zoning map amendment would result in zoning and General Plan land use designations that are consistent with one another and would allow the property to be rightfully developed.

SUGGESTED FINDINGS FOR APPROVAL - TENTATIVE MAP NO. 17239:

1. Tentative Tract Map No. 17239 for the subdivision of approximately 8.35 acres of land into 49 numbered lots for the purpose of constructing 49 detached single-family residences and 7 lettered lots for streets, landscaped areas, and a parking lot is consistent with the requirements of the RL zoning district with exceptions that are proposed as part of the Planned Unit Development (PUD) design for the project. These exceptions include deviations to minimum lot width and size and are permissible with development of a PUD pursuant to Huntington Beach and Subdivision Ordinance (HBZSO). The proposed subdivision is consistent with goals, policies, and objectives of the General Plan Land Use Element that govern new subdivisions and residential development.
2. The site is physically suitable for the type and density of development. The project site is able to accommodate the type of development proposed from a public service, circulation, and drainage perspective. The proposed subdivision will result in a density of 6.5 units per net acre (5.9 units/gross acre). The proposed density is below the allowable density of 7 units per acre of Residential Low Density land uses designation for which the project is proposing to be designated. The proposed density would be consistent with, or lower than existing surrounding developments.
3. The design of the subdivision or the proposed improvements will not cause serious health problems or substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The site has been previously used as a public elementary school by the Fountain Valley School District. The site does not contain any significant habitat for wildlife or fish. Design features of the project as well as compliance with the provisions of Chapter 221 of the Huntington Beach Zoning and Subdivision Ordinance will ensure that the subdivision will not significantly impact the function and value of any resources adjacent to the project site. The project will comply with all mitigation measures identified in Mitigated Negative Declaration No. 08-12.
4. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision unless alternative easements, for access or for use, will be provided. The subdivision will provide all necessary easements and will not affect any existing easements.

SUGGESTED FINDINGS FOR APPROVAL - CONDITIONAL USE PERMIT NO. 08-25:

1. Conditional Use Permit No. 08-25 for the development of a 49 unit single-family residential subdivision proposed as a Planned Unit Development (PUD) with varying lot sizes (min. 4,152 square feet, max. 5,864 square feet) that average approximately 4,250 square feet (50 feet wide by 85 feet deep) and associated infrastructure and site improvements, including offsite sewer, water and storm drain improvements and development of an approximately 0.82 acre portion of land for the construction of an 80-space public parking lot will not be detrimental to the general welfare of persons working or residing in the vicinity or detrimental to the value of the property and improvements in the neighborhood. The project, with conditions, will result in less than significant impacts related to traffic, noise, lighting, aesthetics, including privacy. The project will have greater setbacks at a minimum of 20 ft. along the first floor and upper story setbacks to protect privacy impacts onto existing residences located to the north of the subject development. The project will provide mutual

benefits for the residents of the project and the general public. The mutual benefits include a 0.82-acre dedication and improvements exceed by 27% what would normally be required from a developer based upon Quimby Act requirements. Additional public benefits consist of allowing park uses to park on the tracts' private streets, water quality and storm drain improvements including construction of a 1,905 linear foot storm drain, replacement of existing snack bar and fencing, and lighting improvements. Based upon the conditions impose and mitigation measures, the proposed project will not result in significant impacts onto adjacent properties.

2. The conditional use permit will be compatible with surrounding single family residential in terms of setbacks, onsite parking, lot coverage, and allowable building height. The project includes two-story homes that are compatible with surrounding developments in terms of each building's overall mass and scale. Increased rear setbacks will be provided for those lots located adjacent to existing homes. Enhanced landscaping will be provided throughout the development. An 80-space parking lot will be developed along the westerly portion of the subject lot to provide public parking for patrons of Wardlow Park. The location of parking lot will provide a compatible transition between the proposed development and the park.
3. The proposed project will comply with the provisions of the base district and other applicable provisions in Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance. Variations to lot size and width are permitted by conditional use permit as part of a Planned Unit Development.
4. The granting of the conditional use permit will not adversely affect the General Plan. It is consistent with the proposed General Plan Land Use Element designation of Residential Low Density. In addition, it is consistent with the following policy of the General Plan:

Policy LU 9.2.1: Require that all new residential development within existing residential neighborhoods (i.e., infill) be compatible with existing structures, including the use of building heights, grade elevations, orientation and bulk that are compatible with the surrounding development.

The proposed homes are compatible with existing homes in the area in term of style, materials, and colors. The buildings are will articulated and will have enhanced building elevations along street frontages. The building are provided with a setback buffer along the north property line.

MITIGATION MEASURES FOR ENVIRONMENTAL CONCERNS:

1. The grading plan prepared for the proposed project shall contain the recommendations included in the reports listed below. These recommendations shall be implemented in the design of the project and include measures associated with site preparation, fill placement and compaction, seismic design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, surface drainage, trench backfill, and geotechnical observation :
 - i) The August 23, 2007, Geotechnical Investigation and Liquefaction Evaluation Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
 - ii) The October 17, 2007, Additional Subsurface Exploration and Laboratory Testing Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.

iii) February 17, 2012, Geotechnical Review and Commentary of Existing Reports and Plans for the Wardlow School School Site Project. **(Mitigation Measure)**

2. Prior to issuance of building permits for the project, in order to complete the soils information in areas of the site where existing structures and improvements have prevented easy access to deeper soil, additional subsurface borings shall be conducted. The project shall comply with any additional recommendations resulting from this additional subsurface investigation. **(Mitigation Measure)**
3. Prior to issuance of a grading permit, Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analysis shows that the City's current drainage system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City. **(Mitigation Measure)**
4. Prior to ground disturbance, the applicant shall provide the City of Huntington Beach proof that a certified biologist has been retained to determine if nesting birds are present within the Project footprint or within a 250-foot buffer around the site. If nesting birds are present, construction activity shall be avoided in the area until nesting activity is complete (generally February 1 to August 31), as determined by the biologist. If ground or vegetation disturbance would occur between February and August, a preconstruction nesting bird survey shall be conducted seven days prior to any ground or vegetation disturbance. Any active nests identified shall have a buffer area established within a 100-foot radius (200 foot for birds of prey) of the active nest. Disturbance shall not occur within the buffer area until the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor. **(Mitigation Measure)**
5. Prior to issuance of a grading permit, the project applicant shall have a soils survey conducted for the proposed project site to determine if any agricultural chemicals (herbicides, insecticides, pesticides and metals) remain at the project site from past agricultural use. The applicant shall implement the mitigation recommendations in the soils report. **(Mitigation Measure)**
6. All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drivetrain, and other components. **(Mitigation Measure)**

7. During the construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of the residential use. **(Mitigation Measure)**
8. Prior to demolition, the whole of the existing Wardlow School shall be fully recorded onto DPR523 form sets and the form set delivered to the South Coastal Central Information Center at CSU-Fullerton. Delivery of the data to the Center mitigates for potential direct and unavoidable impacts to the existing structure complex. **(Mitigation Measure)**
9. The project applicant shall ensure that during ground-disturbing activities an archaeological mitigation monitoring program shall be implemented within the project boundaries. Full-time monitoring shall continue until the project archaeologist determines that the overall sensitivity of the project area has been reduced from high to low, as a result of mitigation monitoring. Should the monitor determine that there are no cultural resources within the impacted areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

Specifically, prior to issuance of the first rough grading permit, and for any subsequent permit involving excavation to increased depth, the landowner or subsequent project applicant shall provide evidence to the City of Huntington Beach that a qualified archaeologist has been retained by the landowner or subsequent project applicant, and that the consultant(s) will be present during all grading and other significant ground disturbing activities. **(Mitigation Measure)**

10. The project applicant shall ensure that during excavation a qualified paleontologic monitor is present to observe excavation in areas identified as likely to contain paleontologic resources. Based upon this review, areas of concern include undisturbed older Quaternary deposits. Paleontologic monitors should be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced or eliminated if the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources, or if the parameters of the proposed project will not impact potentially fossiliferous units. This decision is at the discretion of the qualified paleontologic monitor. If the monitoring program results in positive findings, then refer to PR-2 to PR-4. **(Mitigation Measure)**
11. Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts to the resources. **(Mitigation Measure)**
12. Identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to

significant paleontologic resources is not complete until such curation into an established museum repository has been fully completed and documented. **(Mitigation Measure)**

13. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontologic resources. **(Mitigation Measure)**

SUGGESTED CONDITIONS OF APPROVAL – TENTATIVE TRACT MAP NO. 17239:

1. The Tentative Tract Map No. 17239 received and dated May 18, 2012, shall be the approved layout except with the following exception:
 - a. Increase the right-of-way width between Lot Nos. 9, 12, and 13 to 56 ft.
2. Prior to submittal of the tract map to the Public Works Department for processing and approval, the following shall be required:
 - a. An Affordable Housing Agreement in accordance with the Affordable Housing Program shall be submitted to the Planning and Building Department for review and approval by the City Attorney, and accepted by the City Council. Said agreement shall be recorded with the Orange County Recorder's Office prior to issuance of the first building permit for the tract. A total of 4.9 affordable housing units will be required at an offsite location that will be under the full control of Tri Pointe Homes or another City approved party. Tri Pointe Homes may consider new construction or substantial rehabilitation (as defined by Government Code Section 33413 affordable housing production requirements) of existing non-restricted units with the condition that upon completion of the rehabilitation the units become restricted to long-term affordability in compliance with City requirements.
3. The final map for Tentative Tract Map No. 17239 shall not be approved by the City Council until General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04 are approved and in effect.
4. The following conditions shall be completed prior to recordation of the final map unless otherwise stated. The following shall be dedicated to the City of Huntington Beach:
 - a. An approximately 0.82 acre portion of land (Lot No F) and construction of a new landscaped parking lot containing 80-parking spaces located at the southwest portion of the project site. The parking lot will encompass the entire 0.82 acre lot. The land will be dedicated to the City for purposes of public parking. **(Public Benefit)**
5. The following conditions shall be completed prior to recordation of the final map:
 - a. At least 90 days before City Council action on the final map, CC&Rs shall be submitted to the Departments of Planning and Building, Public Works, Fire, and City Attorney's office for review and approval. The CC&Rs shall include the following:

- i. Provide for maintenance, repair and replacement by a Homeowner's Association (HOA) for all common area landscaping, irrigation, drainage facilities, water quality BMP's, water system lines, fire system lines, sewer system lines, and private service utilities.
 - ii. Incorporate a Fire Master Plan that provides a strategic plan for overall fire protection within the project with general guidelines outlining the creation and maintenance of fire access roadways, access walkways to and around buildings, and hydrant quantity and placement as required by the California Fire and Building Codes (CFC and CBC).
 - iii. Prohibit the blocking or screening of fire hydrants or fire service facilities located in public right-of-way or onsite.
 - iv. Provide funding sources for implementation, monitoring and maintenance of water quality treatment train BMP's and appurtenances per the approved Water Quality Management Plan (WQMP). The approved WQMP shall be incorporated into the CC&R's by reference, and shall be updated as required by local, state or federal law or regulation and the City of Huntington Beach Local Implementation Plan (LIP).
 - v. The CC&Rs shall restrict any revision or amendment of the WQMP except as may be dictated by either local, state or federal law and the LIP.
 - vi. Appropriate language shall be placed into the project CC&Rs specifically allowing and guaranteeing the ongoing ability of the general public to utilize on street parking within the development. **(Public Benefit)**
 - vii. Appropriate language shall be incorporated into the project CC&R's restricting on-street parking for recreational vehicles. **(FD)**
- b. Portions of the backyards of several existing homes adjacent to the proposed development currently drain through chain-link fences and to the subject property. The blockage of this flow by the proposed development walls could result in potential flooding of said adjacent backyards. The applicant shall provide to the City of Huntington Beach Public Works Department for review and approval the proposed method to address this issue. **(PW)**
6. The following conditions shall be completed prior to issuance of a Grading Permit:
- a. At least 14 days prior to any grading activity, the applicant/developer shall provide notice in writing to property owners of record and tenants of properties within a 500-foot radius of the project site as noticed for the public hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning and Building Department.
 - b. The proposed detention basin within the City Park shall be designed for a maximum ponding depth of 2 feet with minimum side slopes of 4:1. The maximum detention allowed shall be 1.5 hours. The proposed turf section for the detention area shall be designed by a Registered Landscape Architect for proper function as both water detention basin and playing surface. **(PW)**
 - c. The grading plan prepared for the proposed project shall contain the recommendations included in the reports listed below. These recommendations shall be implemented in the design of the project and include measures associated with site preparation, fill placement and compaction, seismic

design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, surface drainage, trench backfill, and geotechnical observation:

- i) The August 23, 2007, Geotechnical Investigation and Liquefaction Evaluation Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
- ii) The October 17, 2007, Additional Subsurface Exploration and Laboratory Testing Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
- iii) February 17, 2012, Geotechnical Review and Commentary of Existing Reports and Plans for the Wardlow School School Site Project. **(Mitigation Measure)**

7. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released for the first residential unit until the following has been completed:
 - a. A water quality basin shall be installed that will treat water from the project site before being released into the public's downstream storm drain system. **(Public Benefit)**
 - b. A storm drain underneath the 80-space parking lot in combination with a detention facility or depression and a drain inlet located at the northeast corner of Wardlow Park shall be installed. **(Public Benefit)**
 - c. A new 36 inch and 42 inch reinforced concrete storm drain shall be constructed in accordance with the Master Plan of Drainage that will run for approximately 1,905 linear feet to tie into the existing storm drain in Adams Avenue. **(Public Benefit)**
 - d. The streetlights currently located on the south side of Pioneer Drive and serviced by an overhead electrical line shall be removed and installed on the north side of Pioneer Drive. **(Public Benefit)**
 - e. The power line currently located along the north side of Pioneer Drive at the southerly edge of HVLL ball fields between Magnolia Street and the former Wardlow School buildings shall be removed and relocated underground in an above ground vault on the City's Wardow Park property. **(Public Benefit)**
 - f. The final map shall be recorded with the County of Orange.
8. Comply with all mitigation measures adopted for the project in conjunction with Mitigated Negative Declaration No. 08-12.
9. Incorporation of sustainable or "green" building practices into the design of the proposed structures and associated site improvements is highly encouraged. Sustainable building practices may include (but are not limited to) those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>) or Build It Green's Green Building Guidelines and Rating Systems (<http://www.builditgreen.org/green-building-guidelines-rating/>).

SUGGESTED CONDITIONS OF APPROVAL - CONDITIONAL USE PERMIT NO. 08-25:

1. The site plan, floor plans, and elevations received and dated May 15, 2012, shall be the conceptually approved design with the following modifications:

- a. All Plan 3 models shall depict lot coverage no greater than 50%. **(HBZSO Sect. 210.06)**
 - b. All Plan 1C models shall depict a maximum building height no greater than 30 ft. **(HBZSO Sect. 210.06)**
 - c. Any building elevations visible from public view or along the periphery of the development shall be architectural enhanced in a similar fashion to the front elevations (i.e., enhanced window and door treatments and contrasting building materials).
 - d. Depict the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and similar items on the site plan and elevations. If located on a building, they shall be architecturally designed into the building to appear as part of the building. They shall be architecturally compatible with the building and non-obtrusive, not interfere with sidewalk areas and comply with required setbacks.
 - e. Incorporate a 10' by 10' visibility triangle for the intersection between Lots B and E and Lots C and E. The visibility triangles pertain to the intersecting points adjacent to Lot Nos. 22 and 39. **(HBZSO Sect. 233.88C)**
2. Green building strategies shall be incorporated into the construction of the residential units that meet all mandatory measures of the State of California Housing and Community Development's 2010 California Green Building Code, including providing energy efficiency 30 percent greater than the 2008 California Energy Commission Title 24 code standards. Incorporation of sustainable or "green" building practices into the design of the proposed structures and associated site improvements is highly encouraged. Sustainable building practices may include (but are not limited to) those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>) or Build It Green's Green Building Guidelines and Rating Systems (<http://www.builditgreen.org/index.cfm?fuseaction=guidelines>). **(Public Benefit)**
 3. Prior to issuance of demolition permits, the whole of the existing Wardlow School shall be fully recorded onto DPR523 form sets and the form set delivered to the South Coastal Central Information Center at CSU-Fullerton. Delivery of the data to the Center mitigates for potential direct and unavoidable impacts to the existing structure complex. **(Mitigation Measure)**
 4. Prior to ground disturbance activity, the following shall be completed:
 - a. The applicant shall provide the City of Huntington Beach proof that a certified biologist has been retained to determine if nesting birds are present within the Project footprint or within a 250-foot buffer around the site. If nesting birds are present, construction activity shall be avoided in the area until nesting activity is complete (generally February 1 to August 31), as determined by the biologist. If ground or vegetation disturbance would occur between February and August, a preconstruction nesting bird survey shall be conducted seven days prior to any ground or vegetation disturbance. Any active nests identified shall have a buffer area established within a 100-foot radius (200 foot for birds of prey) of the active nest. Disturbance shall not occur within the buffer area until the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor. **(Mitigation Measure)**

- b. The project applicant shall ensure that during ground-disturbing activities an archaeological mitigation monitoring program shall be implemented within the project boundaries. Full-time monitoring shall continue until the project archaeologist determines that the overall sensitivity of the project area has been reduced from high to low, as a result of mitigation monitoring. Should the monitor determine that there are no cultural resources within the impacted areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

Specifically, prior to issuance of the first rough grading permit, and for any subsequent permit involving excavation to increased depth, the landowner or subsequent project applicant shall provide evidence to the City of Huntington Beach that a qualified archaeologist has been retained by the landowner or subsequent project applicant, and that the consultant(s) will be present during all grading and other significant ground disturbing activities. **(Mitigation Measure)**

- c. The project applicant shall ensure that during excavation a qualified paleontologic monitor is present to observe excavation in areas identified as likely to contain paleontologic resources. Based upon this review, areas of concern include undisturbed older Quaternary deposits. Paleontologic monitors should be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced or eliminated if the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources, or if the parameters of the proposed project will not impact potentially fossiliferous units. This decision is at the discretion of the qualified paleontologic monitor. If the monitoring program results in positive findings, then refer to PR-2 to PR-4. **(Mitigation Measure)**
- d. Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts to the resources. **(Mitigation Measure)**
- e. Identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not complete until such curation into an established museum repository has been fully completed and documented. **(Mitigation Measure)**
- f. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontologic resources. **(Mitigation Measure)**

5. During demolition, grading, site development, and/or construction, the following shall be adhered to:
 - a. Construction equipment shall be maintained in peak operating condition to reduce emissions.
 - b. Use low sulfur (0.5%) fuel by weight for construction equipment.
 - c. Truck idling shall be prohibited for periods longer than 10 minutes.

- d. Attempt to phase and schedule activities to avoid high ozone days first stage smog alerts.
 - e. Discontinue operation during second stage smog alerts.
 - f. Ensure clearly visible signs are posted on the perimeter of the site identifying the name and phone number of a field supervisor to contact for information regarding the development and any construction/ grading activity.
 - g. All Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays.
 - h. All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drivetrain, and other components. **(Mitigation Measure)**
 - i. Stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of the residential use. **(Mitigation Measure)**
6. Prior to issuance of grading permits, the following shall be completed:
- a. At least 14 days prior to any grading activity, the applicant/developer shall provide notice in writing to property owners of record and tenants of properties within a 500-foot radius of the project site as noticed for the public hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning and Building Department.
 - b. Blockwall/fencing plans (including a site plan, section drawings, and elevations depicting the height and material of all retaining walls, walls, and fences) consistent with the grading plan shall be submitted to and approved by the Planning and Building Department. Double walls shall be avoided to the greatest extent feasible. Applicant shall coordinate with adjacent property owners and make reasonable attempts to construct one common property line wall. If coordination between property owners cannot be accomplished, the applicant shall construct up to a six (6') foot tall wall located entirely within the subject property and with a two (2) inch maximum separation from the property line. Prior to the construction of any new walls, a plan must be submitted identifying the removal of any existing walls located on the subject property. Any removal of walls on private residential property and construction of new common walls shall include approval by property owners of adjacent properties. The plans shall identify materials, seep holes and drainage.
 - c. The grading plan prepared for the proposed project shall contain the recommendations included in the reports listed below. These recommendations shall be implemented in the design of the project and include measures associated with site preparation, fill placement and compaction, seismic

design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, surface drainage, trench backfill, and geotechnical observation:

- i) The August 23, 2007, Geotechnical Investigation and Liquefaction Evaluation Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
- ii) The October 17, 2007, Additional Subsurface Exploration and Laboratory Testing Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
- iii) February 17, 2012, Geotechnical Review and Commentary of Existing Reports and Plans for the Wardlow School School Site Project. **(Mitigation Measure)**

- d. Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analysis shows that the City's current drainage system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City. **(Mitigation Measure)**
- e. The project applicant shall have a soils survey conducted for the proposed project site to determine if any agricultural chemicals (herbicides, insecticides, pesticides and metals) remain at the project site from past agricultural use. The applicant shall implement the mitigation recommendations in the soils report. **(Mitigation Measure)**

7. Prior to submittal for building permits, the following shall be completed:

- a. Zoning entitlement conditions of approval shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
- b. Submit three (3) copies of the site plan and the processing fee to the Planning and Building Department for addressing purposes after street name approval by the Fire Department.
- c. Contact the United States Postal Service for approval of mailbox location(s).
- d. In order to complete the soils information in areas of the site where existing structures and improvements have prevented easy access to deeper soil, additional subsurface borings shall be conducted. The project shall comply with any additional recommendations resulting from this additional subsurface investigation. **(Mitigation Measure)**

8. Prior to issuance of building permits, the following shall be completed:
- a. Submit a copy of the revised site plan, floor plans and elevations pursuant to Condition No. 1 for review and approval and inclusion in the entitlement file to the Planning and Building Department; and submit 8 inch by 10 inch colored photographs of all colored renderings, elevations, materials sample board, and massing model to the Planning and Building Department for inclusion in the entitlement file.
 - b. An interim parking and building materials storage plan shall be submitted to the Planning Department to assure adequate parking and restroom facilities are available for employees, customers and contractors during the project's construction phase and that adjacent properties will not be impacted by their location. The plan shall also be reviewed and approved by the Fire Department and Public Works Department. The applicant shall obtain any necessary encroachment permits from the Department of Public Works.
 - c. A Fire Master Plan shall be submitted and approved by the Fire Department. The Fire Master Plan shall include but is not limited to the following:
 - i. Building locations, height and stories, addresses, and construction type;
 - ii. Property dimensions or accurate scale;
 - iii. Location of the following:
 1. Hydrants with travel distance between called out;
 2. Red curbing;
 3. Gate locations or opticoms (if required) and fences; and
 4. Fire land dimensions, lengths, signage and striping, turning radii at corners and circles/cul-de-sacs.
 - iv. A list of Alternative Materials and Methods (per the 2010 C.F.C. Section 104.9) of compliance to the road width requirements. The items the developer shall provide for the Fire Department include, but are not limited to the following:
 1. Reduced hydrant spacing (increased water availability) provided at strategic locations to accommodate Fire Department Operations;
 2. Red curbing (additional red curbing beyond what's required in the Fire Department's City Specifications) to prevent parking near hydrants;
 3. Signage at development entrances identifying the Fire Road locations, red curb areas, hydrant locations;
 4. Increased Fire Protection System standards (i.e. Bell provided on each side of homes, instead of just one side, that will activate upon fire sprinkler water flow); and
 5. Restrictions shall be incorporated into the development's CC&R's restricting on street parking for recreational vehicles. **(FD)**
 - d. A public art element shall be reviewed and approved by the Design Review Board, the Planning Director, and the Cultural Services Division Manager prior to issuance of any building permit for

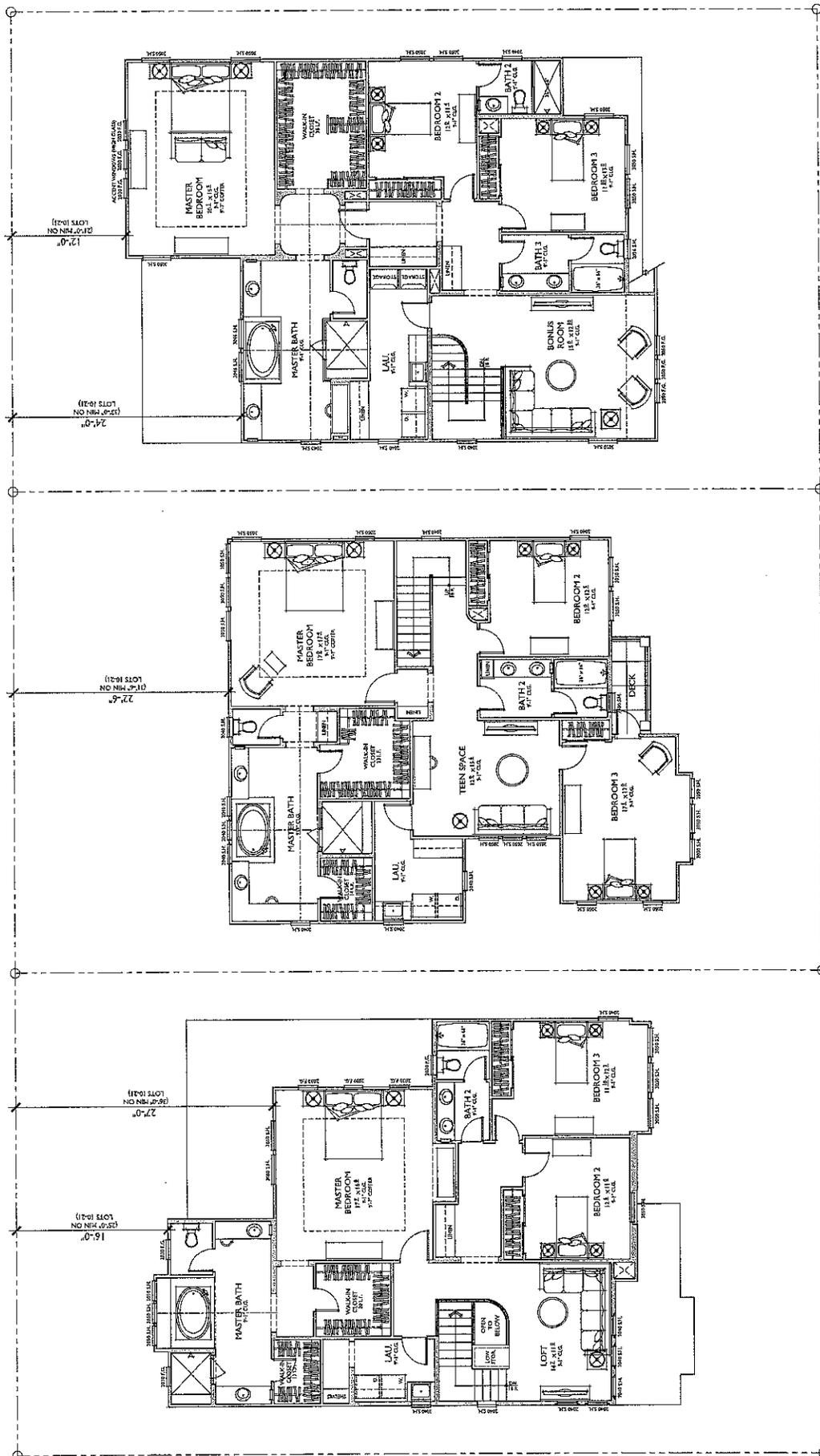
the project. The public art shall be in place at the subject site prior to final building inspection. The public art element shall be integrated and be in a location that is visible to the public within the Wardlow residential project. Public art shall incorporate the following:

- i. Artistic excellence and innovation;
- ii. Appropriate to the design of the project; and
- iii. Indicative of the community's cultural identity (ecology, history, society).

9. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released for the first residential unit until the following has been completed:
 - a. The applicant shall obtain the necessary permits from the South Coast Air Quality Management District and submit a copy to Planning and Building Department.
 - b. Compliance with all conditions of approval specified herein shall be accomplished and verified by the Planning and Building Department.
 - c. All building spoils, such as unusable lumber, wire, pipe, and other surplus or unusable material, shall be disposed of at an off-site facility equipped to handle them.
 - d. A new snack bar/equipment room/public restroom facility shall be constructed on the Wardlow Park grounds to replace one that will be demolished on the subject property. **(Public Benefit)**
 - e. An overhead light fixture shall be installed in the northeast corner of Wardlow Park to provide illumination as an additional security feature to improve overall visibility. **(Public Benefit)**
 - f. The chain link fence on the south edge of the ball fields shall be removed and replaced. **(Public Benefit)**
10. Conditional Use Permit No. 08-25 shall become null and void unless exercised within two years of the date of the final approval or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning and Building Department a minimum 30 days prior to the expiration date.
11. The development services departments (Planning and Building, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18.
12. The applicant and/or applicant's representative shall be responsible for ensuring the accuracy of all plans and information submitted to the City for review and approval.

INDEMNIFICATION AND HOLD HARMLESS CONDITION:

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.



PLAN A PLAN 2B PLAN 3C FLOOR PLANS FLOOR PLANS FLOOR PLANS
 PLANS 1 - 3 SECOND FLOOR

05.15.12



A.2

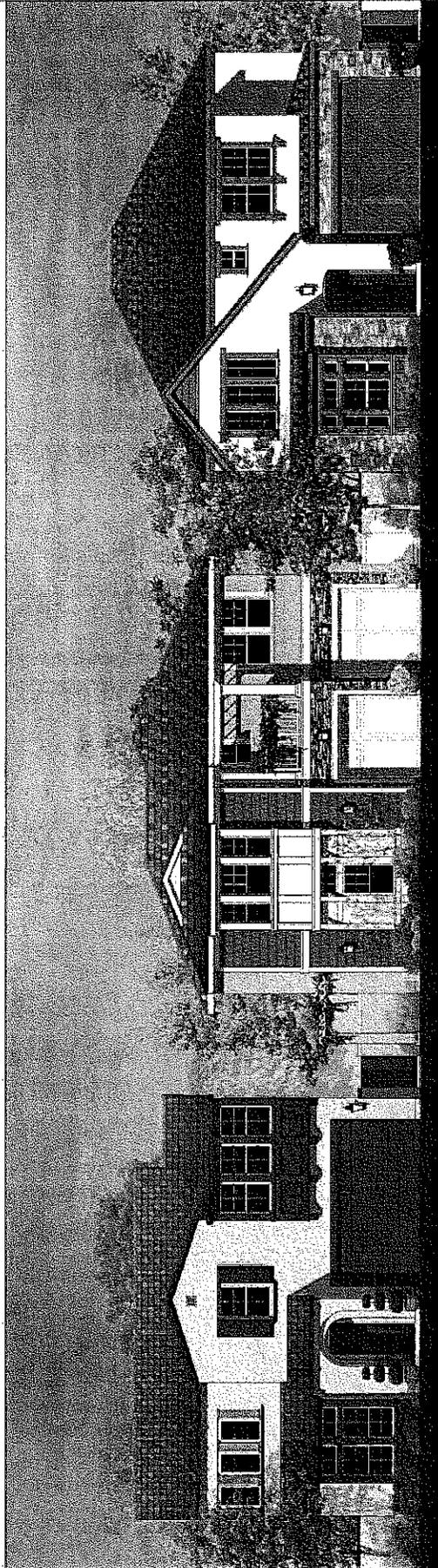
FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA

SCALE: 1/4" = 1'-0"



ATTACHMENT NO.

24



PLAN 1A
SANTA BARBARA

PLAN 2B
COASTAL CALIFORNIA

PLAN 3C
CALIFORNIA COTTAGE

ATTACHMENT NO.

SCALE 3/4" = 1'-0"

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Huntington Beach, CA 92648
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Fax: 714.297.1701

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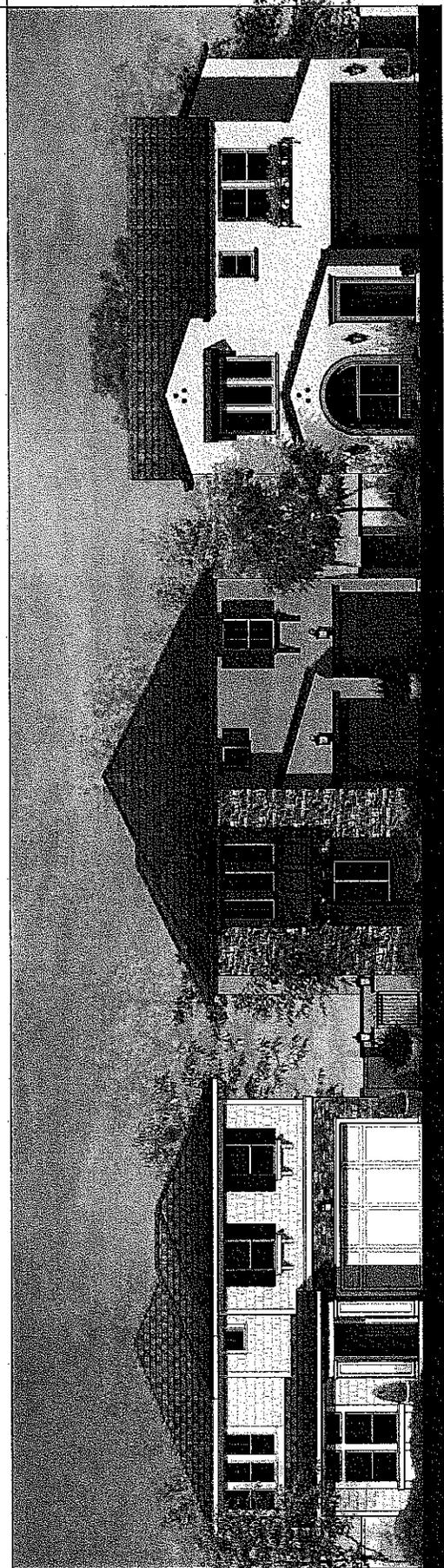
STREET SCENE I

05.15.12

TRI Pointe
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Fax: 714.297.1701

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA

A.3



PLAN 1B
COASTAL CALIFORNIA

PLAN 2C
CALIFORNIA COTTAGE

PLAN 3A
SANTA BARBARA

STREET SCENE 2

SCALE 1/4" = 1'-0"

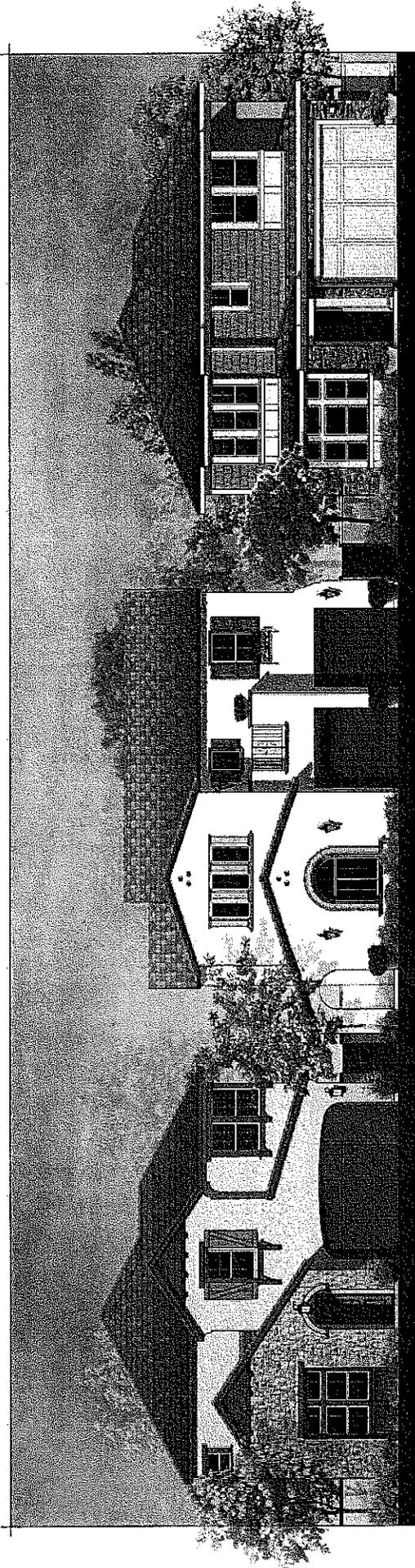
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JTRU Pointe
INTERIOR DESIGN
10000 W. CENTRAL EXPRESSWAY
SUITE 200
IRVINE, CA 92618

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA

A.4



PLAN 1C
CALIFORNIA COTTAGE

PLAN 2A
SANTA BARBARA

PLAN 3B
COASTAL CALIFORNIA

STREET SCENE 3

SCALE 1/8" = 1'-0"

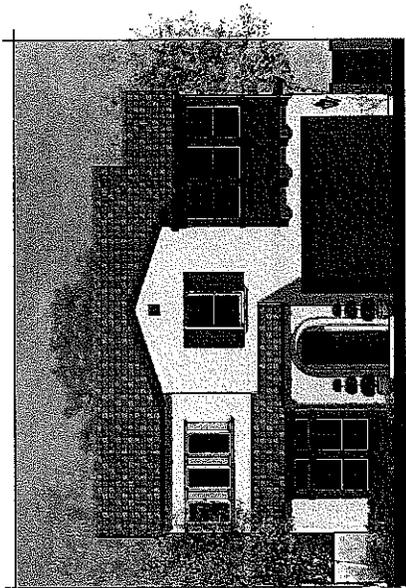
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TRI Pointe
HOUSING
A COMMITMENT TO
EXCELLENCE

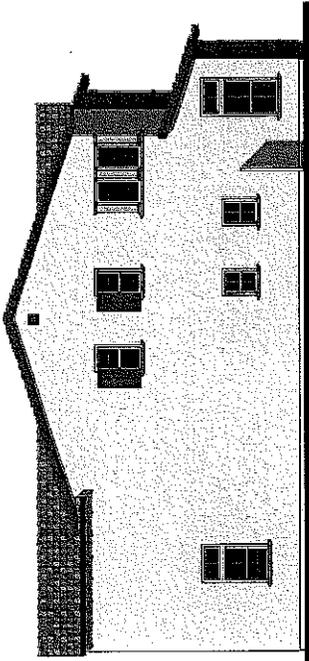
A.5

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA



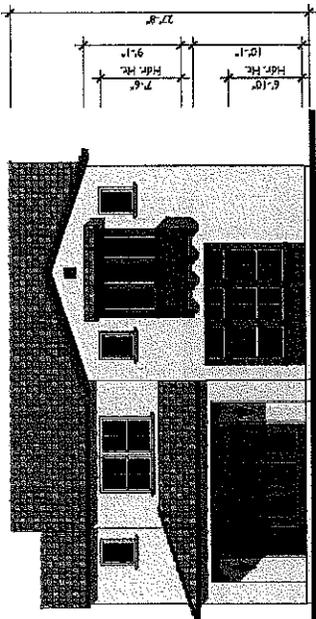
FRONT

MATERIALS LEGEND
 SMOOTH STUCCO FINISH
 STUCCO DETAILS
 4X6 SHAPED RAFTER TAILS
 ACCENT SHUTTERS
 CONCRETE S TILE ROOF

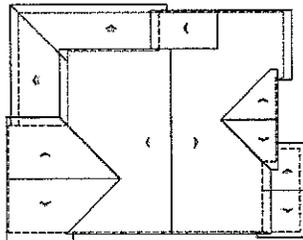


LEFT

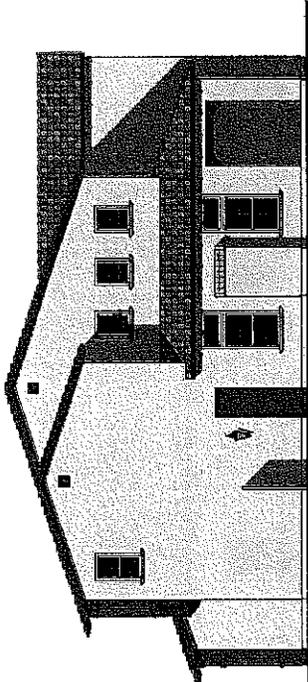
APPROXIMATE FENCE LOCATION



REAR



ROOF PLAN
 FROM S.W. QUADRANT
 SCALE: 1/8" = 1'-0"
 ROOF MATERIAL: CONCRETE S TILE



RIGHT

APPROXIMATE FENCE LOCATION

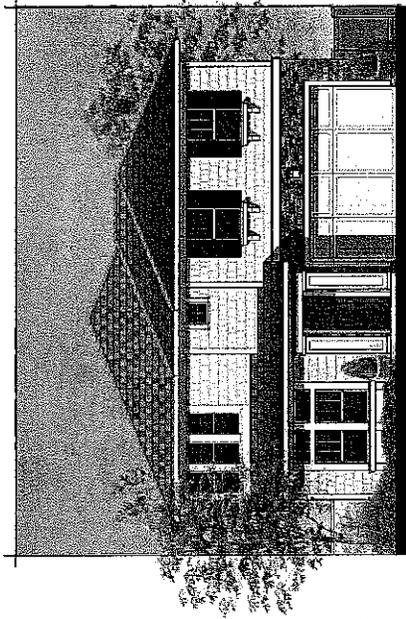
ELEVATIONS
PLAN I A
 SANTA BARBARA

05.15.12



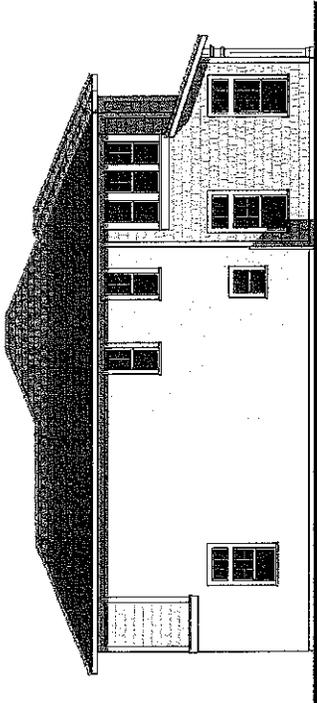
FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA





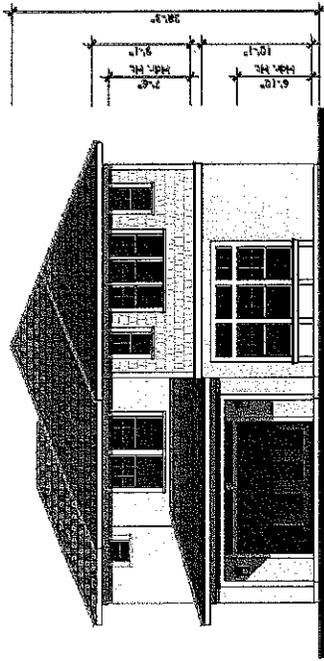
FRONT

MATERIALS LEGEND
 SMOOTH STUCCO FINISH
 CEMENTITIOUS SHINGLE SIDING
 STONE VENEER
 WOOD TRIM AT SIDING AND STONE
 FLAT CONCRETE TILE ROOF

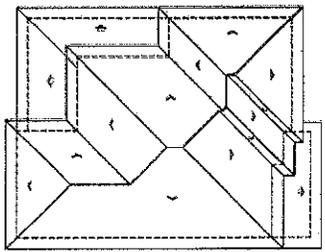


LEFT

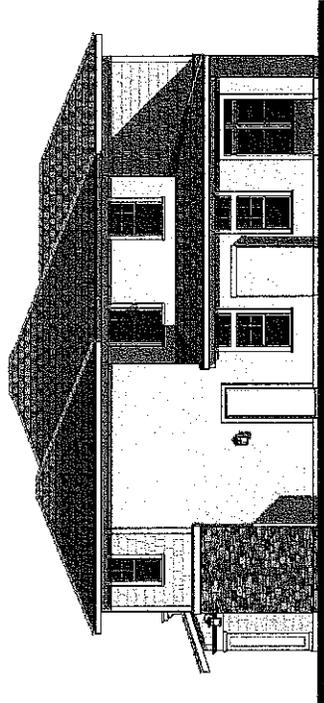
APPROXIMATE FENCE LOCATION



REAR



ROOF PLAN
 1/8" = 1'-0"
 DATE: 12/15/17
 FOR: MATERIAL TAKE CONCRETE TILE



RIGHT

APPROXIMATE FENCE LOCATION

**ELEVATIONS
 PLAN 1B
 COASTAL CALIFORNIA**

05.15.17

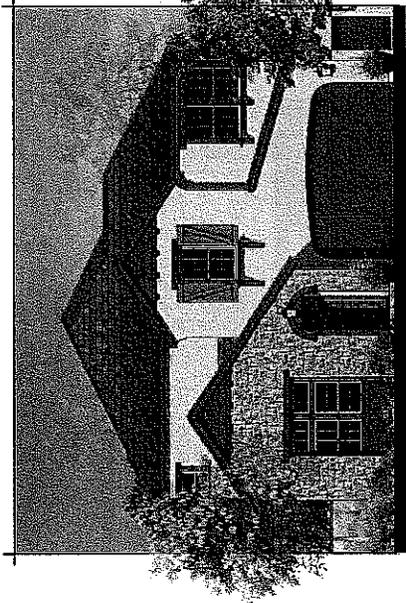


A.7

**FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA**

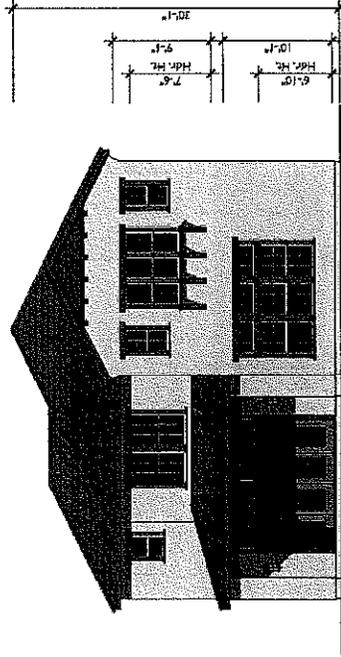


Bassenian | Lagani
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 667.130.17

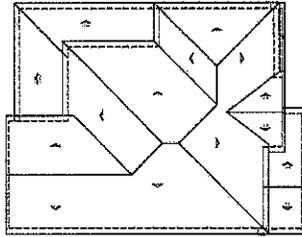


FRONT

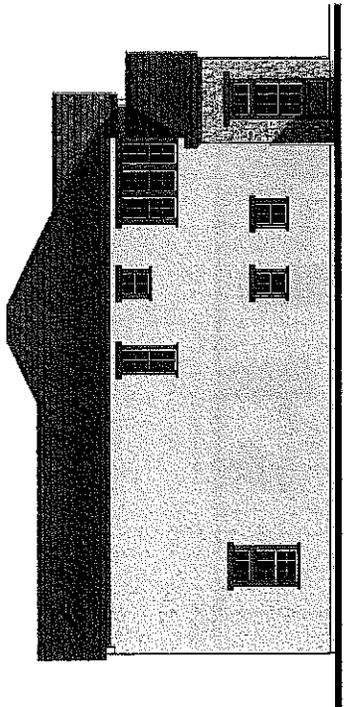
MATERIALS LEGEND
 SMOOTH STUCCO FINISH
 STONE VENEER
 DECORATIVE SHUTTERS
 DECORATIVE POT SHELF
 FLAT CONCRETE TILE ROOF



REAR

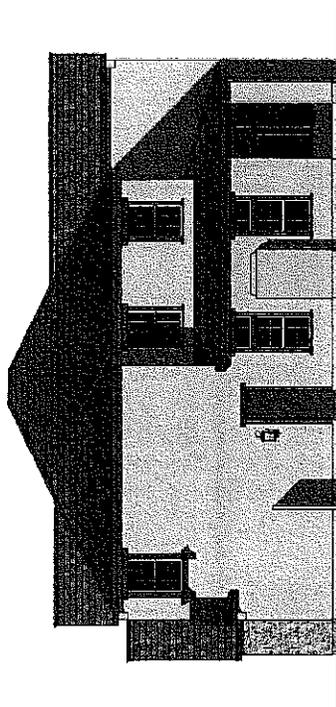


ROOF PLAN
 PITCH 6/12 (LINO.)
 PITCH 12/12 (R.)
 ROOF MATERIAL FLAT CONCRETE TILE



LEFT

APPROXIMATE FENCE LOCATION



RIGHT

APPROXIMATE FENCE LOCATION

ELEVATIONS
PLANIC
 CALIFORNIA COTTAGE

05.15.12

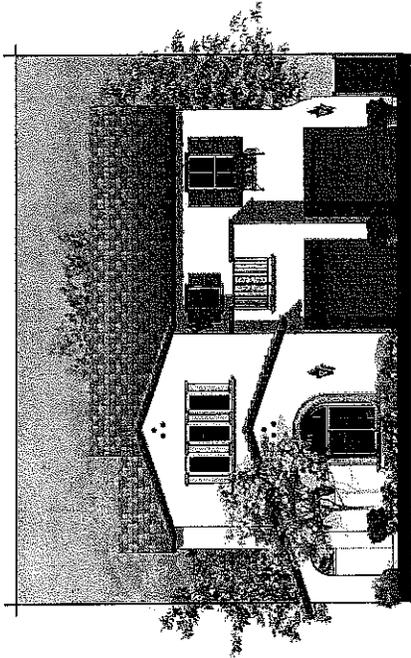


A.8

FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA

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 ARCHITECTURE • PLANNING • INTERIORS
 647.123.017

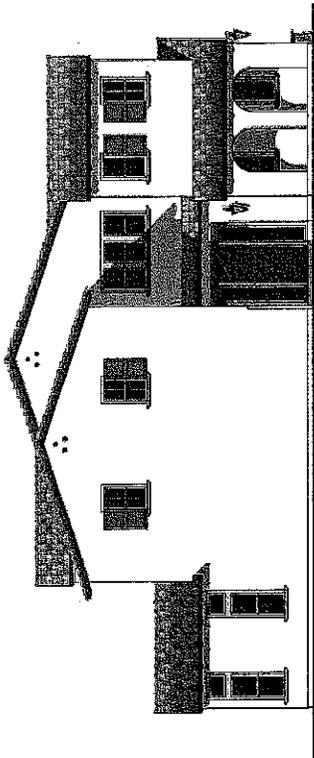




FRONT

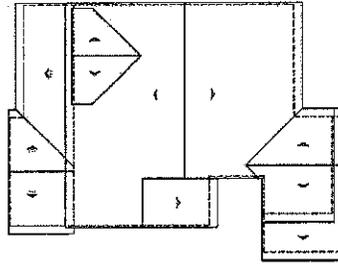
MATERIALS LEGEND

- SMOOTH STUCCO FINISH
- SURROUNDED AT ACCENT WINDOW
- 4X6 SHAPED RAFTER TAILS
- WROUGHT IRON RAILING & POT SHELVE
- ACCENT SHUTTERS
- CONCRETE 5" TILE ROOF

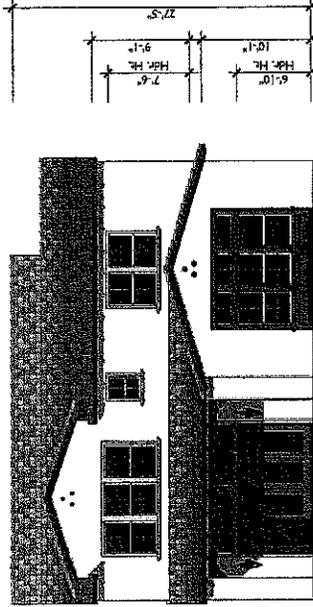


LEFT

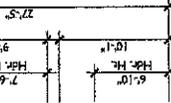
APPROXIMATE FENCE LOCATION



ROOF PLAN
PITCH: 12/12
BASE: 10'
ROOF: NATURAL CONCRETE'S TILE



REAR



**ELEVATIONS
PLAN 2A
SANTA BARBARA**

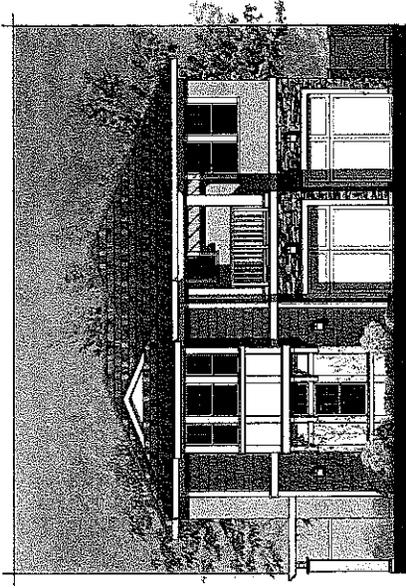


Bassenian | Lagoni
ARCHITECTURE • PLANNING • INTERIORS
647.130.17

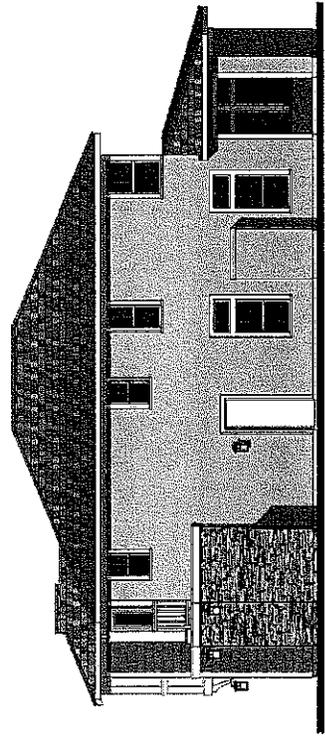
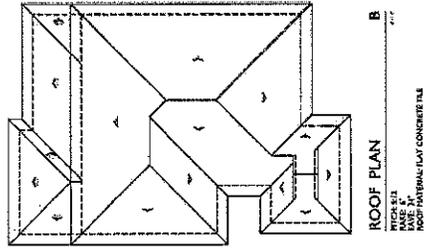
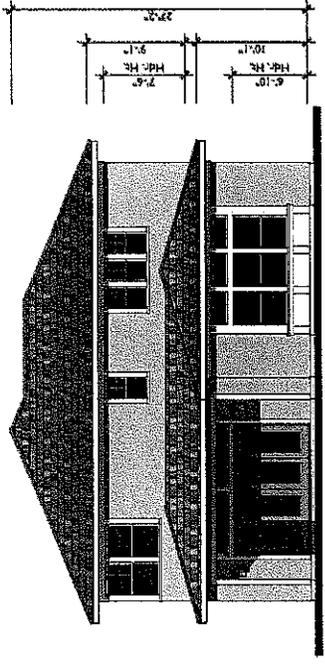
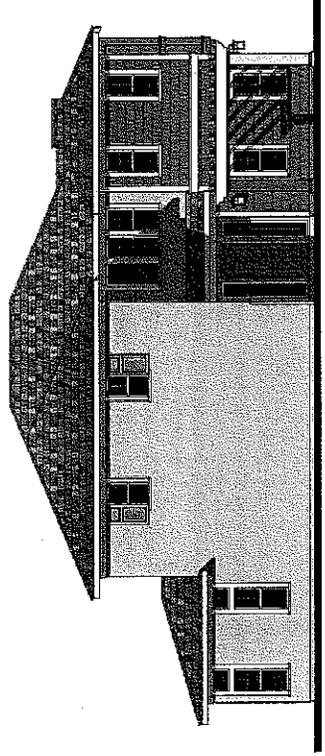
FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA

A.9 **TRU Pointe**
A COMMITMENT TO
EXCELLENCE
IN PERFORMANCE

03.15.12



MATERIALS LEGEND
 SMOOTH STUCCO FINISH
 CERAMIC TILE SHINGLE SIDING
 STONE VENEER
 WOOD TRIM AT SIDING AND STONE
 WOOD BOX BAY
 FLAT CONCRETE TILE ROOF



**ELEVATIONS
 PLAN 2B
 COASTAL CALIFORNIA**

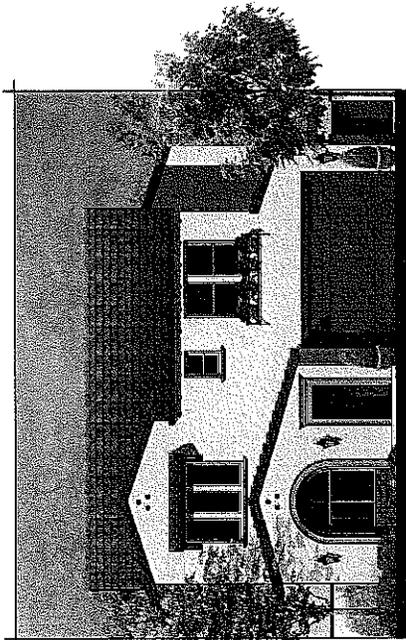
05.15.13

A.10 **Pointe**
 ARCHITECTURE
 10000 W. 10TH AVE. #100
 DENVER, CO 80231

**FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA**

SCALE 1/8" = 1'-0"

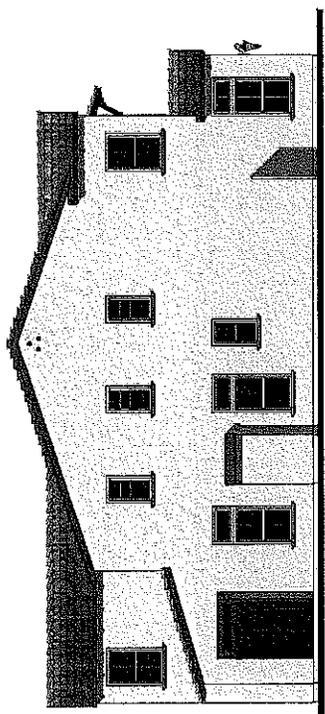
Bassenian | Lagoni
 ARCHITECTURE • PLANNING • INTERIORS
 467.130.17



FRONT

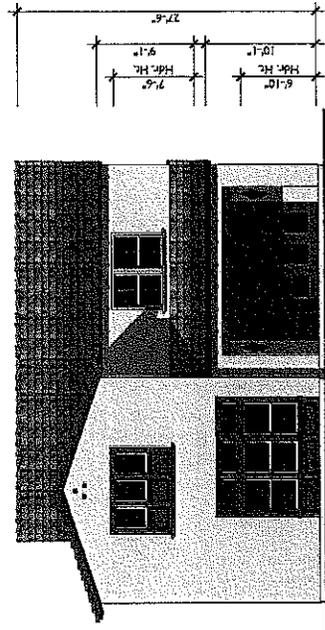
MATERIALS LEGEND

- SMOOTH STUCCO FINISH
- EXPOSED RAFTER TAILS
- WROUGHT IRON RAILING & POT SHIRTS
- CONCRETE TILE ROOF

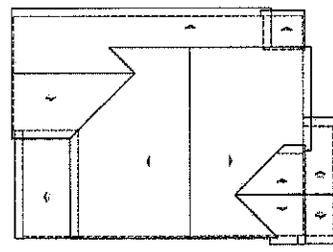


LEFT

APPROXIMATE FENCE LOCATION

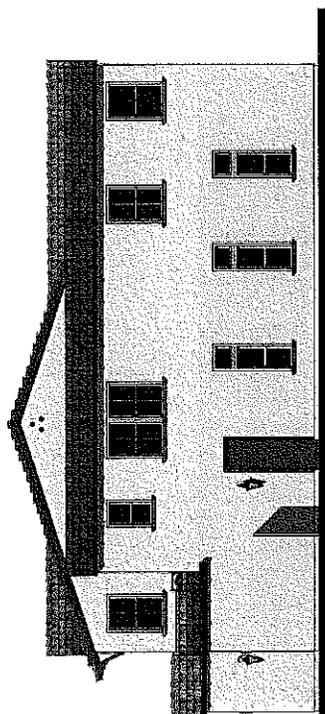


REAR



ROOF PLAN

- WOOD SHAKING
- 2" X 6" RAFTERS
- ROOF MATERIAL: CONCRETE TILE



RIGHT

APPROXIMATE FENCE LOCATION

**ELEVATIONS
PLAN 3A
SANTA BARBARA**

03-15-12

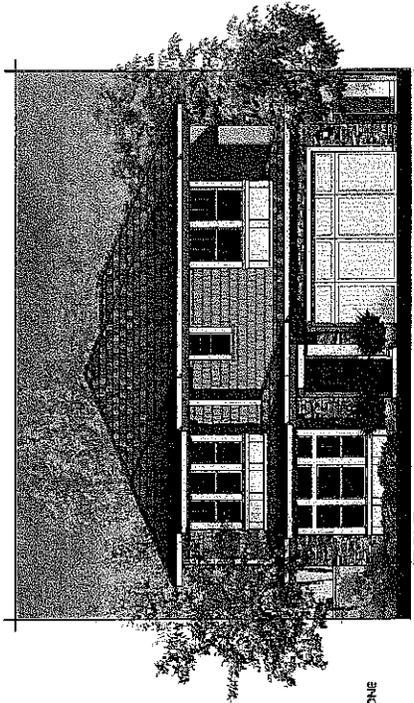


A.12

**FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA**

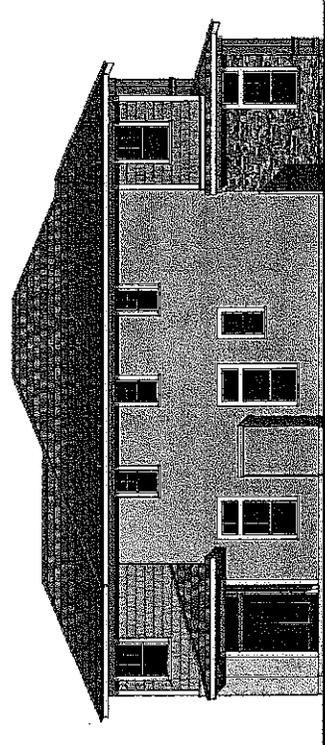


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657.12017



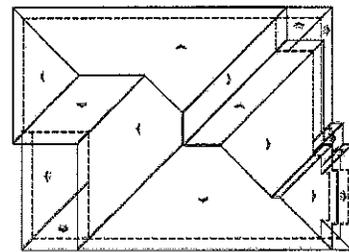
FRONT

MATERIALS LEGEND
 SMOOTH STUCCO FINISH
 CERAMIC TILE SINGLE SIDING
 STONE VENEER
 WOOD TRIM AT SIDING AND STONE
 WOOD BOX BAY
 FLAT CONCRETE TILE ROOF

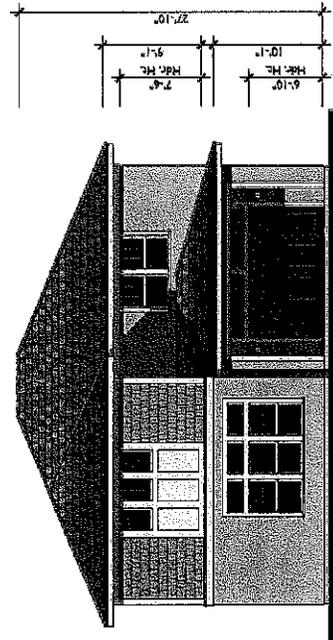


LEFT

APPROXIMATE FENCE LOCATION



ROOF PLAN
 1/4" = 1'-0"
 B
 1/4" = 1'-0"
 2'-0" MATERIAL FLAT CONCRETE TILE



REAR

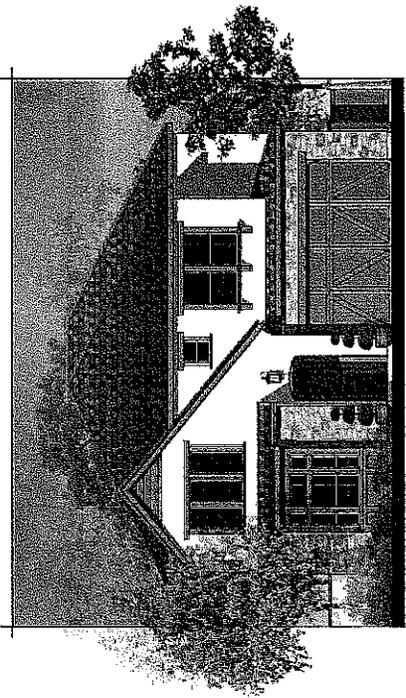
**ELEVATIONS
 PLAN 3B
 COASTAL CALIFORNIA**
 08.15.12

A.13 **Pointe**
 ARCHITECTURE
 10000 W. BAYVIEW
 SUITE 100
 HUNTINGTON BEACH, CA 92648
 949.419.1111

**FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA**

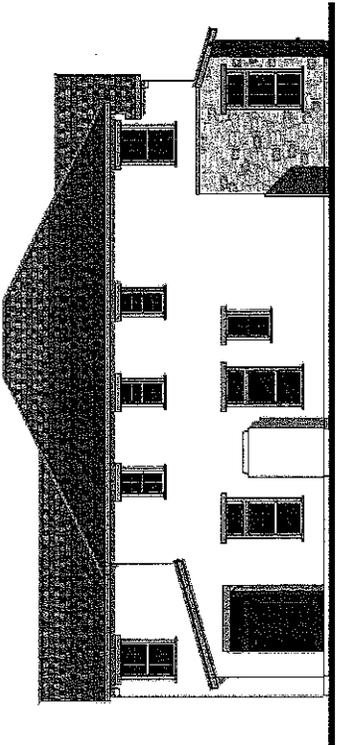


Bassenian | Lapointe
 ARCHITECTURE - PLANNING - INTERIORS
 647.138.17



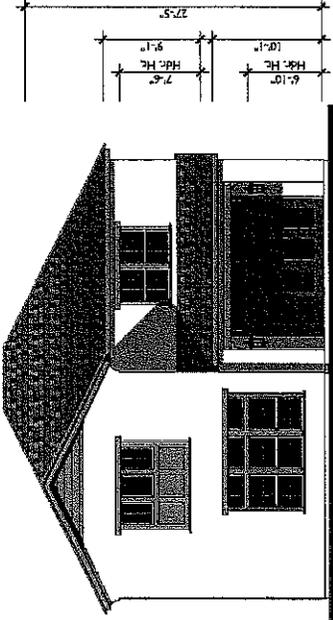
FRONT

MATERIALS LEGEND
 ANGRU/LUCCO FINISH
 STONE MASONRY
 WOOD SHAKES
 DECORATIVE WOOD POT SHELF
 FLAT CONCRETE TILE ROOF

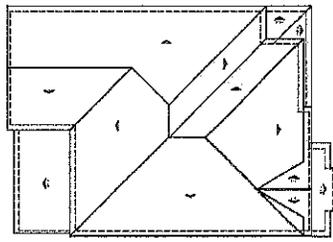
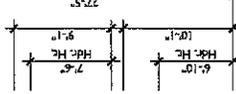


LEFT

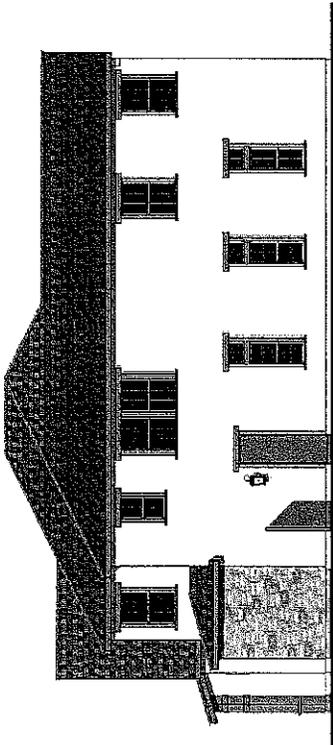
APPROXIMATE FENCE LOCATION



REAR



ROOF PLAN
 FROM REAR VIEW
 SCALE: 1/8" = 1'-0"
 ROOF MATERIAL: FLAT CONCRETE TILE



RIGHT

APPROXIMATE FENCE LOCATION

ELEVATIONS
PLAN 3C
 CALIFORNIA COTTAGE

05.15.12

A.14 **Pointe**
 CONSULTANTS

FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA

SCALE: 3/8" = 1'-0"

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 ARCHITECTS - PLANNERS - INTERIORS
 447-12017



3'-6" HIGH BLOCK WALL WITH PATTERN BLOCK CAP (TYPICAL)

ENHANCED ALLEWAYWAY ENTRY WAY (TYPICAL)

ACCENT PLANTING AT CORNER EDGE

VERTICAL TREE SCREEN PERIMETER (TYPICAL)

PARKWAY CANOPY STREET TREE

6'-6" WIDE TREE PARKWAY

6'-6" WIDE SIDEWALK

MINOR 8'-0" HIGH BLOCK WALL WITH TYPICAL BLOCK CAP (TYPICAL)

ENHANCED 6'-6" HIGH ALLEY BLOCK WALL WITH ALLEY BLOCK CAP (TYPICAL)

PERIMETER IMPULSED FRONTYARD LANDSCAPE

WATER QUALITY AREA

WALL WITH 6'-0" HIGH BLOCK WALL WITH ALLEY BLOCK CAP AND GALVANNEAL ACCESS GATE (TYPICAL)

ENHANCED PERIMETER CORNER (TYPICAL)

EMERGENCY ACCESS GATE

ENHANCED PERIMETER 6'-0" HIGH BLOCK WALL WITH TYPICAL BLOCK CAP AND AT CORNER IN WALL PLANTING

VERTICAL TREE SCREEN

6'-6" WIDE SIDEWALK

PRODUCTION PARKWAY (TYPICAL)

ENHANCED 6'-0" HIGH BLOCK WALL WITH TYPICAL BLOCK CAP (TYPICAL)

PERIMETER IMPULSED FRONTYARD LANDSCAPE

WATER QUALITY AREA

ENHANCED PERIMETER CORNER (TYPICAL)

NOTE
Refer to Sheet 2.16 for Planting Schedule, and Lighting Schedule for this site.



Scale 1" = 30'-0"



3.019.003

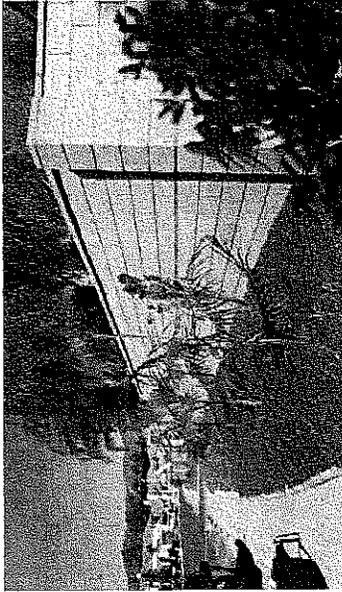
CONCEPTUAL LANDSCAPE PLAN

07.09.12



L1

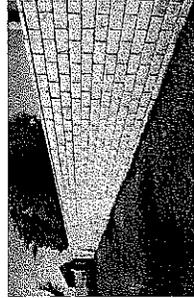
FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA



PRECISION BLOCK WALL WITH PRECISION BLOCK CAP



SLUMP BLOCK PLASTER



SLUMP BLOCK WALL WITH SLUMP BLOCK CAP



SLUMP BLOCK WALL

NEIGHBORHOOD WALL ELEVATIONS

07.09.12

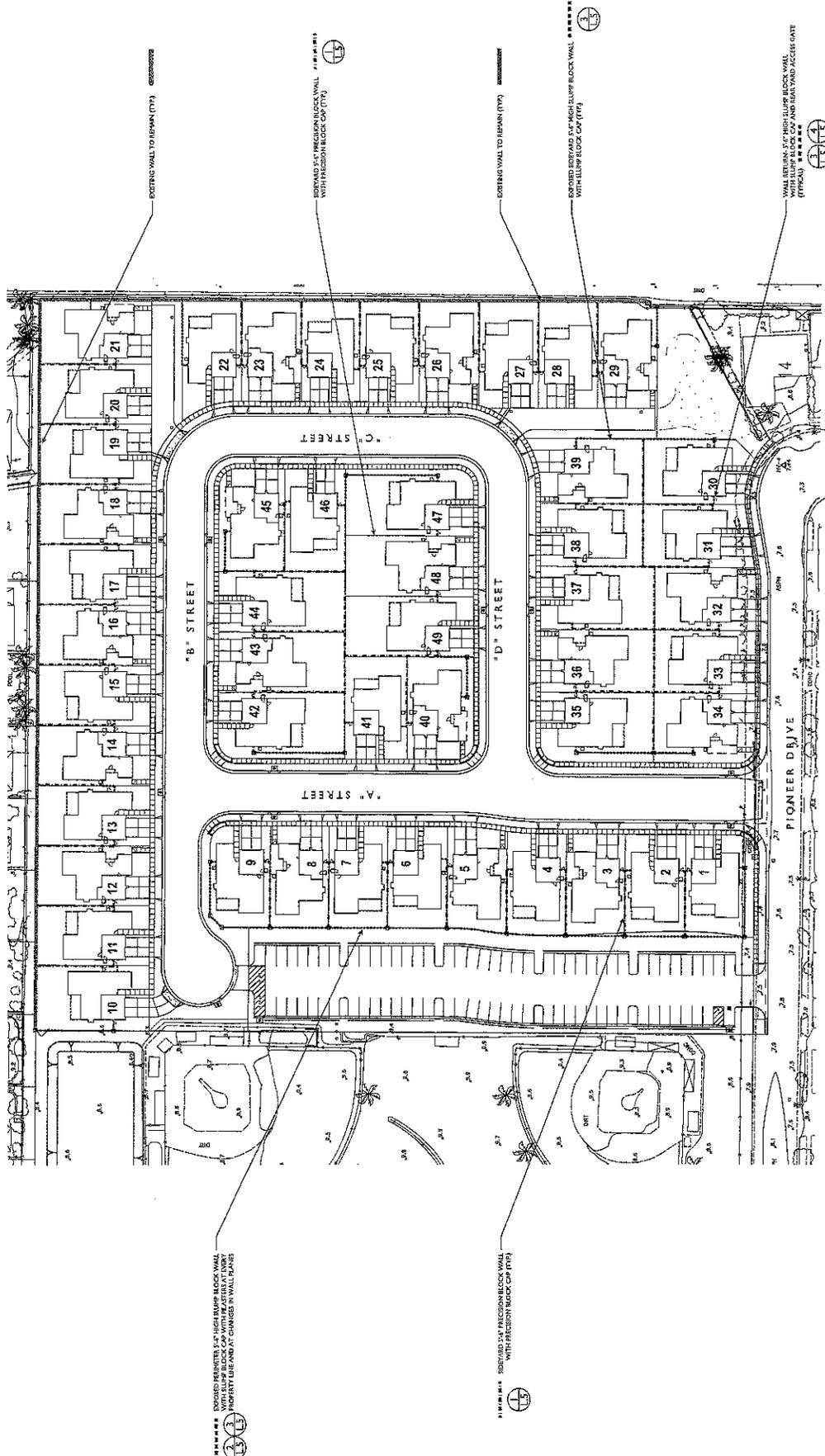


L3

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA



2019.003



CONCEPTUAL WALL AND FENCE PLAN
 07.09.12



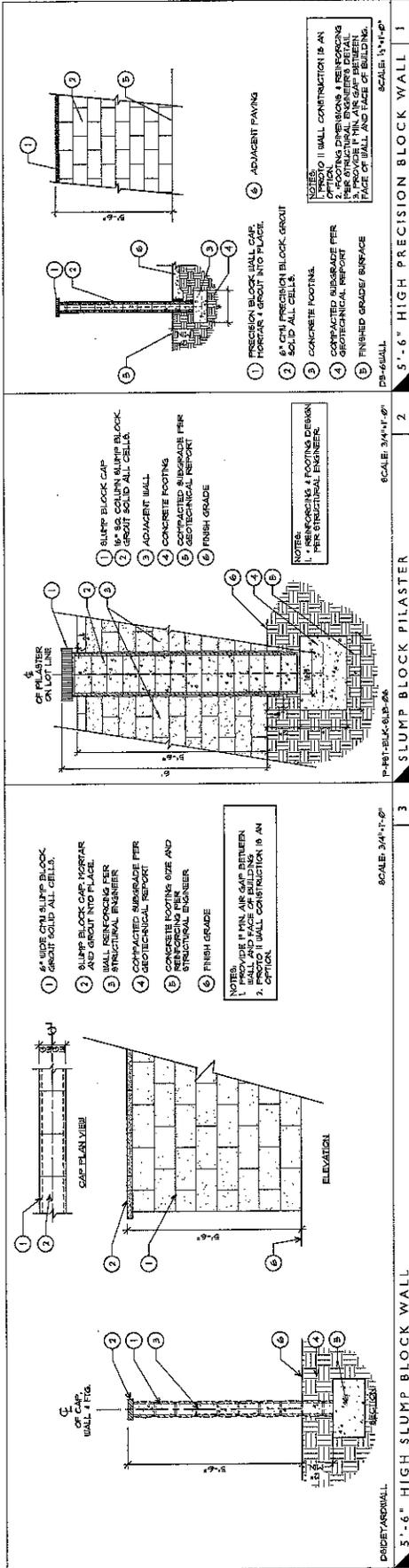
L-4

FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA

NOTE
 Refer to Sheet L-3 for Block Footings, Longitudes and Elevation
 Information for Block L-4. See Notes on Sheet L-4.



ICOMA
 2019.003



5'-6" HIGH SLUMP BLOCK WALL SCALE: 3/4"=1'-0" 1

SLUMP BLOCK PILASTER SCALE: 3/4"=1'-0" 2

5'-6" HIGH PRECISION BLOCK WALL SCALE: 1/2"=1'-0" 3

5'-6" HIGH SLUMP BLOCK WALL SCALE: 3/4"=1'-0" 4

NOTE:
Refer to Sheet L2 for Block Placement, Elevation, and Lighting
Notes. Refer to Sheet L3 for Wall Elevation.

CONCEPTUAL WALL AND FENCE DETAILS

07.09.12



L5

FORMER WARDLOW SCHOOL SITE HUNTINGTON BEACH, CALIFORNIA



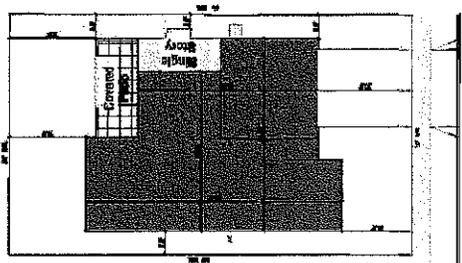
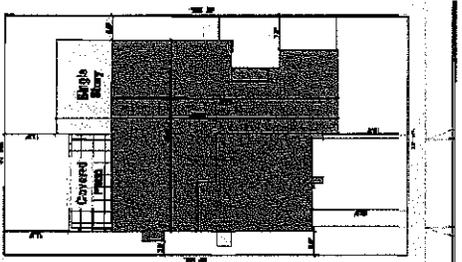
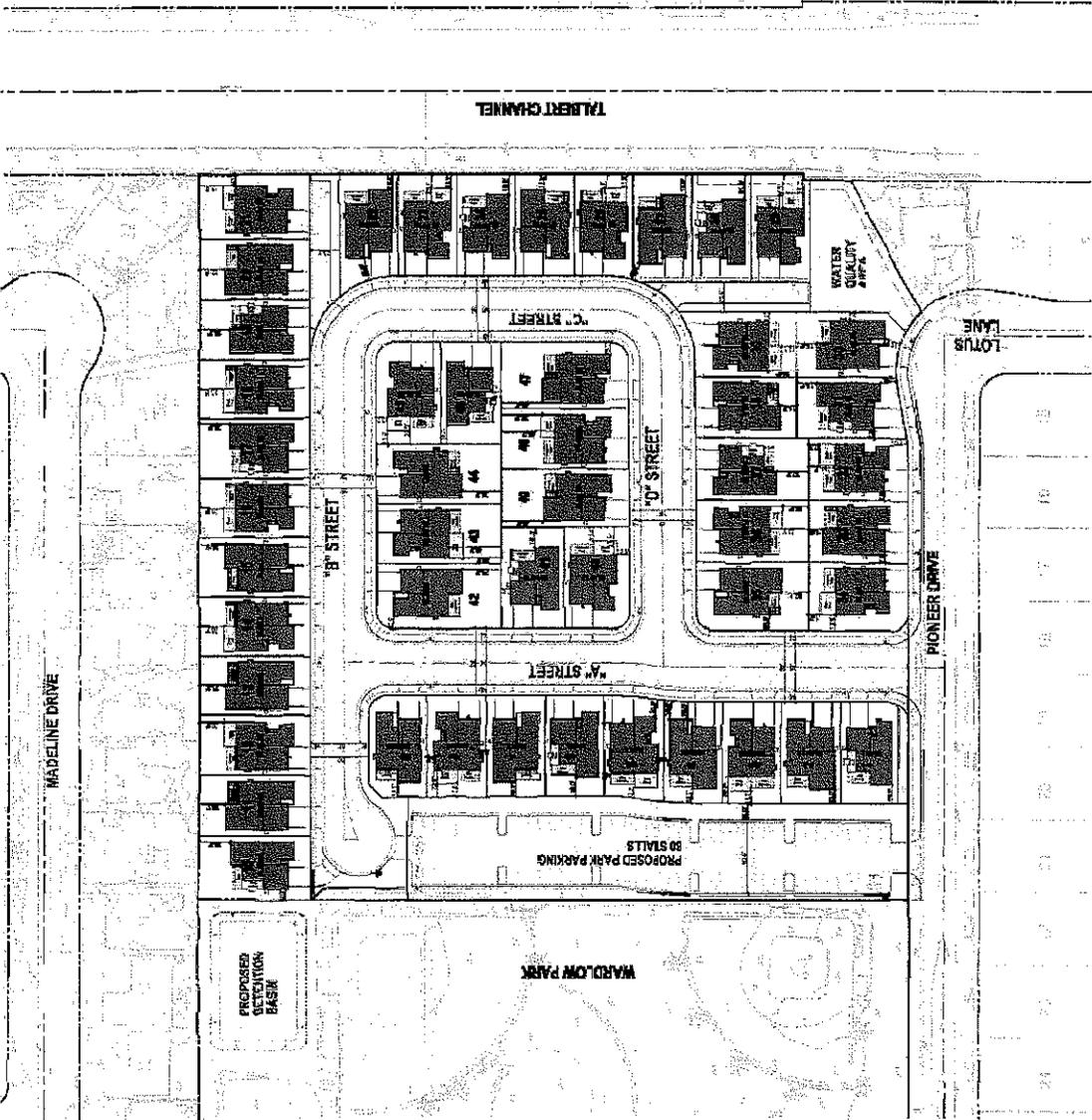
2019.003

TECHNICAL SITE PLAN
07.09.12



C.1

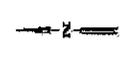
FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA

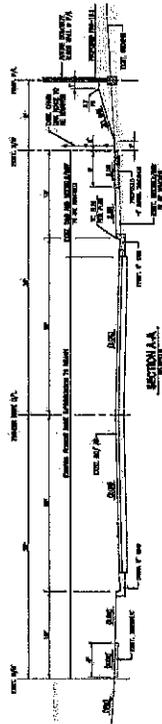
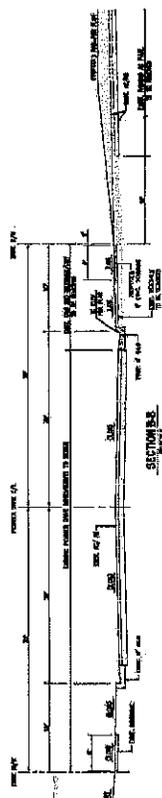
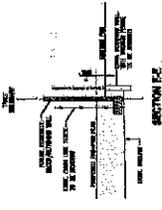
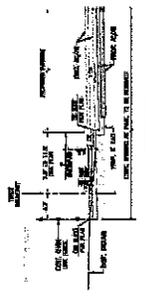
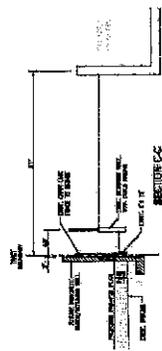
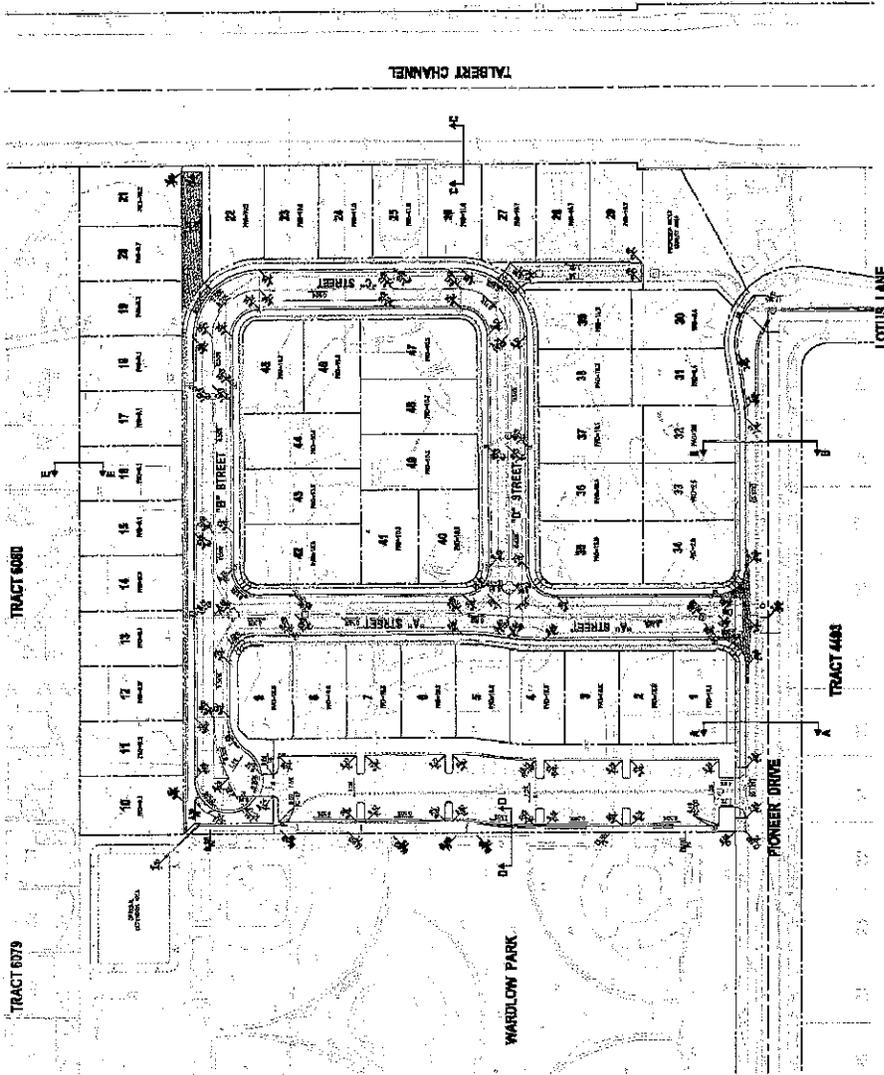


PLAN TYPE 1
SCALE

PLAN TYPE 2
SCALE

- Site Summary
- Total Homes : 48
- Gross Site Area : 48.35 Acres
- Future Park Dedication : 48.83 Acres
- Net Site Area : 27.52 Acres
- Density : 58.6 Homes/Acre
- Minimum Lot Size : 50'x65' (4,250 s.f.)





PRELIMINARY GRADING PLAN

DT 09.12

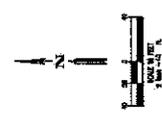
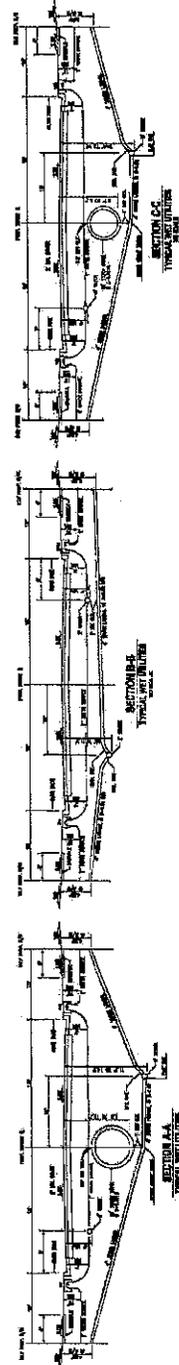
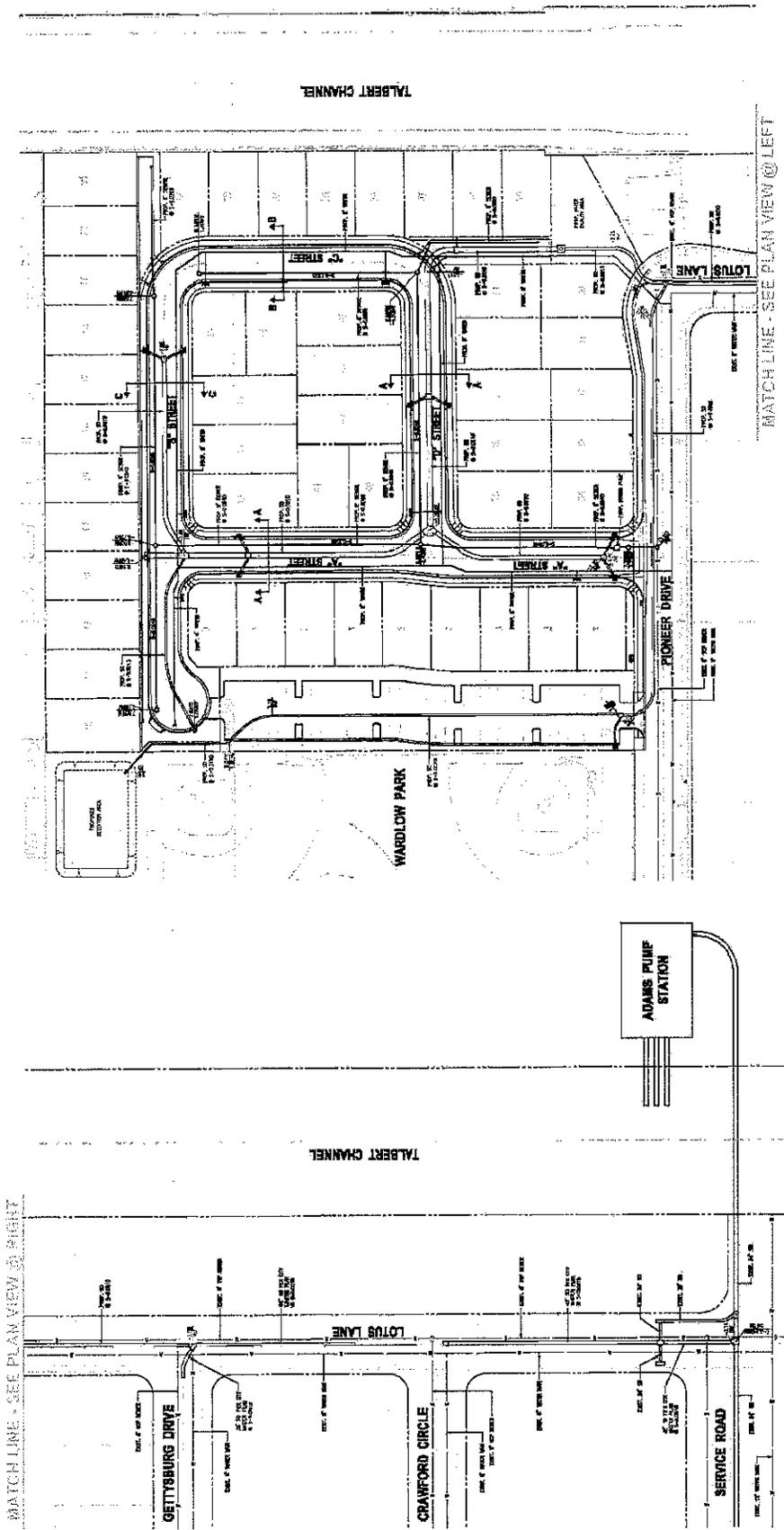


C.2

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA

ALDEN & ASSOCIATES
CIVIL ENGINEERS
LAND SURVEYORS
PLANNERS
200 HUNTINGTON DRIVE, SUITE 200, HUNTINGTON BEACH, CA 92648
(714) 835-9111 FAX (714) 835-9110



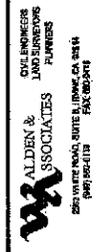


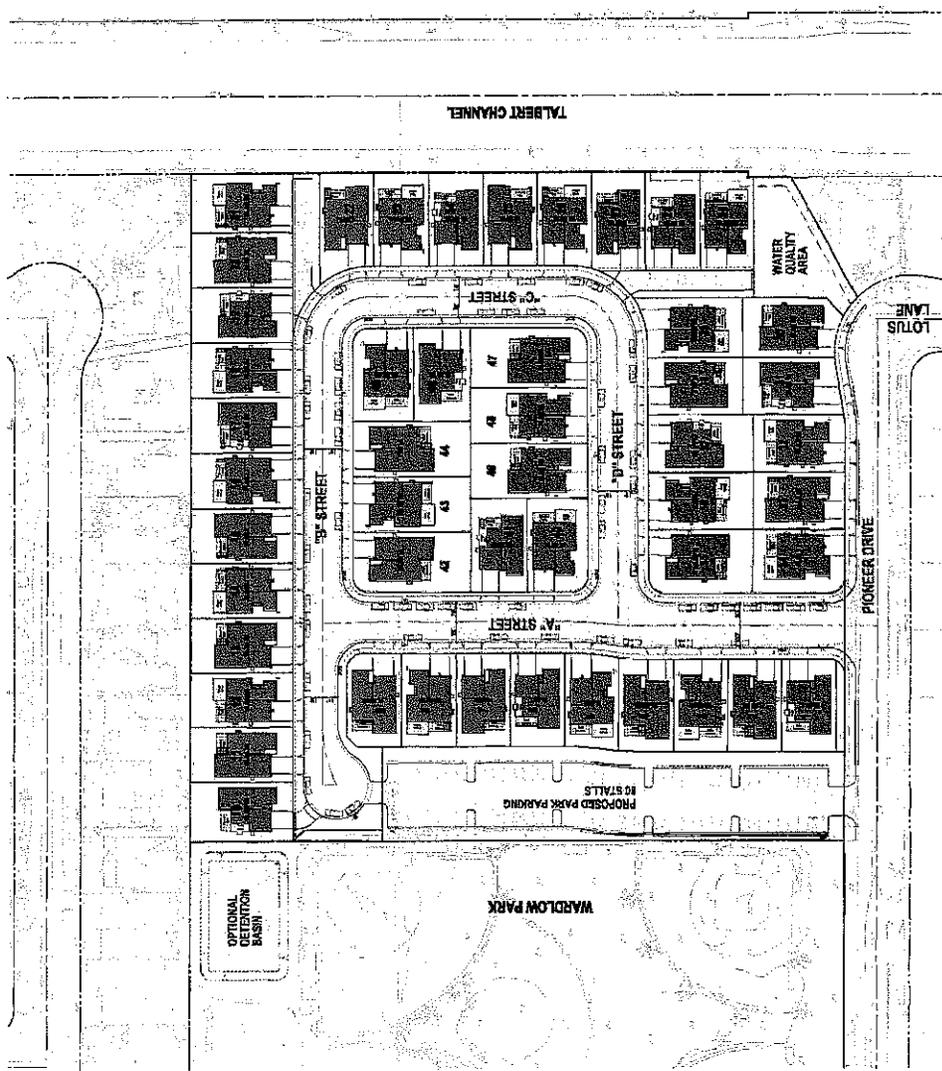
PRELIMINARY WET UTILITY PLAN
07.09.12



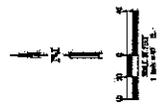
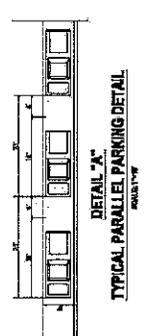
C.3

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA





PARKING CALCULATION
 ON-STREET RESIDENT PARKING = 66 SPACES
 PUBLIC PARK PARKING = 80 SPACES



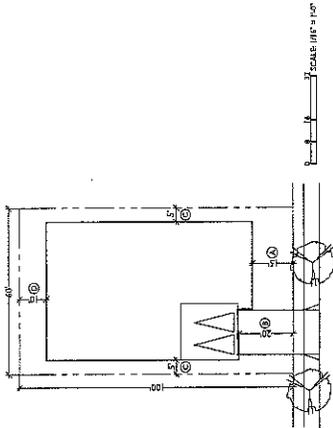
PRELIMINARY PARKING PLAN
 07.09.12



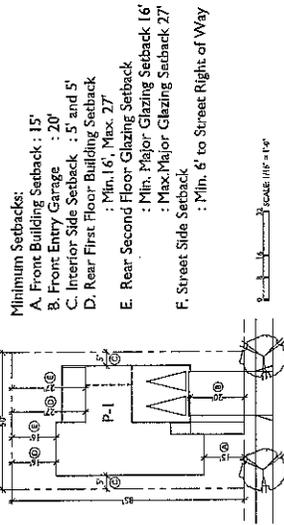
C.4

FORMER WARDLOW SCHOOL SITE
 HUNTINGTON BEACH, CALIFORNIA

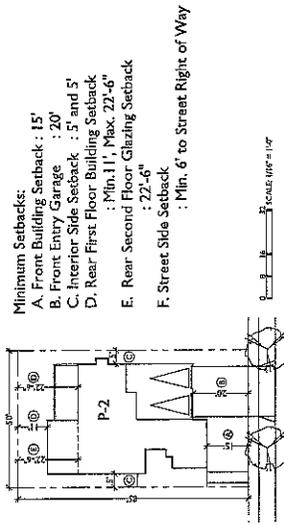
WALDEN & ASSOCIATES
 CIVIL ENGINEERS
 2200 WHITE ROAD, SUITE 6, ANAHEIM, CA 92714
 PH: 714.945.1616 FAX: 714.945.1615



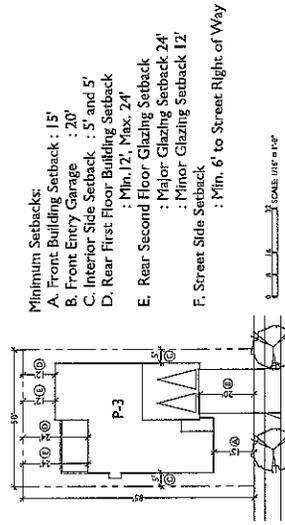
- Minimum Setbacks:**
- A. Front Building Setback : 15'
 - B. Front Entry Garage : 20'
 - C. Interior Side Setback : Minimum 10% of Lot width, but not less than 3' and need not exceed 5' except lots > 50' wide shall use minimum 10% of the lot width.
 - D. Rear Building Setback : 10'
 - E. Rear Second Floor Building Setback : Not Provided
 - F. Street Side Setback : Min. 6', Max. 10'



- Minimum Setbacks:**
- A. Front Building Setback : 15'
 - B. Front Entry Garage : 20'
 - C. Interior Side Setback : 5' and 5'
 - D. Rear First Floor Building Setback : Min. 16', Max. 27'
 - E. Rear Second Floor Glazing Setback : Min. Major Glazing Setback 16' : Max. Major Glazing Setback 27'
 - F. Street Side Setback : Min. 6' to Street Right of Way

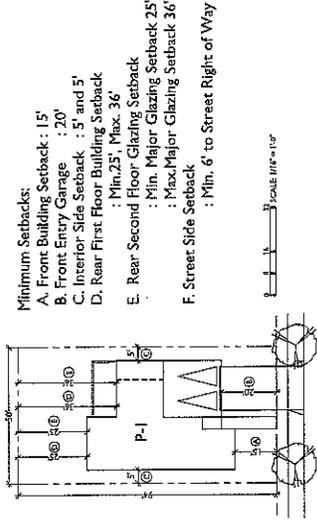


- Minimum Setbacks:**
- A. Front Building Setback : 15'
 - B. Front Entry Garage : 20'
 - C. Interior Side Setback : 5' and 5'
 - D. Rear First Floor Building Setback : Min. 11', Max. 22'-6"
 - E. Rear Second Floor Glazing Setback : 22'-6"
 - F. Street Side Setback : Min. 6' to Street Right of Way

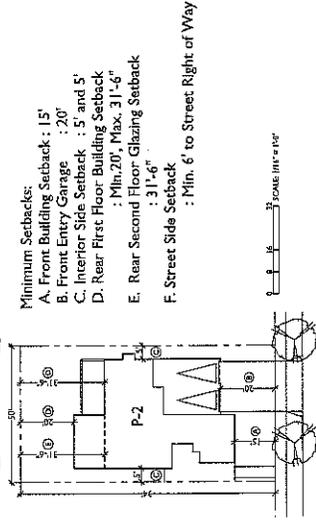


- Minimum Setbacks:**
- A. Front Building Setback : 15'
 - B. Front Entry Garage : 20'
 - C. Interior Side Setback : 5' and 5'
 - D. Rear First Floor Building Setback : Min. 12', Max. 24'
 - E. Rear Second Floor Glazing Setback : Major Glazing Setback 24' : Minor Glazing Setback 12'
 - F. Street Side Setback : Min. 6' to Street Right of Way

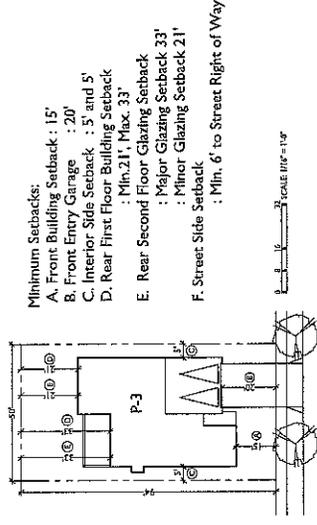
Proposed Minimum Development Standards:
Interior lots and Perimeter lots not adjacent to existing homes



- Minimum Setbacks:**
- A. Front Building Setback : 15'
 - B. Front Entry Garage : 20'
 - C. Interior Side Setback : 5' and 5'
 - D. Rear First Floor Building Setback : Min. 25', Max. 36'
 - E. Rear Second Floor Glazing Setback : Min. Major Glazing Setback 25' : Max. Major Glazing Setback 36'
 - F. Street Side Setback : Min. 6' to Street Right of Way

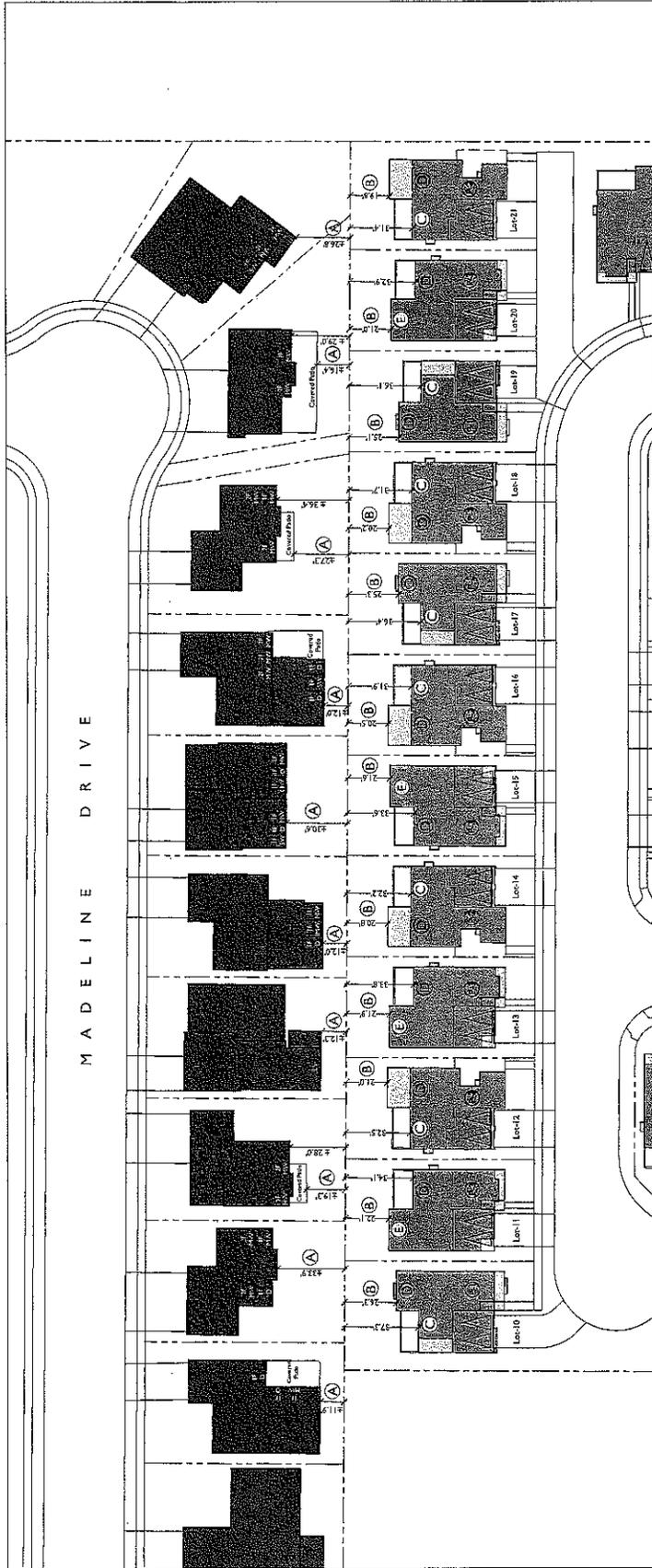


- Minimum Setbacks:**
- A. Front Building Setback : 15'
 - B. Front Entry Garage : 20'
 - C. Interior Side Setback : 5' and 5'
 - D. Rear First Floor Building Setback : Min. 20', Max. 31'-6"
 - E. Rear Second Floor Glazing Setback : 31'-6"
 - F. Street Side Setback : Min. 6' to Street Right of Way



- Minimum Setbacks:**
- A. Front Building Setback : 15'
 - B. Front Entry Garage : 20'
 - C. Interior Side Setback : 5' and 5'
 - D. Rear First Floor Building Setback : Min. 21', Max. 33'
 - E. Rear Second Floor Glazing Setback : Major Glazing Setback 33' : Minor Glazing Setback 21'
 - F. Street Side Setback : Min. 6' to Street Right of Way

Proposed Minimum Development Standards:
Perimeter lots adjacent to existing homes

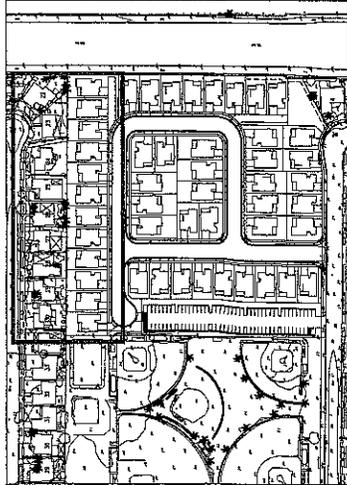


Lot 10- Lot 21



- IF : First Floor
- 2F : Second Floor
- SW : Small Window
- MW : Medium Window
- LG : Large Window
- D : Door
- LS : Dense Landscaping Windows not Visible

- (A)** : Approximate Minimum Rear Building Setback from property line for existing homes
- (B)** : Minimum Rear Building Setback from property line
- (C)** : Second Story Primary Windows (Operable Windows)
- (D)** : Accessible viewing (i.e. Master Bedroom Window) (Minimal/Obstructed Viewing)
 - : Not easily accessible (i.e. Master Bath Window)
- (E)** : Second Story Tertiary Windows (High Glass)
 - : Non-view window (i.e. High Glass Clerestory Window for daylight)



Key Site Map
Not to Scale

ADJACENT PROPERTY WINDOW LOCATIONS - EXISTING TO PROPOSED

07.09.12



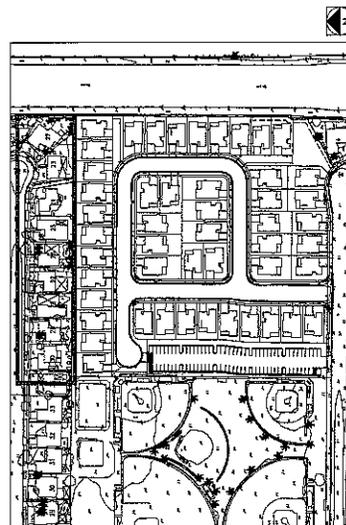
SP.2

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA

Bassenian | Lagoni
ARCHITECTURE • PLANNING • INTERIORS
667.12017



SITE EDGE - ADJACENT
EXISTING HOMES



Key Site Map
Not to Scale

Bassenian | Lagoni
ARCHITECTURE • PLANNING • INTERIORS
467-118917

FORMER WARDLOW SCHOOL SITE
HUNTINGTON BEACH, CALIFORNIA

SP.3



07.09.12

REVISED
NARRATIVE
05/15/2012

WARDLOW SCHOOL SITE
(Wardlow Residential Subdivision)
General plan Amendment (No. 2008-004)
Zoning Map Amendment (No. 2008-004)
Environmental Assessment (No. 2008-012)
Tentative Tract Map (No. 17239)
Conditional Use Permit (No. 2008-025)

RECEIVED
MAY 15 2012
Dept. of Planning
& Building

Location:

9191 Pioneer Drive (Former Wardlow School Site)

Project Description:

To subdivide the 8.3 acre site to accommodate 49 lots for new single family homes. The proposed lots feature varying lot sizes with 4,250 sq. ft. minimum (50'x85'). The lots backing up to the adjacent single family tract is proposed at 93' in depth to allow for an increased building rear setback. A proposed list of lot sizes is attached to this submittal.

All streets, landscaping, storm drains and sewers facilities will be privately maintained by the Homeowners Association. The streets will be sized consistent with City public street standards, including parkways and on-street public parking (36' curb to curb, with a 4' sidewalk and 6' parkway on each side).

All units will be designed and plotted to reflect the greatest sensitivity to surrounding developments. The units have been individually designed to create a more interesting streetscape. Each unit will be provided with a two car enclosed garage and two car driveway apron. All units will have a minimum yard area of 400 square feet.

All existing school buildings and site improvements are proposed to be demolished with the project.

The project is adjacent to the City's Wardlow Park. The project is proposing to dedicate an additional .83 acres of land and construct a new 80 space landscaped parking lot. Additional park improvements may be considered subject to further discussion and negotiations with the City.

Request:

Ex. - GENERAL PLAN: P (RL)
Public with an underlying designation of Residential Low Density
Request - GENERAL PLAN AMENDMENT to RL - Residential
Low Density (Remove the "P")
Ex. - ZONING: PS - Public-Semi Public
REQUEST - Zone Change to: RL Residential Low Density with a
PUD (Planned Unit Development) Standards Sec.210.12.
The PUD overlay will be necessary to address the unique mix of
public and private improvements and the variety of residential lot
sizes.

ATTACHMENT NO. 3-1

Surrounding Uses: North-Single Family Residential
East- County Flood Control Channel
South- Single Family Residential
West- City Neighborhood Park

Environmental Status: There are no significant environmental impacts associated with this project. The project site is not within a known hazardous waste and substance site.

The project will incorporate sustainable and green building practices to the maximum extent feasible. The proposed sustainable building practices will meet the California Green Building Code. A comprehensive Green Building Program has been developed for this project including:

- Building massing and orientation shall maximize south-facing vertical facades.
- Window orientation and opening size shall be partially determined by a desire to balance summer cooling and winter heating.
- Building and roof forms, shading devices and façade designs shall be oriented to direct airflow that facilitates natural building ventilation.
- Locally produced and recycled building materials shall be used whenever possible. Building materials shall be incorporated that obtain the maximum sustainability and achieve the best Green rating to the greatest extent feasible

Land Use

Compatibility:

The property is compatible with existing Single Family housing in the area. The proposed activity will not generate any unusual noise or traffic; or unusual demands on the City's infrastructure or public services. The proposed homes will be designed with greater rear yard setbacks and offset rear elevations to have a greater compatibility with adjacent residential. The roof designs and upper story window placement has also been proposed with consideration to the neighborhood. Overall the project has been designed for total compatibility with the neighborhood and the City's Design Guidelines for new single family developments

**Former Wardlow School Site
TRI Pointe Homes, LLC
Planned Unit Development Proposal
Community Benefits Summary - Updated
September 9, 2012**

RECEIVED
SEP 09 2012
Dept. of Planning
& Building

The residential neighborhood development proposal by TRI Pointe Homes, LLC ("TPH") for the Former Wardlow School Site property ("Project") has several added overall community benefits that it will provide the City of Huntington Beach ("City") that are significantly above and beyond those that would be provided by or could be required of a standard subdivision.

Private Streets and Utilities Will Not be Maintained by City Funds

- Streets within a standard subdivision are dedicated to the City as public streets. The City is responsible for the cost of maintaining those streets in perpetuity.
- As a public benefit of developing the Project as proposed, the streets within TPH's proposed Project for the Former Wardlow School will be private and maintained by a homeowners association. This will alleviate the City from having to maintain the streets and not have to be paid for out of the City's budget.
- Underground utilities consisting of stormdrain and sewer facilities within the Project will be private and maintained by a homeowners association and thus will not have to be maintained by the City and paid for out of the City's budget.
- Landscape maintenance in the parkways will be maintained by the homeowners association as well and not funded by the City.

Construct Certain Storm Drain Component of City Master Plan of Drainage

- A stormdrain shown on the City's Master Plan of Drainage running in Lotus Lane from Gettysburg Drive south to the existing stormdrain in Adams Avenue is planned for future construction by the City as a capital improvement project utilizing a significant amount of City funds.
- TPH proposes to construct the Master Plan of Drainage stormdrain as a major community benefit of developing the Project as proposed by making it a part of the Project.
- The stormdrain line is based upon the existing needs in the area based upon recent hydrology analysis.

- The stormdrain consisting of a 36 inch portion and a 42 inch portion of reinforced concrete pipe will run a length of approximately 605 linear feet beginning from the intersection of Lotus Lane and Gettysburg Drive southward to tie into the existing stormdrain in Adams Avenue.
- Using the City's typical cost estimation calculation, the construction of this stormdrain would cost the City approximately \$170,000 for design and installation. The Project would receive a credit for its drainage fees to build the stormdrain. The property's drainage fees are currently calculated to be \$13,880 per acre for 8.35 acres for a total of \$115,898. The net result will be to save the City over \$54,000 to have the Project construct this master plan stormdrain instead of the City building it as a capital improvement project.

Provide Parkland Dedication Beyond Quimby Act Dedication Requirements

- As a condition of new development under the Quimby Act the City requires either the dedication of land for park purposes or the payment of in-lieu fee for the City to purchase park land elsewhere in the City. The land dedication amount a development project is responsible for providing is based upon a calculation outlined in the City's General Plan and Zoning Code of five acres of land per 1,000 residents.
- As a part of the calculation the City uses a density factor of 2.68 (which represents the number of people per household in residential dwelling units per census data that has been adopted by City Council resolution).
- The City's formula to determine the Quimby Act park land dedication acreage requirement ("A") consists of multiplying a density factor ("DF") by the number of dwelling units in the Project which is then multiplied by five acres and divided per 1,000 residents:
 - $A = (DF \times DU) \times 5.0 / 1000$
- Based upon both City calculations the Former Wardlow School development proposed is required to dedicate 0.66 acres of park land.
- As a major community benefit of developing the Project as proposed, TPH will dedicate a total of 0.83 of an acre of park land which will be incorporated into the adjacent Wardlow Park and its Huntington Valley Little League baseball facilities.
- The development at the Former Wardlow School site will provide additional park land dedication beyond the calculated amount of area the City would require to fulfill the Quimby Act.

- This additional park land acreage dedication by the Project represents an increase of 27% over the City's Quimby Act calculation to determine a Project's park land dedication requirement.
- (See the attached spreadsheet which further illustrates these calculations.)
- No Quimby Act in-lieu fees would be required to be paid by TPH to the City since TPH will be dedicating park land and transferring fee title from TPH to the City at the time the final map is recorded.

Construct a Permanent Parking Lot for Wardlow Park/HVLL Baseball Facilities

- Due to the intensity of use of the HVLL ball fields at Wardlow Park, there is a deficiency of permanent parking facilities on the City's park property.
- Users and visitors of the ball fields have been parking on the Former Wardlow School property. Up until now, the property owner, the Fountain Valley School District, has not denied access for vehicles to park on its property yet and has allowed this as only a temporary accommodation. The school district has the ability to terminate any vehicular access to its Former Wardlow School property at anytime.
- The City had a one year license agreement it entered into with the Fountain Valley School District on July 3, 2006 wherein the City acknowledges that the City is responsible for providing parking for the Wardlow Park ball field facilities and that the school district is the owner with the sole and full authority and right to allow or deny access to its property. The license agreement expired after the one year and was never extended or amended.
- As a major community benefit of developing the Former Wardlow School property as proposed, TPH will build a parking lot adjacent to the easterly edge of the adjacent Wardlow Park's Little League baseball facilities on the land that the Project will be dedicating to the City as park land under its Quimby Act park land dedication requirement plus the additional park land proposed to be dedicated in excess of the Project's park land dedication requirement (as specified above).
- The dedication of the park land will be done subsequent to and upon completion of the parking lot improvements.
- The parking lot will be constructed in conformance with the general design specifications provided in the submittal package to the City.

- The parking lot will include up to approximately 80 parking spaces and will feature a landscape buffer between the parking lot and the homes in the Project as well as an emergency secondary ingress/egress access gate on the north side of the parking lot.
- The parking lot's design configuration is meant to maximize its proximity to and provide convenient access to the easterly Little League ball fields.

Additional Improvements in Conjunction with the Wardlow Park/HVLL Parking Lot

- One of the additional public facilities improvements that will be incorporated and built within the improved and dedicated Wardlow Park/HVLL ball field's parking lot will be a stormdrain underneath the parking lot that will serve to alleviate an ongoing problem of cross lot drainage and flooding at the northeast corner of Wardlow Park.
- This storm drain will run the length of the parking lot and tie into the stormdrain the Project will build in Pioneer Drive which in turn will connect into the stormdrain the Project will build in Lotus Lane.

Improvements within Wardlow Park

- As further additional community benefits of developing the Former Wardlow School property as proposed, TPH will perform the following improvements to the Wardlow Park property to the extent the City will allow.
- The Project will construct a snack bar/equipment room/public restroom facility on the Wardlow Park grounds in a location to be determined in working with City staff.
- The Project will entertain installing a detention facility or depression and construct a drain inlet in the northeast corner area of the park to specifications to be determined by the City to alleviate the current problem of cross lot drainage and flooding. This will be determined pending the outcome of City staff review of the future stormwater flow in the northeast area of Wardlow Park in conjunction with the Project's site improvements and the stormdrain facility that will be built in the newly proposed parking lot as specified above.
- An overhead light fixture is also proposed to be installed by the Project to provide illumination to provide an additional security feature and improve visibility and in the northeast corner area of Wardlow Park.

- The powerlines that run along the north side of Pioneer Drive along the southerly edge of the HVLL ball fields from Magnolia Street to the Former Wardlow School buildings are be proposed to be removed as a part of the Project and placed underground to a terminus in an above ground vault on the City's Wardlow Park property.
- The streetlights currently located on the south side of Pioneer Drive and are serviced by an overhead electrical line are proposed to be relocated to the north side of Pioneer Drive. This should give a higher level of public safety by providing additional illumination along the park edge and Pioneer Drive. The overhead electrical service would be placed underground.
- The chain link fence that runs the length of the south edge of the ball fields on the north side of Pioneer Drive is proposed to be replaced with a new fence.

Green Building Program

- The City of Huntington Beach requires that all new homes built meet all mandatory measures of the State of California Housing and Community Development's 2010 California Green Building Code. Not only will all homes in the Project satisfy all the mandatory measures, as a major part of providing additional community benefits, the homes will also have many additional green features and measures included.
- A comprehensive "Draft Green Building Program - Former Lamb & Wardlow School Sites" is being submitted with the Project's full tract submittal package. It outlines which specific State, City, local and building industry green building programs the Project contemplated, reviewed and from which specific green building components, methods and practices were selected for implementation, verification and certification. Some of these are highlighted in the following.
- Energy Efficiency PLUS 30%: The homes in the Project will be designed and built to achieve higher energy efficiency than required by the City and State. At minimum the homes will achieve energy efficiency 30% greater than the current 2008 California Energy Commission Title 24 code standards.
- Renewable Energy – Solar PV Standard: The Project will be committed to provide solar electric photovoltaic (PV) systems as a standard feature.
- Green Point Rated Homes: The Project will utilize the GreenPoint Rated program operated by Build It Green for independent third party green home certifications.

- Certain direction and features from the “Steps Toward a Sustainable Huntington Beach” and the Surfrider Foundation’s “Ocean Friendly Gardens” have been considered and incorporated into the Project’s green building program.
- Alternative Transportation: The Project will provide homes that are “EV Ready” with 120V/240V electrical plugs designed and built into every garage.
- Water efficiency will be designed and built to conserve water indoors and outdoors.
- Naturalized landscaping and a weather based irrigation system will be featured in the homeowners association maintained areas to minimize irrigation water consumption.
- The Project will implement an Enhanced Construction Waste Management Program that will exceed recycling 65% of its construction waste to achieve CALGreen Tier 1 standards in this area.

Planned Unit Development (PUD)

- The use of a PUD designation and developing a Project as a Planned Unit Development initially may not be seen as a community benefit. However, utilizing this type of subdivision when examined more closely does in fact have significant community benefits when compared to a standard subdivision in a true infill location surrounded substantially by existing residential uses.
- The greatest community benefit with doing a PUD is to provide certainty to the development of the Project as proposed and presented by the developer and approved by the City. This includes not only site planning and engineering design, but architecture and landscape architecture.
- A standard subdivision may be approved showing conceptual building architecture and landscape architecture but once it is approved there is no guarantee that the product represented during the entitlement and public review process is the product that will be what is actually built. In most cases, another architectural product can be substituted for what was originally presented when the subdivision was approved as long as the new architecture meets the minimum standards of the City’s RL zone and the City’s general design guidelines. The process for changing the architectural product for a standard subdivision is neither not nearly as rigorous nor as transparent and subject to public review as it is for a PUD.

- A PUD on the other hand is subject to a great deal of scrutiny from its onset through its completion of construction. Not only is the engineered technical site plan, tract map and grading plan thoroughly vetted during the City approval process, but so too is the proposed building architecture and landscape architecture. Once the Project is approved all the design plans and elements represented are specifically conditions and tied to the implementation plan of the site. To propose a substantial change in building architecture, for example, could require the same level of design scrutiny and public review and hearing process.
- For an infill site where surrounding property owners and residents are essentially promised what will be built next to them for all intents and purposes.
- Beyond a tract map approval, the Former Wardlow School site's PUD's building architecture is clearly defined and conditioned in terms of styles, articulation along building planes, setbacks to first and second floors, window placement, perimeter edge treatments, etc.
- The Project's PUD also has the advantage of being a privately maintained community as noted above and because of that can be designed more creatively from an engineering standpoint since a homeowners association and not the City will be responsible for funding the ongoing maintenance of certain improvements, facilities and landscaping.
- One of the main aspects of the Former Wardlow School property's PUD with its streets and certain utilities privately maintained by a homeowners association is that it specifically enabled the civil engineering team to utilize more creative solutions to aid in reducing pad elevations along perimeter lots adjacent to the existing residential neighborhood.
- The Project's building pad elevations were able to be lowered so that the differential to the adjacent existing residential neighborhoods range were minimized to a range from a minimum of four inches (- 4") below the existing adjacent residential neighborhood pads to a maximum of 18 inches above the existing adjacent residential neighborhood pads.
- To underscore the level of focus and attention that TPH's design team has place on the pad differentials between the Project and the existing adjacent neighboring lots, the Project's lots will achieve having a median differential of only four inches (4") and an average differential of only five (5") inches higher than the adjacent existing neighboring lots.
- A standard subdivision would have to adhere to a different set of engineering requirements. Those would require lots to be drained individually out to the street rather than being able to combine the drainage of a group of lots into a single drain pipe that would run through common area and then connect directly to the stormdrain underneath the private streets.

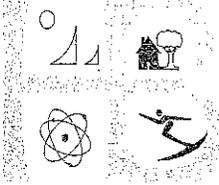
- (See the attached spreadsheet which further illustrates the Project's individual pad elevation differentials to existing adjacent neighbor pad elevations.)

Public Parking on Private Streets

- Due to the location of the Former Wardlow School property in relation to Wardlow Park and the HVLL baseball facilities, parking has been a constant issue for the surrounding neighborhoods. One of the concerns of the neighboring community expressed several times was that if the Project was a private community with a homeowners association the streets within will only be available for the Project's residents and that the Project, even with its close proximity to the ball fields, will not have to share in the same parking impacts as the existing neighbors.
- Although the Former Wardlow School site development is proposed as a PUD with private streets, governed by CC&Rs and a homeowners association board of directors, language can be placed in the CC&Rs specifically allowing and guaranteeing the ongoing ability of the general public to park on and use the private streets within the Project.
- A statement in the CC&Rs to the effect of something like the following will ensure this: "notwithstanding anything in this declaration to the contrary, the private streets in the community shall remain open to public use, including parking, pursuant to the conditions of approval for the community. No amendment or other modification of this requirement shall be made by declarant or the association without the prior written consent of the City of Huntington Beach."

Affordable Housing

- The City requires that a new residential housing developments provide 10% of the homes built be deemed "affordable" under the requirements outlined in the City's Zoning Code.
- The community benefit that the Project provides in the way of affordable housing is an addition of approximately one more homes that will be provided to a family in need and who otherwise could not afford a home over that which a standard subdivision on the Former Lamb School Property could provide.



City of Huntington Beach

2000 MAIN STREET

CALIFORNIA 92648

DEPARTMENT OF PLANNING AND BUILDING

www.huntingtonbeachca.gov

Planning Division

714.536.5271

Building Division

714.536.5241

October 1, 2012

Michael C. Adams Associates
P.O. Box 382
Huntington Beach, CA 92648

**SUBJECT: GENERAL PLAN AMENDMENT NO. 08-04/ ZONING MAP AMENDMENT NO. 08-04/ ENVIRONMENTAL ASSESSMENT NO. 08-12/ CONDITIONAL USE PERMIT NO. 08-25/ TENTATIVE TRACT MAP 17239 (WARDLOW RESIDENTIAL SUBDIVISION)
REVISED PROJECT IMPLEMENTATION CODE REQUIREMENTS**

Dear Mr. Adams,

In order to assist you with your development proposal, staff has reviewed the project and identified applicable city policies, standard plans, and development and use requirements, excerpted from the City of Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes. This list is intended to help you through the permitting process and various stages of project implementation.

It should be noted that this requirement list is in addition to any "conditions of approval" adopted by the Planning Commission. Please note that if the design of your project or site conditions change, the list may also change.

If you would like a clarification of any of these requirements, an explanation of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes, or believe some of the items listed do not apply to your project, and/or you would like to discuss them in further detail, please contact me at AGonzales@surfcity-hb.org or (714) 374-1547 and/or the respective source department (contact person below).

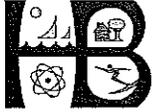
Sincerely,

Andrew Gonzales
Associate Planner

Enclosures: **REVISED Public Works Department requirements dated October 1, 2012**
REVISED Fire Department requirements dated June 18, 2012
Planning Division requirements dated July 23, 2012
Community Services Department dated January 3, 2012

ATTACHMENT NO. 4.1

Cc: Herb Fauland, Planning Manager
Jason Kelley, Senior Planner
Mark Carnahan, Building Division
Debbie Debow, Public Works
Jim Brown, Fire Department
Joe Morelli, Fire Department
Luis Gomez, Economic Development
Tom Grable, Tri Pointe Homes, LLC, 20201 SW Birch Street, Ste. No. 100, Newport
Beach, CA 92660
Fountain Valley School District, 10055 Slater Avenue, Fountain Valley, CA 92708
Project File



CITY OF HUNTINGTON BEACH

PUBLIC WORKS INTERDEPARTMENTAL COMMUNICATION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: OCTOBER 1, 2012

PROJECT NAME: WARDLOW RESIDENTIAL SUBDIVISION

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 2008-004; ZONING MAP AMENDMENT NO. 2008-004; ENVIRONMENTAL ASSESSMENT NO. 2008-012; TENTATIVE TRACT MAP NO. 17239; AND CONDITIONAL USE PERMIT NO. 2008-025

PLNG APPLICATION NO. 2008-0123

DATE OF PLANS: MAY 18, 2012

PROJECT LOCATION: 9191 PIONEER DRIVE, 92646 (NORTH SIDE OF PIONEER DRIVE, EAST OF MAGNOLIA AVENUE)

PROJECT PLANNER: ANDREW GONZALES, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: (714) 374-1547 / AGONZALES@SURFCITY-HB.ORG

PLAN REVIEWER: BOB MILANI, SENIOR CIVIL ENGINEER

TELEPHONE/E-MAIL: 714-375-1735 / BOB.MILANI@SURFCITY-HB.ORG

PROJECT DESCRIPTION: TO REVIEW DEVELOPMENT CONCEPT PLANS FOR THE SUBDIVISION AND DEVELOPMENT OF AN APPROXIMATELY 8.35-ACRE SITE (FORMERLY WARDLOW SCHOOL) FOR THE PURPOSES OF CREATING 50 NEW RESIDENTIAL LOTS WITH NEW SINGLE-FAMILY RESIDENCES. THE PROPOSED PROJECT WILL BE DESIGNED AS A PLANNED UNIT DEVELOPMENT UTILIZING VARYING LOTS SIZES AT 4,250 SQ. FT. (50 FT. X 85 FT.). THE PROJECT ALSO PROPOSED TO PROVIDE FOR ADDITIONAL PUBLIC PARKING FOR THE ADJACENT CITY PARK (APPROXIMATELY 28 SPACES ON 0.48 ACRES) AND AN INCREASED SETBACK OF 15 FT. FROM THE ADJACENT PARK BALL FIELD.

ATTACHED: SITE PLAN, WQMP, HYDROLOGY STUDY & NARRATIVE

TENTATIVE TRACT MAP NO. 17239

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO RECORDATION OF THE FINAL TRACT MAP UNLESS OTHERWISE STATED. BONDING MAY BE SUBSTITUTED FOR CONSTRUCTION IN ACCORDANCE WITH PROVISIONS OF THE SUBDIVISION MAP ACT:

1. The following shall be shown as a dedication to the City of Huntington Beach on the Final Tract Map. (ZSO 230.084A & 253.10K)
 - a. The water system and appurtenances for the entire project shall be a public system.
 - b. The sewer system and appurtenances shall be a private system up to the first manhole downstream of the proposed lift station.
 - c. A blanket easement over the private streets, sidewalk, and access ways for Police and Fire Department and public access purposes.
 - d. A blanket easement over the private streets and access ways for access to water and/or sewer facilities for maintenance purposes.
 - e. A Public Utility Easement per City Standard Plan No. 104.
 - f. All vehicular access rights to Pioneer Drive shall be released and relinquished to the City of Huntington Beach, except at locations approved by the Planning Commission.
 - g. A utility easement(s) shall be dedicated to and accepted by the City of Huntington Beach, covering the public water and/or sewer facilities and appurtenances located within the project site. The easement shall be a minimum total width of 10-ft clear (5 ft either side of the pipeline or appurtenance), unobstructed paved or landscaped surface, pursuant to City water/sewer Standards. Where access is restricted or impacted by structures, walls, curbs, etc, the easement width shall be 20 feet to allow for equipment access and maintenance operations. No structures, parking spaces, trees, curbs, walls, sidewalks, etc. shall be allowed within the easement. No modifications to the water/sewer facilities and pavement located within the easement shall be allowed without proper notification and written approval from the City in advance. Such modifications may include, but are not limited to, connections, pavement overlay, parking lot re-striping, and parking lot reconfiguration. Utilities Division personnel shall have access to public utility facilities and appurtenances at all times. (ZSO 255.04)
 - h. A private storm drain easement for facilities and appurtenances covering the private drainage pipes on private lots associated with relief of minor runoff from the backyard of existing homes adjacent to the proposed development.
2. The storm drain system located within private streets and access ways shall be private and maintained by the Homeowner's Association. The on-site private and off-site public storm drain systems shall be separated at the tract exit point, with a junction structure installed on-site, immediately behind the public right-of-way.
3. Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analyses shows that the City's current drainage

system cannot meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City. (ZSO 230.84) The study shall also justify final pad elevations on the site in conformance with the latest FEMA requirements and City Standard Plan No. 300. (ZSO 255.04)

4. A sewer study to verify capacity within the City's sanitary sewer system shall be prepared and submitted to Public Works for review and approval. A fourteen (14)-day or longer flow test data shall be included in the study. The location and number of monitoring sites shall be determined by the Public Works Department. (ZSO 230.84/MC 14.36.010)
5. Confirmation from the Orange County Sanitation District (OCSD), to accept the discharge from the new development into the existing OCSD sewer, shall be obtained. A copy shall be provided to the City of Huntington Beach, Public Works Department.
6. A qualified, Licensed Engineer shall prepare a detailed soils and geotechnical analysis. This analysis shall include Phase II Environmental on-site soil sampling in areas not previously investigated 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. (ZSO 251.06 & 253.12)
7. A Traffic Impact Analysis, prepared by a Licensed Traffic Engineer, shall be submitted to Public Works for review and approval. (GP I-CE 4)
8. The grading and improvement plans shall be submitted to the Department of Public Works for review and approval. The engineer shall submit cost estimates for determining bond amounts. (ZSO 255.16C & MC 17.05)
9. A Homeowners' Association(s) (HOA) shall be formed and described in the CC&R's to manage the following for the total project area:
 - a. On-site private sanitary sewer and storm drain systems and appurtenances
 - b. On-site private streets and sidewalks
 - c. Drainage pipes on private lots associated with relief of minor runoff from the backyard of existing homes adjacent to the proposed development. The CCR's shall include graphical exhibits clearly depicting the private storm drain easements to define the "No Build" zones over said drainage pipes.
 - d. Best Management Practices (BMP's) as per the approved Water Quality Management Plan (WQMP)
 - e. Onsite landscaping and irrigation improvements

The aforementioned items shall be addressed in the development's CC&R's.

10. The Homeowners' Association (HOA) shall enter into a Special Utility Easement Agreement with the City of Huntington Beach for maintenance and control of the area within the public water and/or sewer pipeline easement(s), which shall address repair to any enhanced pavement, etc., if the said public pipeline(s) and/or appurtenances require repair or maintenance. The HOA shall be responsible for repair and replacement of any enhanced paving due to work performed by the City in the maintenance and repair of any public water and/or sewer pipeline. The Special Utility Easement Agreement shall be referenced in the CC&R's. (Resolution 2003-29)

11. If the project is developed in phases, then a phasing map shall be submitted for approval by the Planning, Public Works and Fire Departments showing improvements to be constructed. All required infrastructures including all public streets shall be designed with the first phase. The phasing plan shall include public improvements, construction employee parking, utility relocation, material location, and fire access. (ZSO 253.12L)
12. A reproducible Mylar copy and a print of the recorded final tract map shall be submitted to the Department of Public Works at the time of recordation.
13. The engineer or surveyor preparing the final map shall comply with Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18 for the following item:
 - i. Tie the boundary of the map into the Horizontal Control System established by the County Surveyor.
 - j. Provide a digital-graphics file of said map to the County of Orange.
14. Provide a digital-graphics file of said map to the City per the following design criteria:
 - a. Design Specification:
 - i. Digital data shall be full size (1:1) and in compliance with the California coordinate system – STATEPLANE Zone 6 (Lambert Conformal Conic projection), NAD 83 datum in accordance with the County of Orange Ordinance 3809.
 - ii. Digital data shall have double precision accuracy (up to fifteen significant digits).
 - iii. Digital data shall have units in US FEET.
 - iv. A separate drawing file shall be submitted for each individual sheet.
 - v. Digital data shall be in compliance with the Huntington Beach Standard Sheets, drawing names, pen color and layering conventions.
 - vi. Feature compilation shall include, but shall not be limited to: Assessor's Parcel Numbers (APN), street addresses and street names with suffix.
 - b. File Format and Media Specification:
 - vii. Shall be in compliance with one of the following file formats (AutoCAD DWG format preferred):
 - AutoCAD (version 2000, release 4) drawing file: _____.DWG
 - Drawing Interchange file: _____.DXF
 - viii. Shall be in compliance with the following media type:
 - CD Recordable (CD-R) 650 Megabytes
15. All improvement securities (Faithful Performance, Labor and Material and Monument Bonds) and Subdivision Agreement shall be posted with the Public Works Department and approved as to form by the City Attorney, if it is desired to record the final map or obtain building permits before completion of the required improvements.
16. A Certificate of Insurance shall be filed with the Public Works Department and approved as to form by the City Attorney.

17. If the Final Tract map is recorded before the required improvements are completed, a Subdivision Agreement and accompanying bonds may be submitted for construction in accordance with the provisions of the Subdivision Map Act. (SMA)
18. All applicable Public Works fees shall be paid. Fees shall be calculated based on the currently approved rate at the time of payment unless otherwise stated. (ZSO 250.16)

CONDITIONAL USE PERMIT NO. 2008-025

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A PRECISE GRADING PERMIT:**

19. The Final Tract Map shall be recorded with the County of Orange.
20. A Precise Grading Plan, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. Final grades and elevations on the grading plans shall not vary by more than 1-foot from the grades and elevations on the approved Tentative Tract Map, unless otherwise required by these development requirements and/or conditions of approval, and as directed by the Department of Public Works. (MC 17.05/ZSO 255.04)
21. Improvement Plans, prepared by a Licensed Civil Engineer, shall be submitted to the Public Works Department for review and approval. (MC 17.05/ZSO 255.04) The following improvements shall be shown on the plan:
 - a. New curb, gutter, sidewalk and new pavement to the centerline of Pioneer Drive per City Standard Plan Nos. 102, 202 and 207, along the Pioneer Drive frontage within a 30-foot half-street right-of-way. (ZSO 255.04)
 - b. Twenty-five foot radius curb returns, with the appropriate right-of-way dedication, shall be constructed at all Pioneer Drive intersections. (ZSO 255.04)
 - c. Curb ramps compliant with current ADA requirements shall be installed at all intersection curb returns. (ADA)
 - d. All driveways on Pioneer Drive shall be removed and replaced with curb, gutter and sidewalk constructed per City Standard Plans 202 and 207. (ZSO 230.84)
 - e. Intersection sight distance shall be provided at the intersection of Pioneer Drive and "Lot E", and at Pioneer Drive and Lot "F" driveway. Sight distance criteria shall be based on Caltrans *Highway Design Manual*, Chapter 400. (GP CE 2.3.4)
 - f. The City Park parking lot driveway shall be constructed per Public Works Standard Plan No. 211. (ZSO 255.04)
 - g. All onsite cul-de-sacs and street knuckles shall be designed and constructed per City Standard Plan Nos. 105 and 106. (ZSO 255.04)
 - h. A 25-foot sight triangle shall be provided at all the intersections of this project. (ZSO 230.88)
 - i. The sewer facilities including the proposed lift station shall be designed and constructed per the final approved sewer study and City Standards.
 - j. All drainage facilities shall be designed per the final approved Hydrology and Hydraulics Report and current County and City Standards. Note that once the storm water from the proposed development is treated per the project WQMP, it shall be contained in an acceptable storm drain pipeline. (ZSO 255.04)

- k. A public on-site looped water system with two connections to the City's public water system along Pioneer Drive shall be constructed per Water Division Standards. The water main shall be a minimum of 8-inches in size. (ZSO 255.04)
 - l. Each dwelling unit shall have a separate domestic water service and meter, installed per Water Division Standards, and sized to meet the minimum requirements set by the California Plumbing Code (CPC) and Uniform Fire Code (UFC). The domestic water service shall be a minimum of 1-inch in size. (ZSO 255.044)
 - m. Each separate landscaping area (i.e., Homeowner's Association (HOA) property, public common landscaping area(s), proposed City Park, etc.) shall have a separate irrigation meter(s) and service(s) installed per Water Division Standards. The irrigation water service(s) shall be a minimum of 1-inch in size. (ZSO 232)
 - n. Separate backflow protection devices shall be installed per Water Division Standards for all irrigation water services. (Resolution 5921 and California Administrative Code, Title 17)
 - o. The existing domestic water services and meters shall be abandoned per Water Division Standards. (ZSO 255.04)
 - p. Due to the current State mandate to conserve water, the applicant shall implement water conservation measures and water efficient fixtures in the building and landscaping design to minimize adverse impacts to the City's current water supply. The landscaping design and plant material proposed for the City Park shall be drought tolerant and water efficient. (MC 14.18)
22. Street lighting levels shall be adequately provided on Pioneer Drive along the project frontage. Submit a photometric study, with calculations, showing the lighting levels for the roadway and pedestrian areas on Pioneer Drive. If new street lights are required based on the photometric study, the street lighting plans shall be prepared by a Licensed Civil or Electrical Engineer and submitted to the Public Works Department for review and approval. Lighting standards shall be per the City of Huntington Beach guidelines. (ZSO 230.84)
 23. A privately maintained street lighting system, consistent with City standards, shall be constructed along the private streets and access ways in this subdivision. A photometric analysis shall be provided which demonstrates that such lighting will not negatively impact the existing residences to the north. (ZSO 255)
 24. Traffic Control Plans, prepared by a Licensed Civil or Traffic Engineer, shall be prepared in accordance with the latest edition of the City of Huntington Beach Construction Traffic Control Plan Preparation Guidelines and submitted for review and approval by the Public Works Department. (Construction Traffic Control Plan Preparation Guidelines)
 25. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, the applicant shall demonstrate that coverage has been obtained under the Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ) [General Construction Permit] by providing a copy of the Notice of Intent (NOI) submitted to the State of California Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements shall be submitted to the Department of Public Works for review and acceptance. A copy of the current SWPPP shall be kept at the project site and another copy to be submitted to the City. (DAMP)

26. A Project Water Quality Management Plan (WQMP) conforming to the current Waste Discharge Requirements Permit for the County of Orange (Order No. R8-2009-0030) [MS4 Permit] prepared by a Licensed Civil Engineer, shall be submitted to the Department of Public Works for review and acceptance. The WQMP shall address Section XII of the MS4 Permit and all current surface water quality issues and shall include the following:
- a. Low Impact Development.
 - b. Discusses regional or watershed programs (if applicable).
 - c. Addresses Site Design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
 - d. Incorporates the applicable Routine Source Control BMPs as defined in the Drainage Area Management Plan. (DAMP)
 - e. Incorporates Treatment Control BMPs as defined in the DAMP.
 - f. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - g. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - h. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
 - i. Includes an Operations and Maintenance (O&M) Plan for all structural BMPs.
 - j. After incorporating plan check comments of Public Works, three final WQMPs (signed by the owner and the Registered Civil Engineer of record) shall be submitted to Public Works for acceptance. After acceptance, two copies of the final report shall be returned to applicant for the production of a single complete electronic copy of the accepted version of the WQMP on CD media that includes:
 - i. The 11" by 17" Site Plan in .TIFF format (400 by 400 dpi minimum).
 - ii. The remainder of the complete WQMP in .PDF format including the signed and stamped title sheet, owner's certification sheet, Inspection/Maintenance Responsibility sheet, appendices, attachments and all educational material.
 - k. The applicant shall return one CD media to Public Works for the project record file.

THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLIED WITH DURING GRADING OPERATIONS:

27. All construction materials, wastes, grading or demolition debris and stockpiles of soils, aggregates, soil amendments, etc. shall be properly covered, stored and secured to prevent transport into surface or ground waters by wind, rain, tracking, tidal erosion or dispersion. (DAMP). Contractor shall ensure that a Qualified SWPPP Practitioner (QSP) is continually implementing the project SWPPP.
28. An Encroachment Permit is required for all work within the City's right-of-way. (MC 12.38.010/MC 14.36.030)

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A BUILDING PERMIT:**

29. A Precise Grading Permit shall be issued.

**THE FOLLOWING DEVELOPMENT REQUIREMENTS SHALL BE COMPLETED PRIOR TO
FINAL INSPECTION OR OCCUPANCY OF FIRST UNIT:**

30. Complete all improvements as shown on the approved grading, and landscape and improvement plans. (MC 17.05)
31. Prior to the first occupancy of Phase 1 (excluding model homes), all associated onsite and offsite improvements, including the public parking lot and associated infrastructure, as shown on the approved grading, landscape and improvement plans shall be completed. Prior to the first occupancy of each succeeding phase, all associated onsite improvements as shown on the approved grading, landscape and improvement plans shall be completed. (MC 17.05)
32. Prior to grading or building permit close-out and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
- a. Demonstrate that all structural Best Management Practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate all drainage courses, pipes, gutters, basins, etc. are clean and properly constructed.
 - c. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
 - d. Demonstrate that an adequate number of copies of the approved Project WQMP are available for the future occupiers.
33. Traffic impact fees shall be paid at the rate applicable at the time and prior to final inspection. This project will be assessed a traffic impact fee based on the projected additional trips calculated by City staff or the approved Traffic Impact Analysis. (MC 17.65)
34. All new utilities shall be undergrounded. (MC 17.64)
35. All applicable Public Works fees shall be paid at the current rate unless otherwise stated, per the Public Works Fee Schedule adopted by the City Council and available on the city web site at http://www.surfcity-hb.org/files/users/public_works/fee_schedule.pdf . (ZSO 240.06/ZSO 250.16)



CITY OF HUNTINGTON BEACH FIRE DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JUNE 18, 2012

PROJECT NAME: LAMB RESIDENTIAL SUBDIVISION

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 08-124

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 08-005; ZONING MAP AMENDMENT NO. 08-005; ENVIRONMENTAL ASSESSMENT NO. 08-013; TENTATIVE TRACT MAP NO. 17238; CONDITIONAL USE PERMIT NO. 08-026

PROJECT LOCATION: 10251 YORKTOWN AVENUE, 92646 (NORTHSIDE OF YORKTOWN AVENUE, EAST OF BROOKHURST STREET)

PROJECT PLANNER: ANDREW GONZALES, ASSOCIATE PLANNER

PLAN REVIEWER-FIRE: JOE MORELLI; FIRE PROTECTION ANALYST

TELEPHONE/E-MAIL: Joe.Morelli@surfcity-hb.org or (714) 536-5531

PROJECT DESCRIPTION: TO REVIEW DEVELOPMENT CONCEPT PLANS FOR THE SUBDIVISION AND DEVELOPMENT OF AN APPROXIMATELY 11.65 ACRE SITE (FORMERLY LAMB SCHOOL) FOR THE PURPOSES OF CREATING 81 NEW RESIDENTIAL LOTS WITH NEW SINGLE-FAMILY RESIDENCES. THE PROPOSED PROJECT WILL BE DESIGNED AS A PLANNED UNIT DEVELOPMENT UTILIZING VARYING LOT SIZES AT APPROXIMATELY 3,600 SQ. FT. MINIMUM (45 FT. X 80 FT.). ALL STREETS, LANDSCAPING, STORM DRAINS, AND SEWER FACILITIES WILL BE PRIVATELY MAINTAINED BY THE HOMEOWNERS ASSOCIATION. THE STREETS WILL BE SIZED CONSISTENT WITH CITY PUBLIC STREET STANDARDS, INCLUDING PARKWAYS AND ON-STREET PUBLIC PARKING (36 FT. CURB-TO-CURB INTERIOR STREETS, 4 FT. SIDEWALK, AND 6 FT. PARKWAY ON EACH SIDE). THE PROPOSAL IS TO MAINTAIN THE PARK SITE AS IS AND PROVIDE A PARK LAYOUT FOR CITY CONSIDERATION.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated May 18, 2012. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided should the project be approved. If you have any questions regarding these requirements, please contact the Plan Reviewer.

SITE DEVELOPMENT

Fire Apparatus Access

Fire Access Roads shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. Driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). Minimum fire access road width is twenty-four feet (24') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

Fire Access Road Turns and Corners shall be designed with a minimum inner radius of seventeen feet (17') and a minimum outer radius of forty five feet (45') per City Specification # 401 *Minimum Standards for Fire Apparatus Access*. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

No Parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 415 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

Fire Lanes, as determined by the Fire Department, shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties*. The site plan shall clearly identify all red fire lane curbs, both in location and length of run. The location of fire lane signs shall be depicted. No parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans. (FD)

Secured Vehicle Entries shall utilize KNOX® activated access switches (Knox switches for automated gates, Knox padlocks for manual gates), and comply with City Specification #403, *Fire Access for Pedestrian or Vehicular Security Gates & Buildings*. Reference compliance in the plan notes. (FD)

Fire Hydrants and Water Systems

Fire Hydrants are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. Installation of hydrants and service mains shall meet NFPA 13 and 24 (currently adopted edition), Huntington Beach Fire Code Appendix B and C, and City Specification # 407 *Fire Hydrant Installation Standards* requirements. Maximum allowed velocity of fire flow in supply piping is 12 fps. Plans shall be submitted to Public Works and approved by the Public Works and Fire Departments. For Fire Department approval, portray the fire hydrants and reference compliance with NFPA 13 and 24,

(currently adopted edition), Huntington Beach Fire Code Appendix B and C, and City Specification #407 Fire Hydrant Installation Standards in the plan notes. (FD)

Fire Suppression Systems

Fire Sprinklers

Residential (NFPA 13D) Automatic Fire Sprinklers are required. NFPA 13D automatic fire sprinkler systems are required per Huntington Beach Fire Code for new residential buildings. An addition of square footage to an existing building also triggers this requirement with "fire areas" 5000 square feet or more.

Separate plans (two sets) shall be submitted to the Fire Department for permits and approval.

Automatic fire sprinkler systems must be maintained operational at all times.

For Fire Department approval, reference that a fire sprinkler system will be installed in compliance with the Huntington Beach Fire Code, NFPA 13D, and City Specification # 420 - *Automatic Fire Sprinkler Systems* in the plan notes.

NOTE: When buildings under construction are more than one (1) story in height and required to have automatic fire sprinklers, the fire sprinkler system shall be installed and operational to protect all floors lower than the floor currently under construction. Fire sprinkler systems for the current floor under construction shall be installed, in-service, inspected and approved prior to beginning construction on the next floor above. (FD)

Residential (NFPA 13D) Automatic Fire Sprinklers Systems Supply. Residential NFPA 13D fire sprinkler systems supply shall be a minimum of a one inch (1") water meter service, installed per Fire Department, Public Works, and Water Division Standards. Depending on fire sprinkler system demands, larger water service may be required. Separate plans shall be submitted to the Public Works Department for approval and permits, and must be completed prior to issuance of a grading permit. The water service improvements shall be shown on a precise grading plan, prepared by a Licensed Civil Engineer. Contact Huntington Beach Public Works Department (714-536-5431) for water meter requirements. (FD)

Addressing and Street Names

Structure or Building Address Assignments. The Planning Department shall review and make address assignments. The individual dwelling units shall be identified with numbers per City Specification # 409 Street Naming and Address Assignment Process. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process in the plan notes. (FD)

Residential (SFD) Address Numbers shall be installed to comply with City Specification #428, Premise Identification. Number sets are required on front of the structure in a contrasting color with the background and shall be a minimum of four inches (4") high with one and one half inch (½") brush stroke. For Fire Department approval, reference compliance with City Specification #428, Premise Identification in the plan notes and portray the address location on the building. (FD)

GIS Mapping Information

a. **GIS Mapping Information** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:

- Site plot plan showing the building footprint.
- Specify the type of use for the building
- Location of electrical, gas, water, sprinkler system shut-offs.
- Fire Sprinkler Connections (FDC) if any.
- Knox Access locations for doors, gates, and vehicle access.
- Street name and address.

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

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

For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574.

For Fire Department approval, reference compliance with *GIS Mapping Information* in the building plan notes. (FD)

THE FOLLOWING CONDITIONS SHALL BE MAINTAINED DURING CONSTRUCTION:

a. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with HBFC Chapter 14, Fire Safety During Construction And Demolition. (FD)

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

Fire Department City Specifications may be obtained at:

Huntington Beach Fire Department Administrative Office

City Hall 2000 Main Street, 5th floor

Huntington Beach, CA 92648

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

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



**CITY OF HUNTINGTON BEACH
PLANNING AND BUILDING DEPARTMENT
PLANNING DIVISION**

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: JULY 23, 2012

PROJECT NAME: WARDLOW RESIDENTIAL SUBDIVISION

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 08-123

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 08-004; ZONING MAP AMENDMENT NO. 08-004; ENVIRONMENTAL ASSESSMENT NO. 08-012; TENTATIVE TRACT MAP NO. 17239; CONDITIONAL USE PERMIT NO. 08-025

DATE OF PLANS: MAY 18, 2012

PROJECT LOCATION: 9191 PIONEER DRIVE, 92646 (NORTH SIDE OF PIONEER DRIVE, EAST OF MAGNOLIA AVENUE)

PLAN REVIEWER: ANDREW GONZALES, ASSOCIATE PLANNER

TELEPHONE/E-MAIL: (714) 374-1547/ AGONZALES@SURFCITY-HB.ORG

PROJECT DESCRIPTION: TO REVIEW DEVELOPMENT CONCEPT PLANS FOR THE SUBDIVISION AND DEVELOPMENT OF AN APPROXIMATELY 8.3-ACRE SITE (FORMERLY WARDLOW SCHOOL) FOR THE PURPOSES OF CREATING 49 NEW RESIDENTIAL LOTS WITH NEW SINGLE-FAMILY RESIDENCES. THE PROPOSED PROJECT WILL BE DESIGNED AS A PLANNED UNIT DEVELOPMENT UTILIZING VARYING LOT SIZES AT APPROXIMATELY 4,250 SQ. FT. (50 FT. X 85 FT.). ALL STREETS, LANDSCAPING, STORM DRAINS AND SEWERS FACILITIES WILL BE PRIVATELY MAINTAINED BY A HOMEOWNERS ASSOCIATION. THE STREETS WILL BE SIZED CONSISTENT WITH CITY PUBLIC STREET STANDARDS, INCLUDING PARKWAYS AND ON-STREET PUBLIC PARKING (36 FT. CURB-TO-CURB INTERIOR STREETS, 4 FT. SIDEWALK, AND 6 FT. PARKWAY ON EACH SIDE). THE PROJECT ALSO PROPOSES TO PROVIDE FOR ADDITIONAL PUBLIC PARKING FOR THE ADJACENT CITY PARK (APPROXIMATELY 80 SPACES ON 0.83 ACRES).

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

TENTATIVE TRACT MAP NO. 17239:

1. Prior to submittal of the final tract to the Public Works Department for processing and approval, the following shall be required:
 - a. An Affordable Housing Agreement in accord with Section 230.26 of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO). (HBZSO Section 230.26)
 - b. At least 90 days before City Council action on the final map, CC&Rs shall be submitted to the Planning and Building Department and approved by the City Attorney. The CC&Rs shall identify the common driveway access easements, and maintenance of all walls and common landscape areas by the Homeowners' Association. The CC&Rs must be in recordable form prior to recordation of the map. (HBZSO Section 253.12.H)
 - c. Final parcel tract map review fees shall be paid, pursuant to the fee schedule adopted by resolution of the City Council (*City of Huntington Beach Planning and Building Department Fee Schedule*). (HBZSO Section 254.16)
 - d. Park Land In-Lieu Fees shall be paid pursuant to the requirements of HBZSO Section 254.08 – *Parkland Dedications*. The fees shall be paid and calculated according to a schedule adopted by City Council resolution (*City of Huntington Beach Planning and Building Fee Schedule*). (Ordinance No. 3562, Resolution Nos. 2002-56 and 2002-57)
2. Prior to submittal for building permits, an application for address assignment, along with the corresponding application processing fee and applicable plans (as specified in the address assignment application form), shall be submitted to the Planning and Building Department. The application shall be submitted a minimum of 14 days prior to permit submittal. (City Specification No. 409)
3. Prior to issuance of a grading permit, the final map shall be recorded with the County of Orange. (HBZSO Section 253.22)
4. Prior to issuance of Building Permits, a Mitigation Monitoring Fee for a Mitigated Negative Declaration shall be paid to the Planning and Building Department pursuant to the fee schedule adopted by resolution of the City Council. (*City of Huntington Beach Planning and Building Department Fee Schedule*)
5. During demolition, grading, site development, and/or construction, all requirements of the Huntington Beach Zoning and Subdivision Ordinance and Municipal Code including the Noise Ordinance shall be adhered to. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday – Saturday, 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays. (HBMC 8.40.090)
6. The Departments of Planning and Building, Public Works and Fire shall be responsible for ensuring compliance with all conditions of approval herein as noted after each condition. The Planning and Building Director and Public Works Director shall be notified in writing if any changes to the tract map are proposed during the plan check process. Permits shall not be issued until the Planning and Building Director and Public Works Director have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action and the conditions herein. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the HBZSO. (HBZSO Section 241.10)

7. Tentative Tract No. 17239 shall not become effective until the ten (10) calendar day appeal period has elapsed from Planning Commission action. (HBZSO Section 251.12)
8. Tentative Tract No. 17239, General Plan Amendment No. 08-04, Zoning Map Amendment No. 08-04, and Conditional Use Permit No. 08-25 shall become null and void unless exercised within two (2) years of the date of final approval. An extension of time may be granted by the Director of Planning and Building pursuant to a written request submitted to the Planning and Building Department a minimum 60 days prior to the expiration date. (HBZSO Section 251.14 and 251.16)
9. The subdivision shall comply with all applicable requirements of the Municipal Code, Building Division, and Fire Department, as well as all applicable local, State and Federal Codes, Ordinances and standards, except as noted herein. (City Charter, Article V)
10. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays. (HBMC 8.40.090)
11. The applicant shall submit a check in the amount of \$50 for the posting of a Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning and Building Department within two (2) days of the Planning Commission's action. (California Code Section 15094)
12. All landscaping shall be maintained in a neat and clean manner, and in conformance with the HBZSO. Prior to removing or replacing any landscaped areas, check with the Departments of Planning and Building and Public Works for Code requirements. Substantial changes may require approval by the Planning Commission. (HBZSO Section 232.04)

CONDITIONAL USE PERMIT NO. 08-25:

1. The site plan, floor plans, and elevations approved by the Planning Commission shall be the conceptually approved design with the following modifications:
 - a. Parking lot striping shall comply with Chapter 231 of the Zoning and Subdivision Ordinance and Title 24, California Administrative Code. (HBZSO Chapter 231)
 - b. The site plan shall include all utility apparatus, such as but not limited to, backflow devices and Edison transformers. Utility meters shall be screened from view from public right-of-ways. Backflow prevention devices shall be not be located in the front yard setback and shall be screened from view. (HBZSO Section 230.76)
 - c. All exterior mechanical equipment shall be screened from view on all sides. Rooftop mechanical equipment shall be setback a minimum of 15 feet from the exterior edges of the building. Equipment to be screened includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork and transformers. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan showing proposed screening must be submitted for review and approval with the application for building permit(s). (HBZSO Section 230.76)
 - d. The site plan and elevations shall include the location of all gas meters, water meters, electrical panels, air conditioning units, mailboxes (as approved by the United States Postal Service), and

similar items. If located on a building, they shall be architecturally integrated with the design of the building, non-obtrusive, not interfere with sidewalk areas and comply with required setbacks. **(HBZSO Section 230.76)**

- e. All parking area lighting shall be energy efficient and designed so as not to produce glare on adjacent residential properties. Security lighting shall be provided in areas accessible to the public during nighttime hours, and such lighting shall be on a time-clock or photo-sensor system. **(HBZSO 231.18.C)**
 - f. Project data information shall include the flood zone, base flood elevation and lowest building floor elevation(s) per NAVD88 datum. **(HBZSO Section 222.10.F)**
2. Prior to issuance of demolition permits, the following shall be completed:
- a. The applicant shall follow all procedural requirements and regulations of the South Coast Air Quality Management District (SCAQMD) and any other local, state, or federal law regarding the removal and disposal of any hazardous material including asbestos, lead, and PCB's. These requirements include but are not limited to: survey, identification of removal methods, containment measures, use and treatment of water, proper truck hauling, disposal procedures, and proper notification to any and all involved agencies. **(AQMD Rule 1403)**
 - b. Pursuant to the requirements of the South Coast Air Quality Management District, an asbestos survey shall be completed. **(AQMD Rule 1403)**
 - c. The applicant shall complete all Notification requirements of the South Coast Air Quality Management District. **(AQMD Rule 1403)**
 - d. The City of Huntington Beach shall receive written verification from the South Coast Air Quality Management District that the Notification procedures have been completed. **(AQMD Rule 1403)**
 - e. All asbestos shall be removed from all existing buildings prior to demolition of any portion of any onsite building. **(AQMD Rule 1403)**
 - f. Existing mature trees that are to be removed must be replaced at a 2 for 1 ratio with a 36" box tree or palm equivalent (13'-14' of trunk height for Queen Palms and 8'-9' of brown trunk). **(CEQA Categorical Exemption Section 15304)**
3. Prior to issuance of grading permits, the following shall be completed:
- a. Prior to submittal of a landscape plan, the applicant shall provide a Consulting Arborist report on all the existing trees. Said report shall quantify, identify, size and analyze the health of the existing trees. The report shall also recommend how the existing trees that are to remain (if any) shall be protected and how far construction/grading shall be kept from the trunk. **(Resolution No. 4545)**
 - b. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Planning and Building Department for review and approval. **(HBZSO Section 232.04)** *(For private properties)*

- c. A Landscape and Irrigation Plan, prepared by a Licensed Landscape Architect shall be submitted to the Public Works Department for review and approval. **(HBZSO Section 232.04)** *(For public properties)*
 - d. "Smart irrigation controllers" and/or other innovative means to reduce the quantity of runoff shall be installed. **(HBZSO Section 232.04.D)**
 - e. Standard landscape code requirements apply. **(HBZSO Chapter 232)**
 - f. All landscape planting, irrigation and maintenance shall comply with the City Arboricultural and Landscape Standards and Specifications. **(HBZSO Section 232.04.B)**
 - g. Landscaping plans should utilize native, drought-tolerant landscape materials where appropriate and feasible. **(HBZSO Section 232.06.A)**
 - h. A Consulting Arborist (approved by the City Landscape Architect) shall review the final landscape tree-planting plan and approve in writing the selection and locations proposed for new trees. Said Arborist signature shall be incorporated onto the Landscape Architect's plans and shall include the Arborist's name, certificate number and the Arborist's wet signature on the final plan. **(Resolution No. 4545)**
4. Prior to submittal for building permits, the following shall be completed:
- a. The Planning and Building Department shall review and approve the following:
 - 1) Special architectural treatment provided on all building walls.
 - 2) Revised site plan and elevations as modified pursuant to Condition No. 1.
 - 3) Proposed structures and/or building additions for architectural compatibility with existing structures. **(HBZSO Section 244.06)**
 - b. Residential type structures on the subject property, whether attached or detached, shall be constructed in compliance with the State acoustical standards. Evidence of compliance shall consist of submittal of an acoustical analysis report and plans, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for building permit(s). **(General Plan Policy N 1.2.1)**
5. Prior to issuance of building permits, the following shall be completed:
- a. An Affordable Housing Agreement in accord with Section 230.26 of the ZSO. **(HBZSO Section 230.26)**
 - b. A Mitigation Monitoring Fee for mitigated negative declarations shall be paid to the Planning and Building Department pursuant to the fee schedule adopted by resolution of the City Council. **(City of Huntington Beach Planning and Building Department Fee Schedule)**
6. During demolition, grading, site development, and/or construction, all Huntington Beach Zoning and Subdivision Ordinance and Municipal Code requirements including the Noise Ordinance. All activities including truck deliveries associated with construction, grading, remodeling, or repair shall be limited to Monday - Saturday 7:00 AM to 8:00 PM. Such activities are prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**

7. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released for the first residential unit until the following has been completed:
 - a. Complete all improvements as shown on the approved grading, landscape and improvement plans. **(HBMC 17.05)**
 - b. All trees shall be maintained or planted in accordance to the requirements of Chapter 232. **(HBZSO Chapter 232)**
 - 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 Planning and Building Department. **(HBZSO Section 232.04.D)**
 - d. An onsite 36" box tree or the palm equivalent shall be provided in the front yard, and a 24" box tree shall be provided in the parkway to meet the Huntington Beach; Zoning and Subdivision Ordinance, the Arboricultural and Landscape Standards and Specifications, and the Municipal Code. **(HBZSO Section 232.08, Resolution 4545, HBMC 13.50)**
 - e. The provisions of the Water Efficient Landscape Requirements shall be implemented. **(HBMC 14.52)**
8. The Development Services Departments (Planning and Building, Fire, and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning Commission may be required pursuant to the provisions of HBZSO Section 241.18. **(HBZSO Section 241.18)**
9. Conditional Use Permit No. 08-25 shall not become effective until General Plan Amendment No. 08-04 and Zoning Map Amendment No. 08-04 has been approved by the City Council and is in effect. **(HBZSO Section 247.16)**
10. Conditional Use Permit No. 08-25 shall become null and void unless exercised within one year of the date of final approval or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning and Building Department a minimum 30 days prior to the expiration date. **(HBZSO Section 241.16.A)**
11. Conditional Use Permit No. 08-25 shall not become effective until the appeal period following the approval of the entitlement has elapsed. **((HBZSO Section 241.14)**
12. The Planning Commission reserves the right to revoke Conditional Use Permit No. 08-25 pursuant to a public hearing for revocation, if any violation of the conditions of approval, Huntington Beach Zoning and Subdivision Ordinance or Municipal Code occurs. **(HBZSO Section 241.16.D)**
13. The project shall comply with all applicable requirements of the Municipal Code, Building Division, and Fire Department, as well as applicable local, State and Federal Fire Codes, Ordinances, and standards, except as noted herein. **(City Charter, Article V)**

14. Construction shall be limited to Monday – Saturday 7:00 AM to 8:00 PM. Construction shall be prohibited Sundays and Federal holidays. **(HBMC 8.40.090)**
15. The applicant shall submit a check in the amount of \$50.00 for the posting of the Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning and Building Department within two (2) days of the Planning Commission's approval of entitlements. **(California Code Section 15094)**
16. All landscaping shall be maintained in a neat and clean manner, and in conformance with the HBZSO. Prior to removing or replacing any landscaped areas, check with the Departments of Planning and Building and Public Works for Code requirements. Substantial changes may require approval by the Planning Commission. **(HBZSO Section 232.04)**



**CITY OF HUNTINGTON BEACH
COMMUNITY SERVICES DEPARTMENT
PROJECT IMPLEMENTATION CODE REQUIREMENTS**

DATE: JANUARY 3, 2012

PROJECT NAME: WARDLOW RESIDENTIAL SUBDIVISION

PLANNING APPLICATION NO.: PLANNING APPLICATION NO. 08-123

ENTITLEMENTS: GENERAL PLAN AMENDMENT NO. 08-004; ZONING MAP AMENDMENT NO. 08-004; ENVIRONMENTAL ASSESSMENT NO. 08-012; TENTATIVE TRACT MAP NO. 17239; CONDITIONAL USE PERMIT NO. 08-025

PROJECT LOCATION: 9191 PIONEER DRIVE, 92646 (NORTH SIDE OF PIONEER DRIVE, EAST OF MAGNOLIA AVENUE)

PROJECT PLANNER: ANDREW GONZALES, ASSOCIATE PLANNER

PLAN REVIEWER: DAVE DOMINGUEZ, FACILITIES AND DEVELOPMENT DIVISION

TELEPHONE/E-MAIL: (714) 374-5309/ DDOMINGUEZ@SURFCITY-HB.ORG

PROJECT DESCRIPTION: TO REVIEW DEVELOPMENT CONCEPT PLANS FOR THE SUBDIVISION AND DEVELOPMENT OF AN APPROXIMATELY 8.3-ACRE SITE (FORMERLY WARDLOW SCHOOL) FOR THE PURPOSES OF CREATING 49 NEW RESIDENTIAL LOTS WITH NEW SINGLE-FAMILY RESIDENCES. THE PROPOSED PROJECT WILL BE DESIGNED AS A PLANNED UNIT DEVELOPMENT UTILIZING VARYING LOT SIZES AT APPROXIMATELY 4,250 SQ. FT. (50 FT. X 85 FT.). ALL STREETS, LANDSCAPING, STORM DRAINS AND SEWERS FACILITIES WILL BE PRIVATELY MAINTAINED BY A HOMEOWNERS ASSOCIATION. THE STREETS WILL BE SIZED CONSISTENT WITH CITY PUBLIC STREET STANDARDS, INCLUDING PARKWAYS AND ON-STREET PUBLIC PARKING (36 FT. CURB-TO-CURB INTERIOR STREETS, 4 FT. SIDEWALK, AND 6 FT. PARKWAY ON EACH SIDE). THE PROJECT ALSO PROPOSES TO PROVIDE FOR ADDITIONAL PUBLIC PARKING FOR THE ADJACENT CITY PARK (APPROXIMATELY 80 SPACES ON 0.83 ACRES).

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated September 6, 2011. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided should the project be approved. If you have any questions regarding these requirements, please contact the Plan Reviewer.

Applicable park and recreation fees defined under Huntington Beach Zoning and Subdivision Ordinance (HBZSO) Chapters 230 -- *Site Standards* and 254 -- *Dedications and Reservations* shall be applied to the project based upon the proposed development of 81 residential units.

**CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
DRAFT MITIGATED NEGATIVE DECLARATION NO. 2008-012**

1. PROJECT TITLE: Tri Pointe Homes Wardlow Residential Subdivision

Concurrent Entitlements: General Plan Amendment No. 2008-004, Zoning Map Amendment No. 2008-004, Tentative Tract Map No. 17239 & Conditional Use Permit No. 2008-025

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

Contact: Andrew Gonzales, Associate Planner
Phone: 714.374.1547

3. PROJECT LOCATION:
The project site is located at 9191 Pioneer Drive (north side of Pioneer Drive, east of Magnolia Avenue) at the former Wardlow School site in the City of Huntington Beach, California.

4. PROJECT PROPONENT: Tri Pointe Homes, LLC
19520 Jamboree Road, Suite 200
Irvine, CA 92612

Contact Person: Thomas Grable
Phone: 949.478.8674

5. GENERAL PLAN DESIGNATION:
Existing: Public (Residential Low Density) (P(RL))
Proposed: Residential Low Density (RL-7)

6. ZONING:
Existing: Public-Semipublic (PS)
Proposed: Residential Low Density (RL)

PROJECT DESCRIPTION (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or offsite features necessary for implementation):

The project proposes to subdivide the 8.35-acre former Wardlow School site to accommodate 49 lots for new detached single-family homes. All existing school buildings and onsite improvements are proposed to be demolished in conjunction with the project.

The project is adjacent to the City's Wardlow Park. The project is proposing to dedicate a 0.82 acre portion of land for the purposes of constructing a new landscaped parking lot containing 80 parking spaces. This parking lot is proposed to satisfy the project's Quimby Act requirement for parkland dedication. The land will be

dedicated to the City for the purposes of providing parking for those utilizing the adjacent Wardlow Park. This 0.82 acre for parkland (in the form of the new landscaped parking lot) is to be incorporated into the adjacent Wardlow Park and its Huntington Valley Little League baseball facilities.

This project requests a General Plan Amendment to change the existing General Plan designation of Public (Residential Low Density) (P(RL)) to Residential Low Density (RL-7). This project also proposes a Zoning Map Amendment to change the existing zoning of Public-Semipublic (PS) to RL (Residential Low Density). The project also proposes to be developed as a Planned Unit Development (PUD). Specific project entitlements are as follows:

General Plan Amendment No. 2008-004

To amend the General Plan land use designation from Public with an underlying designation of Residential Low Density (P(RL)) to Residential Low Density (RL-7), which allows for a maximum density of seven units per acre.

Zoning Map Amendment No. 2008-004

To amend the zoning designation from Public-Semipublic (PS) to Residential Low Density (RL).

Tentative Tract Map No. 17239

To subdivide 8.35 acres of land to accommodate 49 numbered lots for new detached single-family homes and seven lettered lots A-G for streets, landscaping, and a parking lot to be dedicated to the City. The project will incorporate varying lot sizes that average approximately 4,250 square feet (50 feet wide by 85 feet deep). The streets will be private and will feature a standard 40-foot wide curb-to-curb interior street section at the primary entrance into the tract and a reduced 36-foot section for the interior streets. The street sections will be designed with a 4-foot wide sidewalk and 6-foot wide parkway on each street side. On street parking will be provided within the tract to accommodate approximately 64 vehicles. Language will be placed into the project CC&Rs specifically allowing and guaranteeing the ongoing ability of the general public to park on and use the private streets. All streets, landscaping, storm drains and sewers facilities will be privately maintained by an established homeowners association.

Conditional Use Permit No. 2008-025

To permit the development of a 49 unit single-family subdivision and associated infrastructure including site improvements, grading and construction of offsite sewer, water and storm drain improvements. The proposed project is proposed as a Planned Unit Development (PUD). The PUD is necessary because all of the lots are below the minimum 6,000 square feet standard for RL developments.

The dwelling units will range in size from 2,800 square feet to 3,200 square feet. The proposed units are two-story with a maximum height of 30 feet 2 inches. Each unit will feature a 4-bedroom layout that includes a two-car enclosed garage and two-car driveway.

The project will feature a green building program. As part of the project's program, the homes will meet all mandatory measures of the State of California Housing and Community Development's 2010 California Green Building Code. Additionally, the project proposes additional green building features including but not limited to achieving energy efficiency 30 percent greater than the current 2008 California Energy Commission Title 24 code standards, providing solar electric photovoltaic (PV) systems as a standard feature and providing homes that are "EV Ready" with 120V/240V electrical plugs in garages.

The project includes a water quality basin that will treat water from the project site before being released into the public's downstream storm drain system. A storm drain will be constructed underneath the 80-space parking lot that will serve to alleviate an ongoing problem of cross lot drainage and flooding at the northeast corner of Wardlow Park. This storm drain will run the length of the parking lot and tie into the storm drain that the proposed project will build in Pioneer Drive (the construction of approximately 1,300 linear feet of public storm drain line within Pioneer Drive and Lotus Lane), which in turn will connect into the storm drain the project will build in Lotus Lane. The project proposes to construct the Master Plan of Drainage storm

drain, which will run approximately 605 linear feet beginning from the intersection of Lotus Lane and Gettysburg Drive southward to tie into the existing storm drain in Adams Avenue. The total storm drain improvement will be 1,905 linear feet. The project will also install a detention facility or depression and construct a drain inlet in the northeast corner area of the adjacent Wardlow Park to specifications to be determined by the City of Huntington Beach to alleviate the current problem of cross lot drainage and flooding.

Additionally, the project will construct a snack bar/equipment room/public restroom facility on the Wardlow Park grounds to replace the one that will be demolished on the school property. The new facility is anticipated to be of a size comparable to the building removed (approximately 1,000 square feet). Furthermore, an overhead light fixture is proposed to be installed in the northeast corner of the park to provide illumination as an additional security feature and improve overall visibility, and the property proposes to relocate the streetlights currently located on the south side of Pioneer Drive and serviced by an overhead electrical line to the north side of Pioneer Drive. The power lines that run along the north side of Pioneer Drive along the southerly edge of Huntington Valley Little League ball fields from Magnolia Street to the Former Wardlow School buildings are proposed be removed and placed underground to the terminus in an above ground vault on the City's Wardlow Park property. The chain link fence that runs the length of the south edge of the ball fields on the side of Pioneer Drive is proposed to be replaced with a new fence.

The proposed project will comply with the City's affordable housing requirement by electing to provide a minimum of 4 affordable units at an offsite location that will be under the full control of Tri Pointe Homes or another City approved party.

8. SURROUNDING LAND USES AND SETTING:

The site is bounded by single-family residences to the north and south, a County of Orange flood control channel on the eastern border with residences beyond, and Wardlow Park, a City park, with existing baseball fields adjacent to Magnolia Street to the west.

The Wardlow School site, totaling 14.4 acres, was owned by the Fountain Valley Unified School District. The school was designated as a closed school site, and in 2005, the School District decided to sell the site. In November 2005, the City acquired six acres of the school site to be maintained as open space. The remaining 8.35 acres were acquired by the project proponent and are the subject of the proposed project.

9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION: None.

10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED) (i.e., permits, financing approval, or participating agreement): None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable 0, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further is required.**

Andrew A. Gonzales
Signature

8/22/12
Date

ANDREW A. GONZALES
Printed Name

ASSOCIATE PLANNER
Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. "Potentially Significant Impact" is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. "Potentially Significant Impact Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XIX at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XIX. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach's requirements.

(Note: Standard Code Requirements - The City imposes standard code requirements on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures. For the readers' information, a list of applicable code requirements identified in the discussions has been provided as Attachment No. 1.

SAMPLE QUESTION:

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

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the project:

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

Discussion: The current General Plan land use designation is Public (Residential Low Density) (P(RL)). The project site's current zoning designation, Public-Semipublic (PS), does not allow for residential development, except for General Residential Care. As a result, in addition to the project requests for Tentative Tract Map No. 17239 and Conditional Use Permit No. 2008-025, the applicant requests the following:

- General Plan Amendment No. 2008-004 to change the site's land use designation to Residential Low Density (RL-7)
- Zoning Map Amendment No. 2008-004 to change the current zoning designation of Public-Semipublic (PS), to Residential Low Density (RL)

General Plan Amendment

As described above, the project will require a General Plan Amendment. The underlying RL designation indicates that if the public school use onsite were to be discontinued that the future land use of RL was contemplated in a broad sense in the City's General Plan. Due to the surrounding low density single family residential development and land use designation, the proposed General Plan Amendment would facilitate the development of a residential project that blends into the existing low density single family residential development in the project vicinity and will not conflict with the General Plan.

Zoning Map Amendment

The City Zoning Map designates the project site as Public-Semipublic (PS). This designation provides areas for large public or semipublic uses. However, a Zoning Map Amendment is requested for the development of 49 single-family residential units at the site. The proposed Zoning designation would be consistent with the requested General Plan land use for the site and Zoning designations of residential development in the vicinity of the project.

Planned Unit Development

The project will be developed as a Planned Unit Development (PUD) because it proposes residential lot sizes that do not comply with the RL zoning standards. PUDs allow for flexibility in development standards to encourage innovative land use development that achieves quality site planning and design and aesthetically pleasing environments through architecture and landscape improvements. Within the City PUDs are required to provide a mutual benefit for residents of the project as well as the general public. Interior lot sizes range from 4,152 to 5,864 square feet and perimeter lots (adjacent to existing homes) range in size from 4,697 to 5,146 square feet. The code minimum is 6,000 square feet. Despite the request for smaller lots, the project has been designed to exceed the minimum rear building setbacks for those proposed perimeter lots (i.e., lots 10 through 21) that are adjacent to existing homes directly north of the project site. Based on the Proposed Building Setbacks plan, the rear setbacks are as shown in the table below. For those perimeter lots adjacent to existing homes, the proposed project provides rear setbacks in excess of the minimum 10 feet that is required under the RL zone.

ISSUES (and Supporting Information Sources):

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

Table 1: Minimum Rear Building Setbacks for Proposed Perimeter Lots Adjacent to Existing Homes

Plan	Minimum Rear First Floor Building Setback	Maximum Rear First Floor Building Setback	Rear Second Floor Glazing Setback Minimum Major Glazing Setback	Rear Second Floor Glazing Setback Maximum Major Glazing Setback
1	25 feet	26 feet 4 inches	25 feet 1 inch	37 feet 4 inches
2	20 feet	21 feet	31 feet 4 inches	32 feet 6 inches
3	21 feet	22 feet 1 inch	21 feet	34 feet 1 inch

Source: Project plans, Bassenian Lafgoni, 05.15.12

No significant environmental land use impacts are anticipated as a result of the lot size deviations proposed by the project because the project has been designed to provide additional setbacks to those existing homes located adjacent to the northern boundary of the project site. The project complies with all other zoning standards.

The project site is not located in the Coastal Zone of the City of Huntington Beach; therefore, the project will have no impact regarding the Local Coastal Program for the City.

b) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 1, 31, 34)

Discussion: The project site is located in a developed area in the City of Huntington Beach, and there are no habitat conservation plans or natural community conservation plans in effect in the City. Therefore, no impacts would occur in this regard.

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

Discussion: The proposed project involves the construction of 49 single-family units and a park parking lot. The project site has been identified for development in the City's General Plan, and is zoned for development. The project site is developed with a former school (Wardlow School). Due to the project's location in an already developed area in Huntington Beach, the proposed project would not physically divide an established community because the project involves infill development into a predominantly residential area. Therefore, no impacts are anticipated.

ISSUES (and Supporting Information Sources):

	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources: 1, 23)
-

Discussion: The project will provide 49 single-family units and accommodate an estimated population of 126 residents (2.56 persons per household, per 2010 Census Huntington Beach Quickfacts and per Table II-5 of the City of Huntington Beach Housing Element). The project will not induce substantial population growth due to the developed nature of the project site and surrounding area.

Based on 2010 census data, the City of Huntington Beach has a population of 189,992 persons. If the estimated 126 residents were assumed to be new residents to the City of Huntington Beach, this would represent approximately .06 percent of the City's total population. Per the Housing Element, the City's population is anticipated to grow to 217,822 by 2015. Thus, the population of the proposed project falls within the future estimates of the City's population.

Regarding the affordable housing that will need to be provided as part of the proposed project, Tri Pointe Homes has elected to provide the affordable units at an offsite location that will be under the full control of Tri Pointe Homes or another City approved party. Tri Pointe Homes may consider new construction or substantial rehabilitation (as defined by Government Code Section 33413 affordable housing production requirements) of existing non-restricted units with the condition that upon completion of the rehabilitation the units become restricted to long-term affordability. It is not anticipated that either the construction or rehabilitation of homes to meet the project's affordable housing requirement will have a significant impact on inducing substantial population growth because the units would be either a rehabilitation of existing units, which means that the infrastructure has already been provided or will be developed in an area with infrastructure nearby, as it would be cost prohibitive to develop affordable housing units in an area where existing infrastructure is not easily available.

Therefore, the proposed project would not induce substantial population growth in the area and impacts are considered less than significant.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 1, 67)
-

Discussion: The project site is currently a closed school site, and no housing currently exists onsite. As such, no housing will be displaced. The project will comply with the City of Huntington Beach affordable housing requirements and the project would not result in the displacement of existing housing. No impact would occur.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
(Sources: 1, 67)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project site is currently a closed school site and no one currently resides on the project site. As such, no people would be displaced. The project will comply with the City of Huntington Beach affordable housing requirements and the project would not result in the displacement of people. No impact would occur.

III. GEOLOGY AND SOILS. Would the project:

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

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Sources: 33, 55, 59)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The Geotechnical Investigation and Liquefaction Evaluation conducted for the project site states that the project site is not located within an Alquist-Priolo Earthquake Fault Zone and that therefore, the possibility of significant fault rupture on the site is considered to be low. The February 2012 Geotechnical Review and Commentary of Existing Reports and Plans states that no active faults are known to project through the site and the site does not lie within an Earthquake Fault Hazard Zone as designated by the State of California pursuant to the Alquist-Priolo Earthquake Zoning Act. Additionally, the proposed project will be developed in accordance with the 2010 California Building Code therefore, less than significant impacts are anticipated in this regard.

- ii) Strong seismic ground shaking? (Sources: 55, 59)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: As is the case with most locations in Southern California, the project site is located in a seismically active region that is characterized by moderate to strong seismic shaking. Per the February 2012 Geotechnical Review and Commentary of Existing Reports and Plans for the project site, structures within the site shall be designed and constructed to resist the effects of strong ground motion in accordance with the 2010 California Building Code. Additionally, no active faults are known to project through the site and the site does not lie within an Earthquake Fault Hazard Zone as designated by the State of California pursuant to the Alquist-Priolo Earthquake Zoning Act. As detailed in Geotechnical Investigation and Liquefaction Evaluation conducted for the project site, the proposed development must be designed in accordance with the requirements of the latest edition of the Uniform Building Code and/or the California Building Code. These codes provide procedures for earthquake resistant structural design that include considerations for onsite soil conditions, seismic zoning, occupancy, and the configuration of the structures including the structural system and height. Therefore, less than

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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significant impacts are anticipated in this regard.

iii) Seismic-related ground failure, including liquefaction? (Sources: 1, 55, 58)

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion: Per the Geotechnical Investigation and the Liquefaction Investigation conducted for the project site, liquefaction is the loss of strength in generally cohesionless, saturated soils when the porewater pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors that influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface.

As detailed in Figure EH-7 in the Environmental Hazards Element of the City of Huntington Beach General Plan, the project site is located in an area with High to Very High Potential for liquefaction. As detailed in Geotechnical Investigation and Liquefaction Evaluation conducted for the project site, the project site is located in a designated liquefaction hazard zone.

The liquefaction potential of the site was analyzed utilizing a peak ground acceleration of 0.419 for a magnitude 6.9 seismic event. The liquefaction evaluation was performed using a historic groundwater depth of 3 feet.

The liquefaction analysis has identified potentially liquefiable soils at depths of 22 to 27(+/-) feet, 32 to 37(+/-) feet and 47 to 50 (+/-) feet at Boring No. B-2 and at depths of 6.5 to 8.5 (+/-) feet and 22 to 27(+/-) feet and 32 to 37(+/-) feet at Boring No. B-5. Soils that are located above the historic groundwater table (3 feet), or possess factors of safety in excess of 1.1 are considered non-liquefiable. The zones of clays, silty clays, and clayey silts encountered throughout the site are considered non-liquefiable due to their fine grained, cohesive characteristics.

Settlement analyses were conducted for the potentially liquefiable stratum. Based on the settlement analyses total dynamic (liquefaction induced) settlements of 3.6 (+/-) inches and 4.0 (+/-) inches could be expected at Borings B-2 and B-5, respectively. The estimated differential settlement would therefore be on the order of 0.4 (+/-) inch to 2.7(+/-) inches. The estimated differential settlement could be assumed to occur across a distance of 100 feet, indicating an angular distortion of less than 0.003 inches per inch. It should be noted that minor to moderate repairs, including repair of damaged drywall and stucco, etc., could be required after the occurrence of liquefaction-induced settlements.

Mitigation is recommended to reduce potential impacts from liquefaction and settlement, as follows:

MM GEO-1: The grading plan prepared for the proposed project shall contain the recommendations included in the reports listed below. These recommendations shall be implemented in the design of the project and include measures associated with site preparation, fill placement and compaction, seismic design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, surface drainage, trench backfill, and geotechnical observation.

1. The August 23, 2007 Geotechnical Investigation and Liquefaction Evaluation Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
2. The October 17, 2007, Additional Subsurface Exploration and Laboratory Testing Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
3. February 17, 2012 Geotechnical Review and Commentary of Existing Reports and Plans for the Wardlow

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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School Site Project.

These reports suggest relatively uniform subsurface conditions exist across the project site. However, where existing school structures and improvements have precluded direct access to subsurface areas, additional borings and soil samples are recommended to provide deeper soil information. Although no new impacts or unusual subsurface conditions are anticipated, Mitigation Measure GEO-2 is recommended prior to construction to complete site investigations:

MM GEO-2: Prior to issuance of building permits for the project, in order to complete the soils information in areas of the site where existing structures and improvements have prevented easy access to deeper soil, additional subsurface borings shall be conducted. The project shall comply with any additional recommendations resulting from this additional subsurface investigation.

Implementation of Mitigation Measures GEO-1, and GEO-2 will reduce impacts in this regard to a less than significant level.

iv) Landslides? (Sources: 1)

Discussion: Slope failures are common during strong seismic shaking in areas of significant relief. However, the project site is located in a relatively flat area and no significant slopes are proposed as part of the project. Additionally, as detailed in the Environmental Hazards Element of the City of Huntington Beach General Plan (Figure EH-2), the project site is located in an area with no potential for having potentially unstable slope areas. Accordingly, no impacts to people or structures from landslides are anticipated.

b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 58)

Discussion: As described in the Additional Subsurface Exploration and Laboratory Testing report for the project site and MM GEO-2, following completion of the over-excavation, the subgrade soils under the building areas shall be evaluated by the geotechnical engineer to verify their suitability to serve as the structural fill subgrade, as well as to support the foundation loads of the new structures. Some localized areas of deeper excavation may be required if additional fill materials or wet, loose, porous, low density or otherwise unsuitable materials are encountered at the base of the over-excavation. Based on conditions encountered at the exploratory trench locations, and on the fact that the anticipated depths of over-excavation are deeper than the observed groundwater levels at the site, some zones of very moist to wet soils will be encountered at or near the base of the recommended over-excavation. Where these soils are exposed at the over-excavation subgrade level, some subgrade stabilization may be required.

Per the Additional Subsurface Exploration and Laboratory Testing report: scarification and significant air-drying of these materials may be sufficient to obtain a stable subgrade. If highly unstable soils are identified, and if the construction schedule does not allow for delays associated with drying, mechanical stabilization will be necessary. In this event, the geotechnical engineer will be contacted for supplementary recommendations. Typically, an

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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unstable subgrade can be stabilized using a suitable geotextile fabric, such as Mirafi 500X or 600X, and/or an 18-inch thick layer of coarse (2 to 4 inch particle size) crushed stone. After a suitable over-excavation subgrade has been achieved, the exposed soils should be scarified to a depth of at least 12 inches, moisture treated to 2 to 4 percent above optimum moisture content, and compacted. The previously excavated soils may then be replaced as compacted structural fill.

To mitigate for the potential need for subgrade stabilization, Mitigation Measure GEO-1 is recommended, for the project to follow the recommendations of the geotechnical reports prepared for the proposed project.

With implementation of Mitigation Measure GEO-1, it is anticipated that adhering to the recommendations in the October 17, 2007, Additional Subsurface Exploration and Laboratory Testing report will mitigate for potential impacts regarding any moist to wet soils that may be encountered at or near the base of the recommended over-excavation.

As described in the Additional Subsurface Exploration and Laboratory Testing report for the project site, most of the near surface soils possess appreciable silt and clay content and may become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. In addition, based on their granular content, some of the onsite soils will also be susceptible to erosion.

With implementation of Mitigation Measure GEO-1, it is anticipated that adhering to the recommendations in the October 17, 2007, Additional Subsurface Exploration and Laboratory Testing report will mitigate for potential impacts regarding soil erosion.

With implementation of Mitigation Measure GEO-1 above, less than significant impacts are anticipated regarding substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill.

- e) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
(Sources: 55, 58)

Discussion: As described in the Additional Subsurface Exploration and Laboratory Testing report for the project site, the results of the consolidation/collapse testing indicate that the existing near surface possible fill and native alluvial soils possess a significant potential for collapse when exposed to moisture infiltration, and a moderate to significant potential for consolidation when exposed to load increases in the range of those that will be exerted by the foundations of the proposed structures.

To mitigate for potential impacts from liquefaction and settlement described above, Mitigation Measure GEO-1 (in threshold a.iii) above is recommended to reduce potential impacts from liquefaction and settlement. With implementation of Mitigation Measure GEO-1, which requires that the proposed project implement the recommendations of the geotechnical reports prepared for the project, the proposed project is anticipated to have a less than significant impact in this regard.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 1, 58, 55)
-

Discussion: Per the Geotechnical Investigation and Liquefaction Evaluation conducted for the project site, the expansion potential of the onsite soils was determined based on the results of soil samples, which indicated the expansive potential of onsite-soils as being low. As shown in Figure EH-12, Expansive Soil Distribution Map, of the City of Huntington Beach General Plan, the project is located in an area with low expansion (7 percent or less). The project is required to comply with Title 17, Excavation and Grading Code, in addition to implementing the recommendations of the Additional Subsurface Exploration and Laboratory Testing Report (dated October 17, 2007 by Southern California Geotechnical) to address potential impacts from expansive soils. Compliance with all applicable requirements and codes, in addition to implementation of site-specific recommendations of the October 17, 2007 Southern California Geotechnical report (per Mitigation Measure GEO-1 above), would ensure that the project would have less than significant impacts regarding expansive soil.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater (Sources: 67)
-

Discussion: Septic tanks or alternative wastewater disposal systems are not proposed with the proposed project. The proposed project will include connection to the existing City of Huntington Beach sewer system. Therefore, no impacts would occur in this regard.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? (Sources: 44)
-

Discussion: The project site is within and, therefore, subject to the water quality regulations of the Santa Ana Regional Water Quality Control Board (SARWQCB). The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act. The general permit applicable to this project is the "Statewide General Construction Stormwater Permit" which addresses waste discharge requirements for discharges of stormwater runoff associated with construction activities.

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

ISSUES (and Supporting Information Sources):

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

prevent violation of water quality standards and waste discharge requirements during the construction of the site.

Additionally, a Water Quality Management Plan (WQMP) has been prepared, which is required by the City of Huntington Beach to be prepared prior to project construction. The WQMP identifies the Best Management Practices (BMPs) that will be used on the site to control predictable pollutant runoff, including: hydrologic source controls, biotreatment BMPs, treatment control BMPs, non-structural source control BMPs and Structural Source Control BMPs. Implementation of the BMPs identified in the WQMP would assure that stormwater from the project site during project construction and post development (operation) would not detrimentally impact the beneficial uses of receiving waters. As a result, impacts associated with this issue would be less than significant.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? (Sources: 44)
-

Discussion: The project site derives its potable water supplies from the City of Huntington Beach. The project does not propose any groundwater-extracting wells. Additionally, the project site is currently developed with school buildings, parking lots and other impervious hardscape areas, and as such does not function as a substantial source of groundwater recharge. As detailed in the Water Quality Management Plan (WQMP) for the proposed project, under pre-project conditions, 53 percent of the project site contains impervious surfaces. With the proposed project, impervious surfaces would be increased to 60 percent of the project site. One of the public facilities improvements that will be incorporated and built within the improved parking lot (which will be dedicated to the City of Huntington Beach), is a storm drain underneath the parking lot that will serve to alleviate an ongoing problem of cross lot drainage and flooding at the northeast corner of Wardlow Park. The storm drain within the project will be private and maintained by a homeowners association. This storm drain has been designed to meet the needs of the proposed project. Thus, the proposed conversion to residential use would not substantially increase impervious areas or interfere with groundwater percolation and recharge because at the point at which flooding is occurring there is too much water to be absorbed into the ground. The revised project will alleviate this flooding. Therefore, the project would not substantially deplete groundwater supplies, or substantially interfere with groundwater recharge. Thus, impacts associated with groundwater are considered less than significant.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site? (Sources: 67)
-

Discussion: The proposed project is located on a previously developed site that contains a vacant school. Thus, the proposed project would not alter the course of a stream or river in a manner that would result in substantial erosion or siltation on or offsite. Also, by implementing the project SWPPP during construction and Water

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Quality Management Plan for post-construction, the project site would have a less than significant impact for erosion or siltation on or off site.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site? (Sources: 44, 45)

Discussion: The proposed project site is currently developed with the Wardlow school. No stream or river occurs on the property, nor would the course of any stream or river be altered by the project.

As described in the Geotechnical Investigation and Liquefaction Evaluation for the project, the upper 3 to 12 feet of the alluvial soils at the project site contain significant amounts of peat and organic material, which are subject to significant collapse when exposed to moisture infiltration. Thus, the peat soil onsite impacts existing drainage, as moisture causes the peat to collapse. As described in the Preliminary Hydrology Study for the proposed project, the site's current drainage is not consistent with the City's Master Plan because the site's drainage currently splits drainage flow to both the north and south, which is contrary to the approved Master Plan of Drainage. With development of the proposed project, all existing drainage flows to the north to Madeline Drive will be diverted with development of the project so that the drainage patterns will be in a southeasterly direction consistent with the City's Master Plan. Positive over flow is provided with the building pads being set a minimum of one-foot above the over flow elevation; therefore, all proposed residential dwellings are protected from inundation should the storm drain system become inoperable. Additionally, the project is required to detain the flow difference between the existing 25-year and proposed 100-year storms so that runoff from the site is not increased from its current condition. Thus, the project is anticipated to have a less than significant impact in this regard.

- e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: 45)

Discussion: Under pre-project conditions, 53 percent of the project site contains impervious surfaces. With the proposed project, impervious surfaces would be increased to 60 percent of the project site. Tri Pointe homes proposes to construct the Master Plan of Drainage storm drain which will run approximately 605 liner feet beginning from the intersection of Lotus Lane and Gettysburg Drive southward to tie into the existing storm drain in Adams Avenue. The project is required to detain the difference in runoff between the existing 25 year and proposed 100 year flows such that runoff is not increased from existing conditions because the down stream system to which runoff from the project flows (i.e., the existing 54 inch RCP on Adams Avenue) is deficient (see Mitigation Measure HYD-1). Additionally, the proposed project includes a water quality basin onsite, which will treat its "first flush" before being released into the public's downstream storm drain system.

MM HYD-1: Prior to the issuance of a grading permit, Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). The drainage

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analysis shows that the City's current drainage system can not meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City.

With implementation of Mitigation Measure HYD-1 the proposed project is anticipated to have a less than significant impact.

- f) Otherwise substantially degrade water quality?
 (Sources: 44)

Discussion: Implementation of the proposed project would result in short-term water quality impacts during construction activities, and these activities could contribute to significant cumulative impacts on water quality. Project compliance with mandatory National Pollution Discharge Elimination System (NPDES), Storm Water Pollution Prevention Plan (SWPPP), and City of Huntington Beach building standard requirements as well as implementation of the required project-specific Water Quality Management Plan (WQMP) would ensure that all impacts regarding water quality would be less than significant. The required WQMP that has been prepared for the proposed project identifies BMPs designed to reduce impacts to water quality, such as: the biotreatment BMPs of vegetated swales and stormwater planter boxes with underdrains. The project would not otherwise substantially degrade water quality and impacts would be less than significant.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
 (Sources: 1, 32)

Discussion: As detailed in the FEMA flood maps for the proposed project site, the site lies within Zone X, which is classified as "other flood areas" and is described as: areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance (or 100 year) flood. Additionally, the project site is adjacent to the Talbert Channel, which is classified as "special flood hazard areas subject to inundation by the 1 percent annual chance flood." As detailed in the Preliminary Hydrology Study for the proposed project, positive overflow is provided with the building pads being set a minimum of one foot above the over flow elevation, which would protect all proposed residential dwellings from inundation should the storm drain system become inoperable. However, projects within Zone X are not required to be flood proofed/elevated to satisfy FEMA requirements. As described above the project site falls within Zone X, Other Flood Areas, which includes areas of 1 percent annual chance flood with average depth of less than one foot, therefore due to the building pads being

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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placed a minimum of one foot above the over flow elevation should the storm drain system become inoperable, a less than significant impact is anticipated in this regard.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 1, 32)
-

Discussion: As described in "g)" above, the site lies within Zone X, which is classified as "other flood areas" and is described as: areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance (or 100 year) flood. Areas within Zone X are not expected to flood and as such, a less than significant impact is anticipated in this regard.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 1, 45)
-

Discussion: The project site is not anticipated to be located within an area that may experience flooding as a result of a levee or dam failure. Although the failure of the Prado Dam is identified as a flooding threat to the City of Huntington Beach in the Hazards chapter of the City's General Plan, a flooding threat would only be realized if this flood control basin were nearly full during an earthquake. The chance of flooding of the project site due to failure of the Prado Dam is low. Additionally, the project site has been designed with the residential pads being set a minimum of one foot above the overflow elevation. Less than significant impacts are anticipated in this regard.

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

Discussion: As detailed in the Environmental Hazards Element of the City of Huntington Beach General Plan, tsunamis are long period, seismically generated sea waves caused by sea flood displacements and previous evaluations put the tsunami hazards potential for the City of Huntington Beach at very low. Additionally, per Figure EH-8, the project site is not located in a Moderate Tsunami Run-Up Area.

Per the City's General Plan, seiches are generated by the sloshing of water in an enclosed or partially enclosed body of water caused by displacement within the water body, or longer period earthquake motions. The project site is adjacent the Talbert Channel, however the channel is neither enclosed nor partially enclosed, and is outside of the Moderate Tsunami Run-Up Area. As a result, the project site will not be detrimentally impacted by a seiche.

Due to the flat nature of the project site, and that it is not within a potentially unstable slope area, per Figure EH-2,

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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in the Environmental Hazards Element of the City of Huntington Beach General Plan, impacts from mudflow are anticipated to be less than significant. Therefore, inundation by seismic seiche, tsunami, or mudflow is anticipated to be less than significant.

- k) Potentially impact stormwater runoff from construction activities? (Sources: 44)

Discussion: The project site is subject to the water quality regulations of the Santa Ana Regional Water Quality Control Board (SARWQCB). The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act. The general permit applicable to this project is the "Statewide General Construction Stormwater Permit" which addresses waste discharge requirements for discharges of stormwater runoff associated with construction activities.

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

Additionally, a Water Quality Management Plan (WQMP) has been prepared for the project, which is required by the City of Huntington Beach to be prepared prior to construction. The WQMP identifies the Best Management Practices (BMPs) that will be used on the site to control predictable pollutant runoff, including: hydrologic source controls, biotreatment BMPs, treatment control BMPs, non-structural source control BMPs and Structural Source Control BMPs. Implementation of the BMPs identified in the WQMP would assure that stormwater from the project site during project construction and post development (operation) would not detrimentally impact the beneficial uses of receiving waters. As a result, impacts associated with stormwater runoff from construction would be less than significant.

- l) Potentially impact stormwater runoff from post-construction activities? (Sources: 44)

Discussion: By implementing the Water Quality Management Plan for post-construction water quality, combined with the requirement for the project to detain the flow difference between the existing 25 year and proposed 100 year storms, runoff from the site will not be increased from its current condition. Therefore, a less than significant impact is anticipated.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas? (Sources: 44)
-

Discussion: The proposed project involves the development of single-family dwellings. Therefore the project site would not contain areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance, waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas. Per the Water Quality Management Plan for the proposed project, no vehicle wash areas are provided as part of the proposed project.

Although project residents may maintain or wash their vehicles this is anticipated to have a less than significant impact on water quality because each lot will drain and flow through a vegetated swale BMP. Eventually the discharges will drain into a grated inlet and connect to the extended storm drain system along Pioneer Drive and then southerly down Lotus Lane. The vegetated swale will remove pollutants from routine vehicle maintenance and washing and as such, a less than significant impact is anticipated in this regard.

- n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters? (Sources: 44, 45)
-

Discussion: The project site is subject to the water quality regulations of the Santa Ana Regional Water Quality Control Board (SARWQCB). The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act. The general permit applicable to this project is the "Statewide General Construction Stormwater Permit" which addresses waste discharge requirements for discharges of stormwater runoff associated with construction activities.

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

Additionally, prior to construction, the project applicant would be required by the City of Huntington Beach to prepare a water quality management plan (WQMP). The WQMP would identify the Best Management Practices (BMPs) that will be used on the site to control predictable pollutant runoff, including hydrologic source control BMPs, biotreatment BMPs, treatment control BMPs, non-structural source control BMPs and structural source control BMPs. Implementation of the BMPs identified in the WQMP would assure that stormwater from the project site during project construction and post development (operation) would not detrimentally impact the

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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beneficial uses of receiving waters. As a result, impacts associated with this issue would be less than significant.

- o) Create or contribute significant increases in the flow velocity or volume of stormwater runoff to cause environmental harm? (Sources: 44)
-

Discussion: Refer to the discussion in threshold "I" above.

- p) Create or contribute significant increases in erosion of the project site or surrounding areas? (Sources: 44)
-

Discussion: Due to the flat nature of the project site and the lack of hills and steep slopes onsite, the proposed project is not anticipated to create or contribute significant increases in erosion of the project site or surrounding areas. The project consists of constructing 49 single-family homes with associated sewer, storm drain, water, curb, gutter, sidewalk, and street improvements on an 8.35-acre site. Landscaping will be planted on the front, side, and backyards of the homes. Therefore, due to the developed nature that the project site will have upon development of the proposed project, there will not be large expanses of undeveloped land, which could be subject to erosion. Additionally, landscaping onsite will reduce the amount of exposed dirt and soils onsite. Thus, less than significant impacts are anticipated in this regard.

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

- a) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 63)
-

Discussion: Air quality impacts can be described in a short-term and long-term perspective. Short-term impacts will occur during demolition, site grading, and project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts will occur once the project is in operation.

The project will be required to comply with existing South Coast Air Quality Management District (SCAQMD) rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites.

ISSUES (and Supporting Information Sources):

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

Short-term emissions were evaluated using the CalEEMod version 2011.1.1 computer program. The model evaluated emissions resulting from fugitive dust as well as exhaust emissions generated by earthmoving and grading activities, and subsequent painting/coating and paving.

Construction of the project would begin no sooner than December 2012 and last until September 2014. Demolition of the existing school is expected to take approximately 1 month. Grading will occur after demolition. Construction of the model homes, production homes, and water quality basin will occur after grading; painting and paving can occur during construction; therefore, emissions from those phases were added to the emissions from the construction phase. Table 2 below shows the equipment used for each phase of construction.

Table 2: Construction Phasing Summary

Phase	Number of workdays	Construction Equipment	Hours/day	HP
1 - Demolition	20	3 excavators	8	157
		1 rubber tired dozer	8	358
		1 concrete/Industrial Saw	8	81
2 - Grading	22	2 tractor/loader/backhoe	8	75
		1 rubber tired dozer	8	358
		1 grader	8	162
		1 excavator	8	157
3a - Construction of Model Homes.	66	1 Crane	8	208
		1 Forklift	8	149
		1 tractor/loader/backhoe	8	75
		1 Generator Set	8	84
		1 Welder	8	46
3b - Construction of Water Quality Basin	23	1 Forklift	8	149
		1 tractor/loader/backhoe	8	75
		1 Generator Set	8	84
		1 Welder	8	46
3c - Construction of Production Homes	284	1 Crane	8	208
		3 Forklifts	8	149
		3 tractor/loader/backhoes	8	75
		1 Generator Set	8	84
		1 Welder	8	46
4 - Paving	81	2 Paving Equipment	8	82
		2 Pavers	8	89
		2 Rollers	8	84
5 - Architectural Coating	112	1 air compressor	6	78

Source: CalEEMod Output.

ISSUES (and Supporting Information Sources):

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

Table 3 below shows the maximum daily construction emissions during the approximately 1.7 years of construction.

Table 3: Maximum Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition - 2012	7.34	58.24	36.63	0.06	9.20	3.13
Grading - 2013	5.87	45.24	29.05	0.05	5.14	3.73
Construction - 2013 ¹	5.65	37.90	26.51	0.05	2.78	2.48
Paving - 2013	5.62	33.90	21.89	0.03	3.17	2.95
Architectural Coating - 2013	6.66	2.98	2.21	0.00	0.33	0.27
Overlapping construction totals ²	17.93	74.78	50.61	0.08	6.28	5.70
Construction - 2014	5.20	35.04	26.11	0.05	2.52	2.21
Storm Drain ³	4.00	33.44	17.06	0.03	3.97	2.79
Overlapping construction totals ³	9.20	66.49	43.17	0.08	6.49	5.00
Maximum Emissions	17.93	74.78	50.61	0.08	9.20	5.70
SCAQMD Daily Construction Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

- 1 Construction of the production homes will generate more emissions than the construction of the model homes and the water quality basin; therefore, these emissions values are reported.
- 2 Both painting and paving can occur at the same time as construction; therefore, the emissions were added together.
- 3 The timing of the Storm Drain is unknown at this time but could potentially occur during the final stages of construction during 2014; therefore the Storm Drain emissions were added to Construction 2014.

Source: Michael Brandman Associates Air Quality Data

As shown by the results in the Table 3 above, the construction of the project will not exceed SCAQMD's regional thresholds for construction during any year of construction.

The project will entertain installing a detention facility or depression and construct a drain inlet in the northeast corner area of the adjacent Wardlow park to specifications to be determined by the City of Huntington Beach to alleviate the current problem of cross lot drainage and flooding. This will be determined pending the outcome of City staff review of the future storm water flow in the northeast area of Wardlow Park in conjunction with the project's site improvements and the proposed storm drain. Additionally, the project will construct a snack bar/equipment room/public restroom facility on the Wardlow Park grounds in a location determined in working with City staff. Since specifics regarding these improvements are unknown at this time, it would be speculative to include a detailed air quality/greenhouse gas analysis for these improvements. As shown in the tables in the air quality and greenhouse gas sections, the project will not exceed any significance thresholds for air quality or greenhouse gases.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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As detailed in the greenhouse gas analysis in this document, the project would generate approximately 1,035.50 MTCO_{2e} per year, which is below the SCAQMD draft threshold of 3,000 MTCO_{2e} per year. Construction of the detention facility and snack bar/equipment room/public restroom facility would not exceed this threshold because it would result in a fraction of the emissions generated by the proposed project and as such, would not exceed the 3,000 MTCO_{2e} threshold. Based on the fact that the project's air quality emissions and greenhouse gas emissions are below significance thresholds, it is anticipated that the generation of emissions from these improvements, due to their limited extent, would have de minimus and less than significant air quality and greenhouse gas impacts.

Per Table 3 above, which shows construction emissions from the project, for nearly all of the emissions types (with the exception of NO_x), the maximum daily construction emissions could be doubled without exceeding the SCAQMD Daily Construction Thresholds. Therefore, construction of the detention facility and snack bar/equipment room/public restroom facility would not exceed SCAQMD thresholds for these pollutants because it would result in a fraction of the emissions generated by the proposed project. With regards to NO_x emissions, the entire project results in maximum construction emissions of nearly 75 pounds per day of NO_x. Given the limited extent of the detention facility and snack bar/equipment room/public restroom facility, compared to the whole project, NO_x construction emissions from these improvements is anticipated to have a de minimus contribution to NO_x construction emissions and as such is not anticipated to cause the project to exceed the 100 pounds per day threshold of NO_x construction emissions. Therefore, these improvements will have a less than significant impact regarding air quality and greenhouse gas emissions.

Table 4 below shows the maximum daily operational emissions from either summer or winter.

Table 4: Estimated Maximum Daily Operational Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources	2.74	5.46	26.46	0.05	5.67	0.41
Energy	0.06	0.52	0.22	0.00	0.04	0.04
Architectural Coating	0.19	—	—	—	—	—
Consumer Product	1.75	—	—	—	—	—
Hearth	5.22	0.24	16.22	0.04	2.59	2.59
Landscaping	0.14	0.05	4.19	0.00	0.02	0.02
Project Total	10.09	6.27	47.09	0.09	8.32	3.06
SCAQMD Daily Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output.

As shown by the results in Table 4, the proposed project will not exceed any of the SCAQMD criteria pollutant operational emissions thresholds. The proposed project is anticipated to generate 590 trips per day. Based on the analysis presented below, a CO "hot spots" analysis is not needed to determine whether the change in the level of

ISSUES (and Supporting Information Sources):

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

service (LOS) of an intersection in the project would have the potential to result in exceedances of the CAAQS or NAAQS.

It has long been recognized that CO exceedances are caused by vehicular emissions (USEPA 2000), primarily when idling at intersections (SCAQMD 1993, SCAQMD 2003). Accordingly, vehicle emissions standards have become increasingly more stringent. Before the first vehicle emission regulations, cars in the 1950s were typically emitting about 87 grams of CO per mile (USEPA nd). Since the first regulation of CO emissions from vehicles (model year 1966) in California, vehicle emissions standards for CO applicable to light duty vehicles have decreased by 96 percent for automobiles (NABEES 2008, Kavanaugh 2008), and new cold weather CO standards have been implemented, effective for the 1996 model year (CCR). Currently, the CO standard in California is a maximum of 3.4 grams/mile for passenger cars (with provisions for certain cars to emit even less) (ARB 2010). With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SCAQMD have steadily declined.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) (SCAQMD 1992.). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

At buildout of the project, the highest peak hour intersection volume would be 1,719 for the 2014 plus project scenario at the intersection of Adams Avenue and Bushard Street (Garland 2012), which is much lower than the values studied by SCAQMD. At buildout of the project, none of the intersections in the vicinity of the proposed project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the local meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. Refer to the Air Quality Appendix for the sources listed in the analysis above, which were utilized for the CO hotspot analysis.

Therefore, emissions from both the construction (including demolition of the existing facilities) and operation of the proposed project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation and no CO hotspots are anticipated; impacts are considered to be less than significant.

- b) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 63)

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts (both short-term and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The project is located within SRA 18.

Short-Term Analysis

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the LST methodology, only onsite emissions need to be analyzed. SCAQMD has provided LST lookup tables and sample construction scenarios to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects that disturb 5 acres or less per day, which is the case with the proposed project.

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

- 1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- 2) The maximum number of acres disturbed on the peak day using the equipment list from above and the following table from the CalEEMod appendix.

Table 5: LST Guidance Table from CalEEMod Appendix

Equipment Type	Acres/8hr-day
Crawler Tractor	0.5
Graders	0.5
Rubber Tired Dozers	0.5
Scrapers	1

- 3) Any emission control devices added onto off-road equipment.
- 4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The off-road equipment details are listed in Table 2. The grading phase uses the most equipment of the type listed in Table 6. For the calculation, equipment used corresponds to 1 excavator (crawler tractor), 1 grader, and 1 rubber-tired dozer. Using the CalEEMod table above, the maximum daily acreage disturbed would be 1.5 acres (0.5 + 0.5 + 0.5).

The LST thresholds are estimated using the maximum daily-disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). The closest sensitive receptors are the existing residences adjacent to the northern and eastern portion of the project site. To ensure a worst-case analysis, the sensitive receptor position of 25 meters (85 feet) was used, which is the closest distance that can be used under the SCAQMD localized significance threshold methodology. The results are summarized below.

ISSUES (and Supporting Information Sources):

Potentially Significant
 Unless Mitigation Incorporated
 Less Than Significant Impact
 No Impact

Table 6: LST Results for Daily Construction Emissions

Pollutant	NO _x (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
SRA 18 LST Threshold for 2 acres at 25 meters	115	715	6	4
Demolition	52.13	32.04	3.74	2.84
Grading	45.16	28.18	4.93	3.72
Construction	37.02	24.80	2.43	2.43
Paving/Coating	36.77	22.83	3.2	3.2
Exceeds Threshold?	No	No	No	No

Source: CalEEMod Output

Emissions from grading/earthwork of a total of 8.3 acres were accounted for in the analysis of the project's air quality impacts. Thus, impacts from truck trips associated with earthwork removal from the project site was accounted for in the emissions analysis for the project. Emissions from construction of the project will be below the localized significance thresholds established by SCAQMD for the project; therefore, the impact is considered less than significant.

Long-Term Analysis

This project involves the construction and operation of a residential land use. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site, such as warehouse/transfer facilities. The proposed project does not include such uses. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed.

- c) Create objectionable odors affecting a substantial number of people? (Sources: 63)

Discussion: Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The project does not contain land uses typically associated with emitting objectionable odors.

Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would be short-term in duration and disperse rapidly from the project site; therefore, odors should not reach an objectionable level at the nearest sensitive receptors. During construction, certain activities such as laying asphalt pavement, applying paint/protective coatings, and applying some roofing materials, would generate odors that may be noticeable to nearby residents/landowners. Such odors are not unusual in residential areas and last only a matter of a few days. Though noticeable, such odors do not result in significant nuisance or health risk. Due to the residential nature of the proposed project, it is not anticipated that upon project completion there would be activities, materials, or chemicals that would have the potential to cause odor impact affecting a substantial number of people. The impacts are less than significant, and no further analysis is required.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 63, 64)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The South Coast Air Quality Management District (SCAQMD) has established the Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin) to achieve state and federal air quality standards. The AQMP is the primary planning document by which air quality standards and objectives are monitored. Projects that are in compliance with their area's general plan are also considered to be consistent with the air quality plan, as set forth by SCAQMD. The current General Plan land use designation is Public (Residential Low Density) (P (RL)).

The project proponent is requesting a General Plan Amendment to change the site's land use designation to Residential Low Density (RL-7). As the underlying RL designation was already contemplated in the General Plan for the site's long-term use, the project is not considered in conflict with the AQMP. Furthermore, according to the SCAQMD, the project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. As shown in the responses to V a) and b) above, the implementation of the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations.

Therefore, as the project will not conflict with or obstruct implementation of the air quality plan established for this region, and impacts are considered less than significant.

e) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 63)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The South Coast Air Basin is in non-attainment for ozone, particulate matter (PM₁₀ and PM_{2.5}), and nitrogen dioxide, which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants. As shown in the response to V a), the proposed project's emissions would not exceed SCAQMD significance thresholds during either construction or operation of the project for any criteria pollutants. Therefore, impacts associated with a cumulatively considerable net increase of any criteria pollutant would be less than significant.

VI. TRANSPORTATION/TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
(Sources: 49)

Discussion: A traffic impact analysis was prepared for the proposed 49 unit residential project which established the existing traffic conditions, developed the projected future baseline conditions without the project, estimated the levels of traffic that would be generated by the proposed project, conducted a comparative analysis of traffic conditions with and without the project and identified potential mitigation measures/roadway improvements. Analysis in the traffic impact analysis for the proposed project is based on the weekday morning and afternoon peak hour traffic volumes on the street and intersections in the project vicinity. The levels of service at the following nine intersections were analyzed.

1. Magnolia Street at Garfield Avenue (signalized)
2. Magnolia Street at Yorktown Avenue (signalized)
3. Magnolia Street at Adams Avenue (signalized)
4. Newland Street at Yorktown Avenue (signalized)
5. Newland Street at Adams Avenue (signalized)
6. Bushard Street at Yorktown Avenue (signalized)
7. Bushard Street at Adams Avenue (signalized)
8. Magnolia Street at Pioneer Drive (stop sign on Pioneer Drive)
9. Adams Avenue at Shorewood Circle (stop signs on Shorewood Circle)

Manual traffic counts were originally taken at the nine study area intersections in February and May 2009, during the weekday morning and afternoon peak periods on days when the local schools were in session as well as when baseball games were in progress at Wardlow Park. Subsequently, similar traffic counts were taken in 2012. Both sets of data are in the attached traffic study. The Public Works Department has determined that use of counts from 2009 is more conservative than the use of the 2012 traffic counts, which showed slightly lower vehicle trips.

Existing Intersection Levels of Service

Level of service is a qualitative indicator of an intersection's operating conditions that is used to represent various degrees of congestion and delay. It is measured from LOS A (excellent conditions) to LOS F (extreme congestion), with LOS A through D considered to be acceptable per the City of Huntington Beach General Plan.

To quantify the existing baseline traffic conditions, the nine study area intersections were analyzed to determine their operating conditions during the weekday morning and afternoon peak hours. The seven signalized intersections were analyzed by calculating the intersection capacity utilization (ICU) values and corresponding levels of service (LOS), which are based on the peak hour traffic volumes, the turning movement counts, and the existing number of lanes at each intersection.

The levels of service for the two unsignalized intersections were determined by using the Highway Capacity Software's two-way stop methodology, which calculates the average approach delay for vehicles waiting at the

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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stop signs and relates the delay value to a level of service.

Existing intersection levels of service are shown in Table 7 below.

Table 7: Existing Intersection Levels of Service

Intersection	Level of Service	
	AM Peak Hour	PM Peak Hour
SIGNALIZED INTERSECTIONS (ICU value & LOS)		
Magnolia Street at Garfield Avenue	0.593 - A	0.552 - A
Magnolia Street at Yorktown Avenue	0.523 - A	0.556 - A
Magnolia Street at Adams Avenue	0.618 - B	0.749 - C
Newland Street at Yorktown Avenue	0.494 - A	0.555 - A
Newland Street at Adams Avenue	0.471 - A	0.607 - B
Bushard Street at Yorktown Avenue	0.418 - A	0.433 - A
Bushard Street at Adams Avenue	0.593 - A	0.673 - B
UNSIGNALIZED INTERSECTIONS (approach delay in seconds & LOS)		
Magnolia Street at Pioneer Drive Without Baseball Games in Progress	14.8 - B	28.7 - D
With Baseball Games (Weekday)	N/A	26.5 - D
With Baseball Games (Saturday)	N/A	26.7 - D
Adams Avenue at Shorewood Circle	29.1 - D	18.5 - C
Source: Garland Associates. 2012 Traffic Impact Analysis for the Proposed Residential Development at the Wardlow School Site 9191 Pioneer Drive East of Magnolia Street Tract No. 17239. Huntington Beach (May 2012).		

As shown in the table above, all nine of the study area intersections currently operate at acceptable levels of service (LOS A, B, C, or D) during the weekday morning and afternoon peak hours and the Saturday afternoon peak hour.

Future Baseline Traffic Conditions

The future baseline traffic conditions without the project for the target year of completion (2014) were estimated by considering the effects of general ambient regional growth and the cumulative increase in traffic volumes that would be generated by other development projects proposed in the vicinity of the project site. To estimate future baseline traffic volumes, the existing traffic volumes were expanded by a factor of two percent, which represents a growth rate of one percent per year for two years. This growth factor accounts for the traffic increases associated with general regional growth and development projects not in the immediate vicinity of the project site. Next, an estimate was made as to the increased levels of traffic that would occur at the study area streets and intersections as a result of the traffic that would be generated by other proposed development projects; i.e., those that are within a one-mile radius of the project site. The list of development projects was obtained from the Huntington Beach Planning and Building Department ("Planning Applications - 2012," updated February 2012). The volumes of

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traffic that would be generated by these projects were estimated for the morning and afternoon peak hours.

The development projects that were included in the cumulative traffic analysis are listed below. As shown, there are three other development projects proposed in the vicinity of the project site:

1. Beach Walk Apartments 19891 Beach Blvd. (west side south of Utica Avenue) 174 units
2. Lamb School Site - Single Family Residential Development 10251 Yorktown Avenue 81 units
3. Hoag Medical Office Building Expansion 19582 Beach Blvd. 52,177 sq. ft.

The estimated volumes of traffic that would be generated by the three proposed development projects are shown in Table 8 below.

Table 8: Traffic Generated by Other Proposed Development Projects

Project/Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Trip Generation Rates							
Apartments (per unit)	6.65	0.51	20%	80%	0.62	65%	35%
Single Family Residential (per unit)	12.0	0.75	25%	75%	1.01	63%	37%
Medical Offices (per 1,000 sq. ft.)	36.13	2.30	79%	21%	3.46	27%	73%
Generated Traffic							
1. Beach Walk Apartments (174 units)	1,160	89	18	71	108	70	38
2. Lamb Residential (81 units)	970	61	15	46	82	52	30
3. Hoag Med Offices (52,177 sq. ft.)	1,890	120	95	25	181	49	132
TOTAL	4,020	270	128	142	371	171	200
Source: Garland Traffic Report, May 2012.							

The table above shows the trip generation rates for each land use type and the volumes of traffic that each project would generate during the peak hours on a typical weekday. The table indicates that the projects, in total, would generate an estimated 270 vehicle trips during the morning peak hour (128 inbound and 142 outbound), 371 trips during the afternoon peak hour (171 inbound and 200 outbound), and 4,020 vehicle trips per day. The trip generation rates shown in the table above are from the Institute of Transportation Engineers Trip Generation manual (8th Edition, 2008), except that the daily rate for the single family residential use is 12.0 trips per unit instead of the manual's rate of 9.57 trips per unit. Use of the 12.0 trips per unit daily rate represents a highly conservative daily trip factor.

Project Generated Traffic

The volumes of traffic that would be generated by the proposed project were determined to estimate the impacts of the project on the study area streets and intersections. Table 9 below shows the estimated volume of project generated traffic for an average weekday and for the morning and afternoon peak hours for the proposed 49-unit residential development. The trip generation rates (vehicle trips per dwelling unit) represent values from the

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Institute of Transportation Engineers Trip Generation manual (8th Edition, 2008) for the single-family detached housing residential land use category, except that the daily rate for the single family residential use is the more conservative 12.0 trips per unit daily rate. Regardless of which daily trip rate is used, the proposed project results in less than significant impacts, as described below. For purposes of comparison, the table below also shows the estimated volumes of traffic that were generated by the elementary school that formerly occupied the project site.

Table 9: Project Generated Traffic

Land Use	AM Peak Hour			PM Peak Hour			Daily Traffic
	Total	In	Out	Total	In	Out	
Trip Generation Rates							
Single Family Residential (trips per dwelling unit)	0.75	25%	75%	1.01	63%	37%	12.0
Elementary School (trips per student)	0.45	55%	45%	0.28	45%	55%	1.29
Project Generated Traffic							
Wardlow Residential Project (49 units)	37	9	28	49	31	18	590
Former Wardlow School (650 students)	293	161	132	182	82	100	840
Source: Garland Associates. 2012 Traffic Impact Analysis for the Proposed Residential Development at the Wardlow School Site 9191 Pioneer Drive East of Magnolia Street Tract No. 17239. Huntington Beach (May 2012).							

The table above shows that the proposed residential development would generate 37 vehicle trips during the morning peak hour (9 inbound and 28 outbound), 49 trips during the afternoon peak hour (31 inbound and 18 outbound), and a total of 590 vehicle trips per day using the conservative 12.0 per unit daily trip rate. As a comparison, the former elementary school generated 293 trips during the morning peak hour, 182 trips during the afternoon peak hour, and 840 trips per day. The proposed residential development would, therefore, generate less traffic than the former elementary school use.

With existing conditions, no traffic is generated from the project site. Addition of the proposed project would increase traffic compared to existing conditions (i.e., 590 daily trips), but as detailed below less than significant traffic impacts are anticipated from the proposed project.

Significance Criteria

Per the City of Huntington Beach General Plan, a transportation impact at a signalized intersection shall be deemed significant in accordance with the following criteria: For levels of service E and F, final ICU value is > 0.900 and project-related increases in ICU are equal to or greater than 0.010. Although the City does not have adopted significance criteria for unsignalized intersections, it has been assumed that an unsignalized intersection would be significantly impacted if the project would change the level of service from an acceptable LOS A through D to an unacceptable LOS E or F. The intersection would not be significantly impacted if the intersection's level of service would remain at LOS D or better.

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Intersection Impact Analysis

An analysis of traffic impacts was conducted by quantifying the before-and-after traffic volumes, then determining the ICU values, average delay values, and levels of service at the study area intersections for the "without project" and "with project" scenarios. The before-and-after ICU values (for the signalized intersections), delay values (for the intersections with stop signs), and levels of service at each of the study area intersections are summarized in Table 10 for the morning peak hour and Table 11 for the afternoon peak hour. The tables show the existing traffic conditions, the existing plus project conditions, the future baseline traffic conditions without the project for the year 2014, the 2014 traffic conditions with the addition of the project traffic, and the change in ICU values and average delay values associated with the project. The last columns of in each of the tables below indicate if the intersection would be significantly impacted by the proposed project. As shown, the proposed residential project would not have a significant impact at any of the study area intersections during the morning or afternoon peak hours.

Table 10: Project Impact on Intersection Levels of Service - AM Peak Hour

Intersection	Level of Service					Significant Impact
	Existing Conditions	Existing Plus Project	2014 Without Project	2014 With Project	Project Impact	
SIGNALIZED INTERSECTIONS (ICU value & LOS)						
Magnolia/Garfield	0.593 - A	0.596 - A	0.609 - B	0.612 - B	0.003	No
Magnolia/Yorktown	0.523 - A	0.527 - A	0.542 - A	0.546 - A	0.004	No
Magnolia/Adams	0.618 - B	0.620 - B	0.633 - B	0.635 - B	0.002	No
Newland/Yorktown	0.494 - A	0.496 - A	0.515 - A	0.517 - A	0.002	No
Newland/Adams	0.471 - A	0.471 - A	0.483 - A	0.483 - A	0.000	No
Bushard/Yorktown	0.418 - A	0.419 - A	0.429 - A	0.430 - A	0.001	No
Bushard/Adams	0.593 - A	0.594 - A	0.607 - B	0.607 - B	0.000	No
UNSIGNALIZED INTERSECTIONS (average vehicle delay in seconds & LOS)						
Magnolia/Pioneer	14.8 - B	16.7 - C	15.0 - C	17.1 - C	2.1	No
Adams/Shorewood	29.1 - D	29.7 - D	31.6 - D	31.9 - D	0.3	No
Source: Garland Associates. 2012 Traffic Impact Analysis for the Proposed Residential Development at the Wardlow School Site 9191 Pioneer Drive East of Magnolia Street Tract No. 17239, Huntington Beach (May 2012).						

The table above shows that the intersection of Magnolia Street at Garfield Avenue, for example, would operate at an ICU value of 0.593 and LOS A for existing conditions during the AM peak hour and at an ICU value of 0.596 and LOS A for the existing plus project scenario. The table shows that this intersection would operate at an ICU value of 0.609 and LOS B for the year 2014 without project scenario and at an ICU value of 0.612 and LOS B in 2014 with the project, which represents an increase in the ICU value of 0.003. The last column indicates that the intersection would not be significantly impacted.

It should be noted that the traffic impact analysis is based on the traffic that would be generated by the 49 proposed residential units. Although Wardlow Park is located adjacent to the project site, the park would not

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

result in an increase in traffic volumes because it is an existing recreational facility that would continue operating under current conditions regardless of the status of the proposed residential development project. As shown in the table below, the intersection of Magnolia Street and Pioneer Drive was evaluated for typical conditions (without a baseball game) and for times when baseball games were occurring at Wardlow Park. Weekday afternoon and Saturday afternoon time periods were addressed in the analysis.

Table 11: Project Impact on Intersection Levels of Service - PM Peak Hour

Intersection	Level of Service					
	Existing Conditions	Existing Plus Project	2014 Without Project	2014 With Project	Project Impact	Significant Impact
SIGNALIZED INTERSECTIONS (ICU value & LOS)						
Magnolia/Garfield	0.552 - A	0.556 - A	0.568 - A	0.570 - A	0.002	No
Magnolia/Yorktown	0.556 - A	0.566 - A	0.576 - A	0.585 - A	0.009	No
Magnolia/Adams	0.749 - C	0.754 - C	0.767 - C	0.772 - C	0.005	No
Newland/Yorktown	0.555 - A	0.556 - A	0.581 - A	0.582 - A	0.001	No
Newland/Adams	0.607 - B	0.609 - B	0.624 - B	0.624 - B	0.000	No
Bushard/Yorktown	0.433 - A	0.435 - A	0.445 - A	0.446 - A	0.001	No
Bushard/Adams	0.673 - B	0.673 - B	0.688 - B	0.689 - B	0.001	No
UNSIGNALIZED INTERSECTIONS (average vehicle delay in seconds & LOS)						
Magnolia/Pioneer Without Baseball	28.7 - D	32.7 - D	30.1 - D	34.9 - D	4.8	No
W Baseball (Weekday)	26.5 - D	31.8 - D	28.3 - D	34.3 - D	6.0	No
W Baseball (Saturday)	26.7 - D	32.6 - D	28.5 - D	34.9 - D	6.4	No
Adams/Shorewood	18.5 - C	18.6 - C	19.1 - C	19.1 - C	0.0	No
Source: Garland Associates. 2012 Traffic Impact Analysis for the Proposed Residential Development at the Wardlow School Site 9191 Pioneer Drive East of Magnolia Street Tract No. 17239, Huntington Beach (May 2012).						

Both Table 10 and Table 11 immediately above indicate that none of the study area intersections would be significantly impacted by the project and that all of the intersections would continue to operate at acceptable conditions (LOS A through D) during the AM and PM peak hours for the existing conditions and year 2014 analysis scenarios. Thus, the proposed project would have a less than significant impact regarding traffic through the year 2014.

Year 2030 Analysis

An analysis has been conducted to determine the impacts of the project on the intersection levels of service for the long-range future (year 2030) scenario. The project-generated traffic was added to the projected baseline traffic volumes and the levels of service were re-calculated to quantify the project's impacts at each intersection. The results of the 2030 analysis are shown in Table 12 below.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact Potentially Significant Impact Potentially Significant Impact Less Than Significant Impact No Impact

Table 12: Project Impact on Year 2030 Intersection Levels of Service

Year 2030 ICU Values & Levels of Service				
Intersection	Without Project	With Project	Project Impact	Significant Impact
AM PEAK HOUR				
Magnolia/Garfield	0.73 - C	0.73 - C	0.00	No
Magnolia/Yorktown	0.65 - B	0.65 - B	0.00	No
Magnolia/Adams	0.88 - D	0.88 - D	0.00	No
Newland/Yorktown	0.70 - C	0.70 - C	0.00	No
Newland/Adams	0.68 - B	0.68 - B	0.00	No
Bushard/Yorktown	0.64 - B	0.64 - B	0.00	No
Bushard/Adams	0.77 - C	0.77 - C	0.00	No
PM PEAK HOUR				
Magnolia/Garfield	0.79 - C	0.79 - C	0.00	No
Magnolia/Yorktown	0.65 - B	0.65 - B	0.00	No
Magnolia/Adams	0.81 - D	0.81 - D	0.00	No
Newland/Yorktown	0.86 - D	0.86 - D	0.00	No
Newland/Adams	0.73 - C	0.73 - C	0.00	No
Bushard/Yorktown	0.64 - B	0.64 - B	0.00	No
Bushard/Adams	0.82 - D	0.82 - D	0.00	No
Source: Garland Traffic Report, May 2012.				

As shown in the table above, the project would not result in a significant impact at any of the study area intersections for the year 2030 analysis scenario. Therefore, less than significant traffic impacts are anticipated as a result of the proposed project.

Signal Warrant Analysis

A signal warrant analysis was conducted to determine if a traffic signal would be justified at the intersection of Magnolia Street and Pioneer Drive. The signal warrant worksheets for the AM and PM peak hours are provided as an appendix to the Traffic Impact Analysis, for the year 2014 scenario with the proposed project. As the plot of the major street (Magnolia Street) and minor street (Pioneer Drive) traffic volumes falls below the curves on the charts, a traffic signal would not be warranted at this intersection.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources: 50)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The Orange County Transportation Authority (OCTA) is the County's designated Congestion Management Agency (OCTA CMP). The OCTA is responsible for developing the Orange County Congestion Management Program (CMP). The goals of Orange County's CMP are to support regional mobility and air quality objectives by reducing traffic congestion; to provide a mechanism for coordinating land use and development decisions that support the regional economy; and to determine gas tax fund eligibility. The Orange County CMP states that since 1994, the selected traffic impact analysis process has been consistently applied to all development projects meeting the adopted trip generation thresholds (i.e., 2,400 or more daily trips for projects adjacent to the Congestion Management Program Highway System (CMPHS), and 1,600 or more daily trips for projects that directly access the CMPHS). The project is estimated to generate 590 trips per day. Thus, no CMP traffic impact analysis is required for the proposed project. Therefore, a less than significant impact is anticipated in this regard.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources: 24)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: As detailed on AirNav.com, there are no airports or airstrips in the City of Huntington Beach. The nearest public airport is John Wayne Airport located approximately 5.5 miles from the project site. The proposed project involves the construction of 49 2-story single-family residences that would not impact air traffic patterns. Therefore, the project will have no impact in this regard.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? (Sources: 28)

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project will be designed to conform to street standards and comply with all public safety requirements for emergency access, including police, fire, and emergency medical services. An emergency secondary ingress/egress access gate is proposed to the north side of the proposed 80-space parking lot. The proposed project will be reviewed by the City of Huntington Beach Fire and Police Departments related to emergency vehicle access, as well as fire suppression and emergency notification systems. Thus, the proposed project is anticipated to have a less than significant impact in this regard.

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

e) Result in inadequate emergency access? (Sources: 28)

Discussion: Project construction and internal circulation will comply with all relevant fire codes and is subject to site plan review and approval from the Huntington Beach Fire and Police Departments. Thus, impacts related to emergency access for the proposed project will be less than significant.

f) Result in inadequate parking capacity? (Sources: 49)

Discussion: The Wardlow School site currently has a total of 70 striped parking spaces, which is comprised of 42 spaces in the lot adjacent to the Wardlow Park ball fields and 28 spaces in the lot in front of the school buildings. The school site currently provides all off-street parking opportunities for patrons of Wardlow Park (See Attachment No. 4). These 70 parking spaces would be displaced as a result of the proposed development. To compensate for the loss of these existing parking spaces currently available to park users, the project would provide 80 spaces in a parking lot at the southwest corner of the project site. This parking lot would be available to patrons of Wardlow Park.

During peak events at the Park, the observed peak parking demand was 192 vehicles. Peak park event observations indicate that 94 vehicles currently park on the nearby streets: Pioneer Drive, Gettysburg Drive, Magnolia Street, and Madeline Drive, and 98 vehicles were observed stacking within the existing two parking lots on the Wardlow school site. Although there are only 70 striped spaces, vehicles are parking on unmarked pavement and/or grass areas. The proposed project would construct an 80-space parking lot, which would require the remaining 112 vehicles to park on neighboring streets during the peak event periods compared with existing conditions. This represents an increase of 18 vehicles that would park on-street during the peak periods. The proposed project does not eliminate any existing on street parking and moreover provides 64 on-street parking spaces. Therefore, the project streets accommodate the additional 18 vehicles. The parking demands that would be generated by the proposed residential development would be accommodated within the project boundaries in the private garages and driveways and along the internal streets. Although the project is proposed as a Planned Unit Development with private streets, governed by CC&Rs and a homeowners association board of directors, language will be placed in the CC&Rs specifically allowing and guaranteeing the ongoing ability of the general public to park on and use the private streets within the project. Project impacts regarding parking would be less than significant.

g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources: 1, 29, 30)

Discussion: Pedestrian access to the project site is available from Pioneer Drive. Development of the project would eliminate the pedestrian access-way that currently exists along the northern property line of the project site. However, because there is alternative access to the project site and Wardlow Park via Magnolia Avenue and Pioneer drive, the project will have less than significant impacts in this regard. Existing Class II bicycle trails are located along Magnolia Street, west of the project site; along Yorktown Avenue, north of the site and along Bushard Street east of the project site. The majority of bike routes in the City of Huntington Beach are Class II lanes, which are striped lanes for one-way travel. The project is located near the Magnolia/Pioneer Orange County

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation Authority (OCTA) bus route 33 along Magnolia Avenue, located just west of the project site, with a bus stop at the intersection of Pioneer Drive and Magnolia Street. As pedestrian access would be available in the project vicinity, including but not limited to Pioneer Drive, Lotus Lane and Adams Avenue, the project would not conflict with adopted policies, plans, or programs of public transit, bicycle or pedestrian facilities in the vicinity.

During project construction, approximately 100,000 cubic yards of soil transport would occur, per City of Huntington Beach estimates. Truck trips related to earthwork and soils transport will be temporary in nature, will cease after completion of project construction, and will comply with City of Huntington Beach Public Works Department requirements for material removal and offsite hauling. As such, no construction traffic conflict with adopted policies, plans or programs of the City would occur.

VII. BIOLOGICAL RESOURCES. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: 60)
-

Discussion: The project is located on the site of the former Wardlow School in the City of Huntington Beach. Onsite features include six school buildings, basketball courts, grass-covered areas, athletic fields, and school parking lot. Established trees such as eucalyptus, pine and other varieties are located onsite. The mature trees onsite range from approximately 10 to 30 feet high. In addition to trees, the site also has non-native ornamental landscape vegetation. Due to the urban/developed setting, the site does not contain riparian habitat, sensitive natural vegetation, protected wetlands, or jurisdictional waters. Vegetation on the project site primarily consists of mature trees, ornamental bushes and the grass/athletic fields. Ornamental landscaping onsite provides minimal habitat to those species that have adapted to urban settings. The project site has the potential to provide roosting and nesting sites for raptors and migratory birds. The project site within an urbanized setting is unlikely to provide habitat for candidate, sensitive or special status species. However, the project site currently contains existing large mature trees that provide suitable nesting habitat for a number of migratory birds, such as California towhee, Anna's hummingbird, American crow, and bushtit. As a result, Mitigation Measure BIO-1 below should be implemented to reduce any potential impacts to bird species.

MM BIO-1: Prior to ground disturbance, the applicant shall provide the City of Huntington Beach proof that a certified biologist has been retained to determine if nesting birds are present within the Project footprint or within a 250-foot buffer around the site. If nesting birds are present, construction activity shall be avoided in the area until nesting activity is complete (generally February 1 to August 31), as determined by the biologist. If ground or vegetation disturbance would occur between February and August, a preconstruction nesting bird survey shall be conducted seven days prior to any ground or vegetation disturbance. Any active nests identified shall have a buffer area established within a 100-foot radius (200 foot for birds of prey) of the active nest. Disturbance shall not occur within the buffer area until the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor.

Implementation of the above mitigation measure will reduce project impacts to a less than significant level.

- b) Have a substantial adverse effect on any riparian habitat

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project site and surrounding residential area are devoid of riparian habitat and any sensitive natural community. As detailed in Figure ERC-2 of the City's General Plan, the project site does not contain any generalized habitat areas. Therefore, no impact is anticipated to occur in this regard.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 1, 30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is fully developed with a school and the surrounding area is developed with residential housing and as such, no natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act occur onsite or in the project vicinity. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur with development of the project site. Therefore, no impact would occur, and no further study of this issue is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project is currently developed with a school. Although the project site is located adjacent to the Talbert Channel, development of the proposed project will not modify the channel in any way. Therefore, the proposed project would not interfere with the movement of any migratory fish that may be present in the channel. Additionally, per the City of Huntington Beach General Plan, there are no established native residents or migratory wildlife corridors identified in the City and thus, there are none existing within or adjacent to the project site. The project site is not located in any of the generalized habitat areas identified in Figure ERC-2 of the City of Huntington Beach General Plan, including: freshwater marsh and associated habitat, coastal salt marsh, grassland, coast sand dunes and open water/marine. Thus, implementation of the project would not impact movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would the project impede the use of native wildlife nursery sites. No impact would occur, and no further study of this issue is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 33)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The project would be required to comply with Chapter 13.50, Regulation of Trees, of the City of Huntington Beach Municipal Code, regarding trees located on streets, parkways or public places within the City. In addition, the project will comply with local policies of the City with regard to tree removal and replacement. Therefore the proposed project is anticipated to have a less than significant impact with adherence to City of Huntington Beach policies and ordinances.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1, 31, 34)

Discussion: The project site is located in a developed area in the City of Huntington Beach. No habitat conservation plans (HCPs) or natural community conservation plans (NCCPs) are identified in the City of Huntington Beach General Plan as such no HCPs or NCCPs are applicable to the project site or project vicinity. Therefore, no impacts would occur in this regard.

VIII. MINERAL RESOURCES. Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1)

Discussion: As detailed in the City of Huntington Beach General Plan, the City has been the site of the extraction of oil and gas, sand and gravel, and peat products over many years. Large-scale oil and gas production has occurred since the 1920s and is currently occurring.

The project site is currently a closed school site. Mineral extraction activities are not present onsite. Both the project site and the surrounding area are not identified in the City of Huntington Beach General Plan as sources of important mineral resources. Therefore, no impacts on mineral resources are anticipated.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (Sources: 1, 2)

Discussion: As described above, the project site is currently a closed school site. Mineral extraction activities are not present onsite. Both the project site and the surrounding area are not identified in the City of Huntington Beach General Plan as sources of important mineral resources. Additionally, the project site is not identified in the City's Zoning Map as being within an Oil Production Overlay District, which relates to areas that accommodate oil operations. Therefore, no impacts on mineral resources are anticipated.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 42, 66)

Discussion: The proposed occupation and operation of the project site as a residential use would not involve the routine transport, use, or disposal of hazardous materials in any significant quantities. Although small amounts of hazardous materials may be used during construction, the long-term occupation and operation of the site as a residential development, including the generation of hazardous materials in the form of household cleaning products, is not expected to result in the use of hazardous materials in any significant quantity or concentrations that would pose a significant hazard to the public or the environment. Therefore the project is anticipated to have a less than significant impact in this regard.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 66)

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

Agricultural Chemicals. As detailed in the Phase I Environmental Site Assessment (ESA), the review of aerial photographs of the project site indicate the site was used for agricultural purposes prior to construction of the school in 1964. As a result, the possibility exists that agricultural chemicals remain in near surface soils and that future occupants of the project site may be exposed to these chemicals.

To address this possibility, it is recommended that further sampling of the near surface soil take place to determine if any agricultural chemicals (herbicides, insecticides, pesticides, and metals) remain at the project site from past agricultural use. Mitigation is recommended to reduce this potentially significant impact to a less than significant level.

MM HAZ-1: Prior to issuance of a grading permit, the project applicant shall have a soils survey conducted for the proposed project site to determine if any agricultural chemicals (herbicides, insecticides, pesticides and metals) remain at the project site from past agricultural use. The applicant shall implement the mitigation recommendations in the soils report.

With implementation of Mitigation Measure HAZ-1 above, potential impacts associated with exposure to agricultural chemicals are reduced to a less than significant level.

Polychlorinated Biphenyls (PCB). Given the pre-1979 date of development of the subject site, the presence of fluids containing PCBs was considered in the Phase I ESA. Several pole-mounted transformers were observed on the south side of the project site on Pioneer Drive. However, as no leakage or staining is visible on or around the transformers, no action is required based on visual observations and a less than significant impact with regard to PCBs is anticipated. Within the school building, all light ballasts found not to have the "No PCBs" labels,

ISSUES (and Supporting Information Sources):

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

thermostats with mercury tubes and all fluorescent light tubes must be either recycled or disposed of according to local, state, and federal regulations.

Asbestos-Containing Materials and Lead-Based Paint. The former school buildings located at the proposed project site include asbestos-containing materials and lead-based paint. Without adherence to federal and state regulations, demolition and removal of the existing building could result in the release of hazardous materials. Survey and sampling results for these recognized environmental conditions is summarized below:

Asbestos - Given the pre-1981 construction date of the school buildings onsite, some of the building materials were suspected of containing asbestos. At the time of the inspection, all of the materials appeared to be intact and undisturbed, and in good condition. Bulk samples of materials from identified areas containing suspect asbestos-containing materials (ACM) were collected and analyzed in accordance with methodology approved by the U.S. Environmental Protection Agency. A total of 103 suspect asbestos containing material bulk samples were identified and collected for analysis during the survey. The asbestos materials found onsite are classified as non-friable material (meaning that the asbestos fibers are bound/locked into the product matrix, so that fibers are not readily released).

Lead-Based Paint - Given the pre-1979 construction date of the school buildings onsite, the past use of lead-based paints was suspected. The State of California, Department of Housing and Urban Development (HUD), and the Environmental Protection Agency define Lead Based Paint as paint or other surface coating with lead content equal to or greater than 1.0 mg/cm² of surface area by X-Ray Fluorescence (XRF) or 5,000 parts per million (ppm) by paint chip analysis. The project site survey found that components tested (i.e., doorjambs, window frames, walls etcetera) have coatings with lead concentrations greater than 1.0 mg/cm² as determined by XRF testing.

Prior to demolition, abatement of asbestos-containing materials and removal of lead-based paint containing materials will be required in accordance with current federal and state regulations and recommendations of the Asbestos and Lead Survey Report for the Wardlow Elementary School Site (Focus Environmental Consulting, LLC 3/30/12). Therefore, impacts would be less than significant.

Use of any hazardous materials during construction activities would be conducted in compliance with all applicable federal, State, and local regulations. With implementation of MM HAZ-1 above, impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?
- (Sources: 30)

Discussion: The project site is not located within 0.25 mile of an existing or proposed school. Margy's Daycare, a private daycare facility that appears to be run out of a single family home, is located approximately .13 mile south of the project site. Although a small amount of hazardous materials may be used during construction, the proposed residential development is not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste in sufficient quantity and concentrations to pose a significant hazard to the public or the environment. Use of any hazardous materials during construction would be conducted in compliance with all applicable federal, State, and local regulations. Therefore, impacts in this regard would be less than significant.

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 42)
-

Discussion: As detailed in the Phase I Environmental Site Assessment (ESA) prepared for the project site, the proposed project is not listed on the Cortese list, which is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. The Phase I ESA stated that a review of the computer-generated, environmental records search document (included in Appendix D of the Phase I ESA) found the project site is not a regulatory-listed site. Additionally, there were no sites found that were: (1) located within 0.25 mile of the subject site or (2) are sites that are further than 0.25 mile but still pose a concern to the project site. Due to the fact that the project site is not a regulatory-listed site, there are no impacts in this regard.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 42, 25, 26, 27)
-

Discussion: Airport Environs Land Use Plans (AELUPs) exist for each of the airports in Orange County, which include John Wayne Airport, Fullerton Municipal Airport, and Joint Forces Training Base Los Alamitos. Additionally, there is an AELUP for Heliports. As detailed on AirNav.com and in the AELUP for Heliports, although there are no airports or airstrips in the City of Huntington Beach, there are several heliports. The nearest heliport is the Civic Center Heliport, located approximately 1.8 miles from the project site. The proposed project involves the construction of 49 two-story single-family residences, which is not anticipated to impact heliports in the City because the AELUP notification area for heliports is a 5,000 foot radius around the heliport and the proposed project's distance is approximately 1.8 miles (approximately 9,500 feet).

The northern part of the City of Huntington Beach is within the AELUP for the Joint Forces Training Base Los Alamitos. However, the project is approximately 9 miles from the base and is not located within the AELUP area for the Joint Forces Training Base. Therefore, impacts from the Base and impacts to the project resulting from potential aircraft safety hazards would be less than significant.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: 42)
-

Discussion: As detailed on AirNav.com, there are no airports or airstrips in the City of Huntington Beach. The nearest public airport is John Wayne Airport located approximately 5.5 miles from the project site. The proposed project involves the construction of 49 2-story single-family residences and, as such, would not impact air traffic

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

patterns.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 1)
- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project includes vehicular and emergency vehicle access from Pioneer Drive to an internal loop road to service all areas of the proposed project. Compliance with City of Huntington Beach Fire Department codes, regulations, and conditions will ensure that implementation of the proposed project will not interfere or impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts are anticipated in this regard.

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

Discussion: The proposed project is located in an urbanized area and is surrounded by residential developments and is adjacent to Wardlow Park and ball fields. Therefore, the proposed project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires. No wildland fire impacts would occur.

X. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 1, 14, 65, 68)
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: As described below, both short-term construction noise and long-term operational noise from the proposed project are anticipated to be less than significant. Noise monitoring was performed using a standard specification sound level meter and microphone, which was placed approximately five feet above the ground. The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the project site and the project vicinity, and to provide a baseline for any potential noise impacts that may be created by development of the proposed project. The sites are shown in Appendix C, which includes a photographic index of the study area and noise level measurement locations.

The noise measurements were taken at four (4) locations at the project site. The results of the noise level measurements are provided below in Table 13, and further discussed in this section.

ISSUES (and Supporting Information Sources):

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

Table 13: Existing Noise Level Measurements

Site Location	Description	L _{eq}	L _{MAX}	L _{MIN}
Site 1	10 feet from the southeast corner of the project site on the walkway.	51.2	64.6	43.4
Site 2	Just outside of the southern boundary of the project site on the public right-of-way (sidewalk), approximately halfway between the southeast corner of the site and the southwest corner of the park space.	58.0	70.4	46.2
Site 3	10 feet from the northern boundary of the project site on the turf field, approximately halfway between the northeast corner of the site and northwest corner of the park space.	51.2	63.9	45.3
Site 4	On the western boundary of the park space adjacent to the public right-of-way (sidewalk), approximately 200 feet from the northwest corner of the park space.	71.1	84.5	47.1

Note:
The noise measurements were recorded between 12:19 hours and 13:33 hours on Tuesday, February 28, 2012. At the start of the noise monitoring, the temperature was 55°F, the sky was partly cloudy with calm wind conditions ranging between 0 and 5 mph (see Appendix C).

Table 14 below shows the City's residential exterior noise standards.

Table 14: Residential Exterior Noise Standards

Exterior Noise Standards		
Noise Zone	Noise Level	Time Period
1	55 db(A)	7 a.m. - 10 p.m.
	50 db(A)	10 p.m. - 7 a.m.

Table 15 shows the City's residential interior noise standards.

Table 15: Residential Interior Noise Standards

Interior Noise Standards		
Noise Zone	Noise Level	Time Period
1	55 db(A)	7 a.m. - 10 p.m.
	45 db(A)	10 p.m. - 7 a.m.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The primary sources of long-term operational noise associated with the proposed project include typical activities of residential development uses. These activities do not generate excessive amounts of noise, and typically occur during the day. Residential land uses are located north and south of the project site. Noise generated by project operation will therefore be similar to existing types of noise in the project area. Noise from residential activities is not expected to exceed the City's noise standards and therefore, the project is anticipated to have a less than significant impact regarding long-term operational noise. Short-term construction noise impacts from the project are discussed below.

The nearest existing residences to the project site are located at least 10 feet or more away from the northern and southeastern project boundaries. These adjacent residential uses are separated from the project site by existing 6-foot tall block wall/fences along the backyards of the homes to the north of the site and back side yard wall of the home to the southeast (and adjacent to) the project site. Grading is considered the noisiest phase of construction; therefore, the anticipated grading equipment was modeled. Modeling for construction-related noise was performed using the U.S. Department of Transportation Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM). The RCNM is the FHWA national model used for the prediction of construction-related noise and to determine compliance with noise limits for a variety of types of construction projects of varying complexity. The RCNM includes an extensive compilation of built-in reference noise levels for dozens of types of construction-related equipment based on manufacturer and actual monitored sources. Results from RCNM analysis are shown in Table 16.

Table 16: Construction Equipment Noise Levels

Equipment Description	Noise Level (L_{max} dBA) at 50 feet	Distance to Receptor (feet) ¹	Maximum Noise Level (L_{max} dBA) at Receptor ²	Average Noise Level (L_{eq} dBA) at Receptor ^{2,3}
Excavator	80.7	300	60.1	56.2
Grader	85.0	300	64.4	60.5
Dozer	81.7	300	61.1	57.1
Tractor	84.0	300	63.4	59.5

¹ Reflects an average distance of construction equipment from project boundary.
² Takes into account attenuation of 6-foot barrier at northern and eastern boundaries. ³ L_{eq} represents the average noise level emitted during the duration of active use (usage percent in RCNM) of equipment.
 Source: RCNM output, MBA 2012.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Although there would be a relatively high single event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over longer time (24 hours for CNEL or L_{dn}). As shown by the ambient noise level measurements in Table 13, the existing maximum noise levels in project vicinity can be as high as 84.5 dBA (63.9 dBA L_{max} at residential uses to the north). The results in the table above show at an average construction activity distance of 300 feet from receptors, the maximum noise level would be 64.4 dBA. However, the noise from construction equipment will be transitory, intermittent, and not a source of continuous noise. Grading of the site is anticipated to take approximately one month. In the Municipal Code, Special Provisions Section 8.40.090 (d), "Noise sources associated with construction, repair, remodeling, or grading of any real property construction... shall be exempt from the provisions of this chapter... provided a permit has been

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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obtained from the City; and provided said activities do not take place between the hours of 8 p.m. and 7 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.”

The construction activities associated with the proposed project will comply with the Noise Ordinance. In addition, as discussed in Responses X c) and X d), construction noise and long-term noise impacts, respectively, would be less than significant. However, to further reduce construction noise levels, the following mitigation measures are recommended.

MM NOI-1: All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drivetrain, and other components.

MM NOI-2: During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of the residential use.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
 (Sources: 65)

Discussion: Neither the City of Huntington Beach General Plan nor the City’s Municipal Code contain provisions specifically regarding groundborne vibration or groundborne noise levels.

The human response to vibration greatly depends on whether the source is continuous or transient. Continuous sources of vibration include certain construction activities, while transient sources include large vehicle movements. Generally, thresholds of perception and agitation are higher for continuous sources.

Table 17 illustrates the human response to both continuous and transient sources of groundborne vibration.

Table 17: Human Response to Groundborne Vibration

Peak Particle Velocity (inches/second)		Human Response
Continuous	Transient	
0.40	2.00	Severe
0.10	0.90	Strongly perceptible
0.04	0.25	Distinctly perceptible
0.01	0.04	Barely perceptible

Source: California Department of Transportation, 2004.

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Offsite sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration. Acceptable vibration levels for an office environment would be 84 VdB; 78 VdB for residential uses during the day. Table 18 below shows the vibration levels generated by construction equipment.

ISSUES (and Supporting Information Sources):

Potentially Significant
 Unless Mitigation Incorporated
 Less Than Significant Impact
 No Impact

Table 18: Vibration Levels Generated by Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (Lv) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil	66
	0.017 in rock	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

Construction activities can produce vibration that may be felt by adjacent uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary source of vibration during project construction would likely be from a bulldozer (tractor), which would generate 0.089 inch per second PPV at 25 feet with an approximate vibration level of 87 VdB. The vibration from the bulldozer would be intermittent and not a source of continual vibration.

While long-term operations of the proposed project would not generate excessive groundborne vibration or groundborne noise levels, short-term construction could potentially introduce groundborne vibration to the project site and the surrounding area.

The closest receptors to the project site include the homes located adjacent to the northern boundary of the project site and those homes just south of Pioneer Drive. However, the bulldozer will mainly be used during the demolition of the existing school and will operate at least 100 feet from the closest sensitive receptor. It is anticipated that vibration levels generated by a bulldozer and experienced at the nearest offsite structure will be approximately 68 VdB, which is below the acceptable level of 78 VdB for residential (sensitive) uses during the day.

Grading and earthmoving activities would occur on the project site, pile drivers, large earthmovers, and other construction equipment and activities associated with groundborne vibration are not anticipated to occur. Demolition of the existing onsite buildings will not require the use of blasting, wrecking ball, or other groundborne vibration-generating equipment. Therefore, impacts associated with the vibration from construction equipment are considered to be less than significant.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 65)

Discussion: An increase of 3 dBA is considered barely perceptible to most healthy ears. Typically, an increase of 5 dBA or greater is considered one of significance, as it is considered readily perceptible. The primary source of project-related noise impacts would be generated by project-related traffic.

The Traffic Study performed for the project determined which roadways are likely to be used by vehicles accessing the project. Average daily traffic (ADT) volumes for those roadways under various scenarios were calculated and offsite noise levels were calculated along road segments in the project vicinity for the following scenarios: existing conditions; existing plus project conditions; year 2014 conditions, with and without project, and year 2030 conditions, with and without project. A maximum noise increase of 1.4 dBA due to project-related traffic would occur on Pioneer Drive, west of the project site (see the noise appendix for the calculation table). This increase in noise over existing conditions is less than the 5 dBA threshold of significance. Furthermore, the proposed project is a residential use and not considered a substantial source of stationary noise. Other sources of noise produced by the proposed residential project in the long term (i.e., project operation) would be consistent with the surrounding residential area and therefore are not anticipated to be significant.

Therefore, the project will not cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project and impacts are less than significant.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 64)

Discussion: Temporary or periodic increases in ambient noise levels would occur during project construction. Earth moving activities and the truck trips associated with soils removal from the project site would temporarily increase noise in the project area. However, this noise would be temporary in nature and would cease upon completion of grading/earthmoving activities. Construction noise impacts associated with the proposed project would be at a similar level to existing noise levels already experienced by adjacent receptors; therefore, impacts would be less than significant. However, to further reduce construction noise and to be consistent with General Plan policies to minimize the potential for construction noise impacts to sensitive receptors, the incorporation of Mitigation Measures NOI-1 and NOI-2, as identified in Item X a) above, are recommended.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 24, 25, 27)

Discussion: The northern part of the City of Huntington Beach is within the AELUP for the Joint Forces Training Base Los Alamitos. However, the project is not located within the AELUP area for the Joint Forces Training Base. Therefore, the project would have a less than significant impact regarding exposure of people residing or

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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working in the project area to excessive noise levels, due to the project's distance from the Joint Forces Training Base (approximately 9 miles from the project site).

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 24, 25, 27)

Discussion: As detailed on AirNav.com, there are no airports or airstrips in the City of Huntington Beach. The nearest airport is John Wayne Airport located approximately 5.5 miles from the project site. Therefore, the project would have no impact regarding exposure of people residing or working in the project area to excessive noise levels because there are no airstrips in the City of Huntington Beach.

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

- a) Fire protection? (Sources: 36, 37, 38, 30, 23, 52)

Discussion: The City of Huntington Beach Fire Department provides fire protection, rescue, emergency medical and hazardous materials control and response services to the City of Huntington Beach. The Fire Department maintains eight fire stations throughout the City. The nearest fire station to the project site is Fire Station No. 3 - Bushard, located at 19711 Bushard Street, approximately one quarter mile east of the project site. Fire Station 3-Bushard opened in 1964 and was remodeled in 2002. This station serves the residential areas bordering Fountain Valley and apparatus at this station includes a paramedic engine company. An increase in development within the Wardlow residential plan area may require a proportionate increase in the amount of public safety staff, fire station facilities, and fire apparatus, training and equipment; however, the Huntington Beach Fire Department did not indicate that the proposed project would have any adverse impacts to the Fire Department.

Based on information from the 2010 Census, the City has a population of 189,992, with 2.56 persons per household. The project proposes 49 homes, which results in an estimated increase in population of approximately 126 persons. Thus, the proposed project is estimated to increase the population of the City by approximately .06 percent, which is under one-tenth of one percent of the City's current estimated population. Thus, the proposed project would not result in a large increase in population, which would need to be served by the Huntington Beach Fire Department.

Project construction and internal circulation will comply with all relevant fire codes and is subject to review and approval from the Huntington Beach Fire Department. Therefore, less than significant impacts regarding fire protection are anticipated.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Police Protection? (Sources: 48)

Discussion: Per information provided by the City of Huntington Beach Police Department, the project would be served by the Huntington Beach Police Station located at 2000 Main Street in the City of Huntington Beach. One to two officers are assigned to the beat are for the proposed project 24 hours a day depending on the time of day. The entire jurisdiction ranges from 8 officers to 25 officers, depending on the time of day. The Police Department has a helicopter, K-9, Gang and narcotic officers, SWAT, School Resource Officer, traffic enforcement and detectives, which are available for the entire jurisdiction. The City's Police Department has a county wide mutual aid agreements and communication capabilities with all Orange County cities and County agencies.

Based on information from the 2010 Census, the City has a population of 189,992, with 2.56 persons per household. The project proposes 49 homes, which results in an estimated increase in population of approximately 126 persons. Thus, the proposed project would not result in a large increase in population, which would need to be served by the Huntington Beach Police Department. Based on crime data for the project site and reporting district, from 2011 to June 2012, there was one burglary reported at the project address. Within the reporting district (RD) in which the project is located (RD 435) there were 12 assaults, 8 burglaries, 32 incidents of larceny (i.e., shoplifting, vehicle burglary etc), 1 auto theft and 9 vandalisms. The current average crime rate for the City of Huntington Beach is 79.51. Using this information, the reporting district in which the project is located had a total of 62 crimes from 2011 to June 30, 2012. Therefore, the crime rate in the project's reporting district did not equal or exceed the City's current average. Given that the project proposes single family residential land uses and that the land use surrounding the project site is similarly residential, it is not anticipated that the proposed project would result in a substantial increase in crime in the project area. No adverse impacts are anticipated as a result of the proposed project and existing facilities, manpower, and equipment are adequate to maintain a sufficient level of service throughout the jurisdiction. Therefore, a less than significant impact is anticipated on police services as a result of the proposed project.

c) Schools? (Sources: 39, 40, 61, 62)

Discussion: The proposed project falls within the attendance boundary of the Fountain Valley Unified School District (FVUSD) and the Huntington Beach Union High School District (HBUHSD). The FVUSD would accommodate students from the project attending elementary and middle schools and the HBUHSD would accommodate students from the project attending grades 9-12 (high school) only. Potential impacts of the project on schools within each of these districts is discussed below.

Fountain Valley School District

According to information from Stephen McMahon, Assistant Superintendent, Business Services for the Fountain Valley School District, the schools that would accommodate students from the proposed project are as follows: Newland Elementary School at 8787 Dolphin Drive in Huntington Beach and Talbert Middle School at 9101 Brabham Drive in Huntington Beach. Newland Elementary School has a 2011-2012 enrollment of 420 students, with a projected enrollment (2012-2013) of 440 students. Talbert Middle School has a 2011-2012 enrollment of 715 students, with a projected enrollment (2012-2013) of 695 students. There are no planned expansions to increase enrollment capacity. Both school sites are at capacity and additional classrooms may be necessary.

Using the student generation factor of .5 student per household for K-8 residential development, the Wardlow project, which proposes 49 units, is estimated to generate a total of 25 new students who would attend Newland

ISSUES (and Supporting Information Sources):

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

Elementary school and Talbert Middle School.

Per the information from Stephen McMahon, impact fees charged are \$2.97 per square foot for residential development. The proposed project is anticipated to have a less than significant impact to schools in the Fountain Valley School District because the proposed project will pay required school impact fees (per City code requirements).

Huntington Beach Union High School District

According to information from Carrie Womack, Assistant Superintendent, Business Services for the Huntington Beach Union High School District, the high school that would accommodate students from the project is Huntington Beach High School located at 1905 Main Street in Huntington Beach. The design capacity of this school is 3,000 students and the current enrollment is 2,810 students. There is no planned expansion to increase enrollment capacity at this school. Therefore, Huntington Beach High School can accommodate 190 additional students.

The District's quantitative student generation factor used to estimate the number of students from single-family residential development projects, with respect to high school is .2. Per the letter from Carrie Womack, regarding the proposed Wardlow project, it is unlikely, based on generation factor, that any new school facilities or expansions to existing facilities will be required to handle the estimated number of students that would eventually reside in the proposed project.

Using the student generation factor of .2, the Wardlow project, which proposes 49 units, is estimated to generate 10 new students that would attend Huntington Beach High School. As this school can accommodate 190 additional students, the addition of 10 new students from the proposed project is not anticipated to result in significant impacts.

Per the information from Carrie Womack, impact fees charged are \$2.97 per square foot for residential development. Given that addition of the anticipated 10 students from the project would not exceed the capacity of Huntington Beach High School and given that the proposed project will pay required school impact fees (per City code requirements), the project is anticipated to have a less than significant impact on the Huntington Beach Union High School District.

With compliance with the City's code requirements to pay school impact fees, less than significant impacts are anticipated with regards to the Huntington Beach Union High School District and the Fountain Valley School District.

d) Parks? (Sources: 1, 41, 23, 2)

Discussion: In the City of Huntington Beach there are 73 parks and public facilities, totaling 747 acres, with 169 playground apparatus. The city also has 150 acres of public beach. The closest park to the proposed project site is Wardlow Park, an approximately 8.3 acre park located at 19761 Magnolia Street. Amenities at this park include: a tot lot, open play area (grass) and picnic tables/benches.

The City of Huntington Beach identifies recreational opportunities in the Recreation Element of the General Plan and on the City's Parks webpage. Per the City's open space and park inventory (dated February 2012), the City currently has a total of 1,062.39 acres of park and open space, which includes City beach acreage and Meadowlark Golf Course and as such, the City does not have a parks shortage. The project site is not identified as a City park in the Recreation Element of the General Plan. The project site is listed in Table RCS-2, School Park and

ISSUES (and Supporting Information Sources):

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

Recreation Facilities, in the Recreation Element of the City's General Plan. The playfields on the project site are unfenced, they are accessible to the public. However, these playfields are a part of the former school grounds owned by the project applicant. The playfields are not designated as open space or recognized as public parkland by the City. The playfields were not provided in fulfillment of any Quimby Act requirements.

The proposed project will comply with Chapter 254, Section 254.08, Parkland Dedication, of the City of Huntington Beach Zoning Code which intends to implement the provisions of the Quimby Act that authorizes the City to require the dedication of land for park and recreational facilities or payment of in-lieu fees incident to and as a condition of the approval of a tentative tract map or tentative parcel map for a residential subdivision.

Per the City of Huntington Beach Parkland Dedication Calculation, the project would dedicate approximately 0.66 acres of land. The project is proposing to construct a new landscaped parking lot with 80 parking spaces on approximately 0.82 acres of land it will dedicate to the City.

Given that the project will dedicate 0.82 acres of land to the City of Huntington Beach in the form of the improved 80 space parking lot, the proposed project exceeds Quimby dedication requirements by approximately .16 acres. Therefore, there will be a less than significant impact.

- e) Other public facilities or governmental services?
 (Sources: 14, 47, 53, 54)

Discussion: Per communications with representatives of Verizon, Southern California Edison and Southern California Gas Company, telecommunications, electrical and natural gas service will be provided to the project site subject to the terms and conditions of these utilities.

The proposed project is located within established areas for telephone and television services. Additionally, the proposed project will pay fees to mitigate any potential impacts of the project on library facilities in the City of Huntington Beach in compliance with Chapter 17.6, Library Development Fee, of the City of Huntington Beach Municipal Code.

In addition, the proposed project is subject to fees per Chapter 3.4, Community Enrichment Library Fee, of the City of Huntington Beach Municipal Code, which is due and payable at the time of issuance of the building permit for the construction of residential, commercial or industrial units or buildings, or for the construction or reconstruction of any mobile home park.

Therefore, with payment of applicable fees described above, project implementation is not anticipated to result in substantial adverse physical impacts associated with public facilities or libraries in the City of Huntington Beach. Therefore, the project is anticipated to have a less than significant impact in this regard.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
 (Sources: 43)

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: Implementation of the proposed project would result in the generation of wastewater. As detailed in the Sewer Study for the proposed project, the residential project would result in 3,200 gallons per day per acre of wastewater discharge (which equates to a total of 26,720 gallons of wastewater per day) compared to the previously existing school use onsite, which produced 3,600 gallons per day per acre of wastewater discharge (which equates to a total of 30,050 gallons of wastewater per day). Thus, because the sewer system could handle the higher amount of wastewater discharge from the school use when it existed onsite, it is anticipated that the proposed residential land use onsite, which results in less wastewater discharge would not exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board. Additionally, the proposed project will be in adherence with all applicable standards, regulations, and policies of the Santa Ana Regional Water Quality Control Board to reduce potential impacts to less than significant.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 43, 46, 51, 69, 70, 71)

Discussion: Implementation of the proposed project would generate an increase in water and wastewater treatment, each of which is described below.

Water

According to the City of Huntington Beach Public Works Department, the proposed project site fronts Pioneer Drive and there is an existing 8" AC pipe along the south side of Pioneer Drive centerline. In Magnolia Street there is an existing 12" AC pipe along the east side of Magnolia Street centerline. The Public Works Department has indicated that the City has multiple redundant water supply and storage, ranging from tanks and reservoirs throughout the City boundary, as well as groundwater storage that can be extracted when necessary. According to the 2010 Urban Water Management Plan, there is sufficient water supply to meet the need of the project area. The City does not anticipate any adverse impacts as a result of providing water service to the proposed project. The addition of this project area will not require increased facilities, manpower, and equipment to provide sufficient level of service throughout the City. Therefore, based on the information from the City's Public Works Department, the proposed project would result in less than significant impacts regarding water treatment facilities.

Wastewater

The January 2012 Sewer Report prepared for the proposed project by Walden and Associates provides both existing (pre-development) and proposed (post-development) calculations to determine the adequacy of the existing 8-inch VCP sewer located in Pioneer Drive to serve the proposed project. As detailed in the January 2012 sewer study prepared for the proposed project, due to slope and depth of cover requirements of the City of Huntington Beach, a sewer lift station is proposed to convey wastewater from the proposed project to the existing 8-inch sewer line in Pioneer Drive. The sewer lift station will provide the necessary cover within the proposed tract by providing the necessary elevation lift of wastewater, with gravity flow to the existing main line. The proposed point of connection would be at a new manhole located approximately 275 feet west of the intersection of Pioneer Drive and Lotus Lane. The lift station would be installed within the entrance to the project site. The adequacy of the existing 8-inch pipe is substantiated by the modeling in the sewer study showing that the depth of flow does not exceed calculated flow depth to pipe inside diameter (D/d) of 0.5 with the proposed residential flows and therefore is within acceptable standards of the City of Huntington Beach. Development of the proposed lift

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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station and manhole are not anticipated to result in significant environmental effects, as these components of the project would be developed during project construction and would not require the development of facility expansion outside of the lift station, which is proposed on the project site.

Additionally, no construction/expansion of wastewater drainage facilities is anticipated beyond the proposed project with the onsite lift station because the residential project would result in 3,200 gallons per day per acre of wastewater discharge (which equates to a total of 26,720 gallons of wastewater per day) compared to the previously existing school use onsite, which produced 3,600 gallons per day per acre of wastewater discharge (which equates to a total of 30,050 gallons of wastewater per day). Thus, because the sewer system could handle the higher amount of wastewater discharge from the school use when it existed onsite, it is anticipated that the proposed residential land use onsite, which results in less wastewater discharge would not require the expansion of existing wastewater drainage facilities. This will be verified in the design phase of the project. Per the project code requirements, the developer will be required to meter the actual flows in the City system to verify capacity.

Per information provided by the City of Huntington Beach Public Works Department, the proposed project site will drain into an 8 inch VCP pipe in Pioneer Drive, which flows easterly and then southerly onto Lotus Lane, and into an 18 in VCP pipe on Adams Avenue, then westerly into a 72 inch Orange County Sanitation District (OCSD) trunk main that ultimately flows to Reclamation Plant #2. The City of Huntington Beach operates, owns, and maintains a wastewater collection system that connects to OCSD regional trunk sewer lines. Reclamation Plant #2 is located in the City of Huntington Beach and has a primary treatment capacity of 168 million gallons per day of primary treated wastewater and 150 million gallons per day of secondary treated wastewater. The current average flow is 103 million gallons per day, which results in a remaining primary treatment capacity of approximately 65 million gallons per day. Thus, the proposed project's estimated generation of 26,720 gallons per day of wastewater discharge is anticipated to have a less than significant impact on OCSD's facilities and less than significant impacts are anticipated in this regard.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 44, 45)
-

Discussion: As described in the Preliminary Hydrology Study for the proposed project, the site's current drainage is not consistent with the City's Master Plan because the site's drainage currently splits drainage flow to both the north and south, which is contrary to the approved Master Plan of Drainage. With development of the proposed project, all existing drainage flows to the north to Madeline Drive will be picked up with development of the project so that the drainage patterns will be in a south-easterly direction consistent with the City's Master Plan.

The project site is currently developed with school buildings, parking lots and other impervious hardscape areas. As detailed in the Water Quality Management Plan (WQMP) for the proposed project, under pre-project conditions, 53 percent of the project site contains impervious surfaces. With the proposed project, impervious surfaces would be increased to 60 percent of the project site.

Per the project code requirements, the project is proposing to detain the difference in flows between the proposed 100 year and existing 25 year storms. This is to assure that downstream City storm drain systems are not impacted. However, the project will construct approximately 1,300 linear feet of public storm drain line within Pioneer Drive and Lotus Lane, connecting the tract's drainage system to the existing storm drain line at the intersection of Adams Avenue and Lotus Lane. The project also proposes to construct a storm drain, as shown on the City's Master Plan of Drainage that will run in Lotus Lane from Gettysberg Drive south to the existing storm drain in Adams Avenue.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The storm drain will consist of a 36 inch portion and a 42 inch portion of reinforced concrete pipe, which will run a length of approximately 605 linear feet beginning from the intersection of Lotus Lane and Gettysburg Drive southward to tie into the existing storm drain in Adams Avenue. The construction of proposed storm drain improvements is anticipated to have a less than significant impact on the environment because the improvements will occur within street rights-of-way, construction activities will be temporary, and the overall ability of the system to handle storm drainage flows will be enhanced.

Thus, the proposed conversion to residential use is not anticipated to result in significant environmental effects as a result of the need for construction of new stormwater drainage facilities. The City of Huntington Beach will review the proposed project for conformance with City standards, thus less than significant impacts are anticipated in this regard.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 51, 72)
-

Discussion: Implementation of the proposed project would result in an increase in demand on the existing water supplies. However, according to the City of Huntington Beach Public Works Department, per the 2010 Urban Water Management Plan, there is sufficient water supply to meet the need of the project area. The City does not anticipate any adverse impacts as a result of providing water service to the proposed project. Using information from the City of Huntington Beach 2012 Urban Water Management Plan (UMP), the City's population was 204,831 in 2010 and single family residential land uses used 13,754 acre feet of water in 2010 (which equals 12,278,796 gallons per day in 2010). With a population of 204,831, this results in an average water use per capita which of approximately 60 gallons per day. The project's estimated population is 126 residents, which equates to an estimated demand of 7,560 gallons per day for the proposed project. As detailed in Tables 4.2-1 and 4.2-2, the Metropolitan Water District projects a water surplus in the future. Table 4.2-1 summarizes single dry year demand and shows surpluses in all years ranging from a low of 148.3 percent (projected supply during a single dry year as a percent of single dry year demand) in 2015 to a high of 182.3 percent in 2020. Table 4.2-2 shows surpluses in all years ranging from a low of 118.6 percent (projected supply during an average year of multiple (three) year dry period) as a percent of average multiple dry year demand) in 2015 to a high of 142.5 percent in 2025. The addition of this project area will not require increased facilities, manpower, and equipment to provide sufficient level of service throughout the City. Therefore, based on the information from the City's Public Works Department and the City's 2010 Urban Water Management Plan, the proposed project would result in less than significant impacts regarding water supplies, as surplus supplies are projected into the future.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 43, 46, 69, 70, 71)
-

Discussion:

Per the Sewer Study conducted for the proposed project site, the residential project would result in 3,200 gallons per day per acre of wastewater discharge (which equates to a total of 26,720 gallons of wastewater per day) compared to the previously existing school use onsite, which produced 3,600 gallons per day per acre of

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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wastewater discharge (which equates to a total of 30,050 gallons of wastewater per day). Per information provided by the City of Huntington Beach Public Works Department, the City of Huntington Beach operates, owns, and maintains a wastewater collection system that connects to OCSD regional trunk sewer lines. Reclamation Plant #2 is located in the City of Huntington Beach and has a primary treatment capacity of 168 million gallons per day of primary treated wastewater and 150 million gallons per day of secondary treated wastewater. The current average flow is 103 million gallons per day, which results in a remaining primary treatment capacity of approximately 65 million gallons per day. The estimated 26,720 gallons per day of wastewater discharge anticipated from the proposed residential project comprises a fraction of the remaining daily primary treatment capacity of Reclamation Plant #2. Therefore, implementation of the proposed project would result in less than significant impacts on wastewater treatment capacity.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 15, 16, 17, 18, 19)

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

According CalRecycle (formerly the California Integrated Waste Management Board), an estimate of solid waste generation rates for a residential use is 12.23 pounds per household per day. Thus, the proposed project, with 49 homes is estimated to generate approximately 600 pounds of solid waste per day (which equates to .3 tons of solid waste per day). It is anticipated that the Frank R. Bowerman Landfill will have enough capacity to accept the project generated waste because the proposed project is estimated to constitute approximately 0.0035 percent of the landfill's daily maximum of 8,500 tons per day. Therefore, the project impacts are considered less than significant.

- g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 20, 21)

Discussion: Assembly Bill 939, the Integrated Waste Management Act of 1989 requires each city or county plan to include an implementation schedule that shows diversion of 50 percent of all solid waste from landfill or transformation facilities by January 1, 2000, through source reduction, recycling, and composting activities. The City of Huntington Beach surpassed the mandated benchmarks set by the state and in 2000 (the latest reporting year) had a diversion rate of 67 percent, which was the second highest rate in Orange County. In 2008, California

ISSUES (and Supporting Information Sources):

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

enacted Senate Bill (SB) 1016, which modified the system of measuring a jurisdiction's compliance with solid waste disposal requirements previously under AB 939. SB 1016 established a per-capita disposal rate as the instrument of measurement. The City of Huntington Beach is subject to a per resident disposal rate target of 10.4 pounds per person per day (PPD). The most recent information from the City of Huntington Beach is that the City's PPD rate dropped from 5.5 in 2007 to 4.6 in 2009, demonstrating compliance with SB 1016.

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

- h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands?) (Sources: 44, 45)

Discussion: As described in the Water Quality Management Plan for the proposed project, with project buildout, the majority of the stormwater runoff from the project site will be conveyed into a proposed private storm drain system, where the water quality "first flush" flow will be directed into a subsurface pump, and discharge into a vegetated swale prior to discharging into a grated inlet. A portion of the site will be dedicated to Wardlow Public Park for parking purposes and will drain into two curb openings with tree box filters prior to discharging into the extended storm drain system along Pioneer Drive. The inclusion of the above described vegetated swale and open bottomless area drains is anticipated to have a beneficial impact regarding water quality and hydrology onsite. As detailed in the Preliminary Hydrology Study for the proposed project, all existing drainage flows to the north to Madeline Drive will be diverted with the development of the proposed project so that the drainage patterns will be in a south-easterly direction consistent with the City's Master Plan. Therefore, less than significant impacts are anticipated in this regard.

XIII. AESTHETICS. Would the project:

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

Discussion: The project will not have a substantial adverse impact on a scenic vista due to its distance from the Pacific Ocean and that the proposed project will not block views of the distant mountain ranges or other scenic resources. Therefore, the proposed project will have no impact in this regard.

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

ISSUES (and Supporting Information Sources):

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

Discussion: The proposed project is not located adjacent to or near an Officially Designated State/County Scenic Highway or Eligible or Officially Designated Route as designated by the California Department of Transportation's (Caltrans) Scenic Highway Program. Therefore, the proposed project will have no impact on scenic resources within a State Scenic Highway.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 67)

Discussion: The project's building architecture is clearly defined in terms of styles, articulation along building planes, setbacks to first and second floors, window placement, perimeter edge treatments, etc., and is designed to be compatible with the neighborhood and City Urban Design Guidelines.

Building Architecture and Materials

The project includes a variety of architectural designs for the 49 homes proposed onsite. The project proposes three site plan styles, named: Santa Barbara, Coastal California, and California Cottage, each of which is described briefly below. Refer to Appendix A, which provides project plans that show examples of the building architecture proposed.

The Santa Barbara design includes a smooth stucco finish, with stucco details, concrete "s" tile roof, accent shutters, and a wooden style garage. This design is a Mediterranean style design with tile roof and earth colored materials. The California Cottage includes smooth stucco finish, stone veneer, decorative shutters, decorative pot shelf, and a concrete tile roof. This design is cottage-like and includes stone veneer, which is a cottage-style design. The Coastal California design includes smooth stucco finish, cementitious shingle-siding, stone veneer, wood trim at siding and stone and a concrete tile roof. This design is craftsman-like in that it includes shingle-style siding and shutters.

Building Height

The project's building pad elevations were able to be lowered so that the differential to the adjacent existing residential neighborhoods was minimized to a range from a minimum of four inches (- 4") below the existing adjacent residential neighborhood pads to a maximum of 18 inches above the existing adjacent residential neighborhood pads and an average differential of only five (5") inches higher than the adjacent existing neighboring lots.

Per the City of Huntington Beach Zoning and Subdivision Ordinance Chapter 210, maximum building height (as measured from the top of curb) is 35 feet. The project proposes building heights that range from 27 feet 2 inches to 30 feet 2 inches maximum, measured from the highest top of curb. Therefore, the proposed project conforms to the City's height restrictions.

Conceptual Landscape Plan

Per the conceptual landscape plan dated May 15, 2012, the project proposes several parkway canopy street trees along Pioneer Drive and along the internal streets within the proposed project. Neighborhood signage will be located at the project entrance, where the project intersects with Pioneer Drive. Additionally, enhanced paving will be provided at the neighborhood entrance. A landscape buffer is proposed between the proposed 80 space parking lot and the homes in the project. This buffer will be comprised of a vertical tree screen, as well as an exposed perimeter 5 foot 6 inch high slump block wall with slump block cap with pilasters at every property line

ISSUES (and Supporting Information Sources):

	Potentially Significant	Potentially Significant	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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and at changes in wall planes. Additionally, an emergency/secondary ingress/egress access gate is proposed on the north side of the parking lot.

Between the homes onsite, there will be a 5 foot 6 inch high slump block wall with slump block cap and rear yard access gate. The landscaping in the front yard of the homes is provided by the homeowner. Along both the northern and eastern edge of the project site, a perimeter 5 foot 6 inch high precision block wall with precision block cap is proposed. Four foot wide sidewalks will be located along the internal streets and two enhanced pedestrian crossings will be provided.

Project Integration with the Surrounding Community

The existing homes in the vicinity of the proposed project are predominantly one story single family homes along Pioneer Avenue, across the street from the proposed project site. The existing homes located adjacent to the northern boundary of the proposed project site are a mix of single family one and two story homes. The existing homes located across Talbert Channel (to the east of the project site) are a mix of single family one and two story homes. Therefore, the proposed project fits in with the two story homes located in the vicinity of the proposed project. Additionally, as described above, the project has been designed with sensitivity towards the existing neighborhood by including increased rear yard setbacks for those 12 homes located along the northern boundary of the project site, which would be adjacent to the existing homes along Madeline Drive. The materials used for the proposed project consist of stucco and tile roofs. Many of the existing homes in the project vicinity have tile exteriors with shingled roofs. The proposed homes onsite include components such as accent shutters and stucco details, which serve to enhance the architectural style of the proposed homes.

The power lines that run along the north side of Pioneer Drive along the southerly edge of the Huntington Valley Little League ball fields from Magnolia Street to the Former Wardlow School buildings are proposed to be removed as a part of the project and placed underground to a terminus in an above ground vault on the City's Wardlow Park property. The chain link fence that runs the length of the south edge of the ball fields on the north side of Pioneer Drive is proposed to be replaced with a new fence. These improvements will serve to enhance the aesthetics and appearance of the project site and surrounding area.

It is not anticipated that the proposed project will substantially degrade the existing visual character of the project site or its surroundings because it will develop new homes with landscaping and other improvements that will replace the existing former Wardlow school site, which is currently boarded up and left vacant, and improve the visual quality of the site.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 67)

Discussion: The introduction of light from interior and outdoor uses can be a nuisance to adjacent residential areas and can diminish the view of the clear night sky. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into a light source. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated.

The project site consists of a former school facility with a parking lot (see Exhibit 2 at the end of this document). There are no significant existing sources of light and glare at the project site because the school is not lit at night. The exterior lighting, which is located on the side of some school buildings and mounted on the roof of some

ISSUES (and Supporting Information Sources):

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

buildings are not lit at night.

The area surrounding the project site consists of developed land, with residential uses and the Huntington Valley Little League fields adjacent to the western border of the project site. Sources of light and glare from offsite uses include lighting from the following sources:

- Single-family homes along Pioneer Drive and those units fronting Madeline Drive adjacent to and north of the project site are a source of light both from the interior and exterior of the homes.
- The adjacent ball fields are not lit at night, with the exception of the restroom facilities in the ball field parking lot and one light that is located on the exterior of a ball field storage shed along Pioneer Avenue.
- Wardlow Park is not lit at night. However, there is a streetlight located adjacent to Wardlow Park at the intersection of Pioneer Drive and Magnolia Avenue.
- Street lighting along Pioneer Drive is lit at night and is located along Pioneer Drive, on the opposite side of the street from the project site.
- Additional offsite lighting is from vehicles traveling along Pioneer Drive and street lighting for homes located across the County flood channel.

Sources of glare offsite include vehicles parked along Pioneer Drive, in the driveways of homes across the street and from vehicles parking in the ball field parking lot adjacent to the project site. An additional source of glare includes vehicles parked along Magnolia Avenue.

Implementation of the project would introduce additional sources of light and glare including light from residential structures, the proposed 80 space parking lot, street lighting, and vehicle headlights. Parking lot lighting will be shielded to prevent lighting spillover, consistent with City code. Lighting installed in the proposed ball field parking lot would be in compliance with City of Huntington Beach Municipal Code Standards (Section 231.18 C - Illumination) in that parking area lighting shall be energy-efficient and designed so as not to produce glare on adjacent residential properties.

An overhead light fixture is proposed to be installed by the project to provide illumination as an additional security feature and improve visibility in the northeast corner area of Wardlow Park. The streetlights currently located on the south side of Pioneer Drive serviced by an overhead electrical line are proposed to be relocated to the north side of Pioneer Drive. This should give a higher level of public safety by providing additional illumination along the park edge and Pioneer Drive. The overhead electrical service would be placed underground.

Vehicle headlights from those exiting the project site at night as well as those exiting the ball field parking lot at night would be visible to homes located across Pioneer from the project site. However, the Traffic Impact Analysis estimates there will be only 18 PM peak hour project trips for those exiting the project site. Regarding the proposed ball field parking lot, under existing conditions there are lights from vehicles exiting the project site at night. With the proposed project, this condition would continue, as vehicles would continue to exit the ball field parking lot at night. The proposed project would result in the entrance/exit point to the ball field parking lot to be shifted to the west, such that the entrance/exit is located closer to the ball fields compared to what currently exists. Due to the small number of projected peak PM hour trips from the proposed project and that the ball field parking lot would continue to operate, impacts regarding vehicle headlights are anticipated to be less than significant because conditions with the proposed project are not anticipated to be substantially different than existing conditions regarding vehicle headlights. The proposed homes would introduce new sources of light in the area; however, because the proposed residential units are similar to those surrounding the project site, light levels from new residential units would be similar to the light levels of surrounding uses.

The proposed new road to access the project site, which will intersect at Pioneer Drive is proposed in the vicinity of the existing driveway for ball field parking. This lot is used for ball games at the adjacent ball field. The

ISSUES (and Supporting Information Sources):

	Potentially Significant	Potentially Significant	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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residential uses immediately south of the project site along Pioneer Drive currently experience light and glare from vehicle headlights exiting the existing ball field parking lot. The project would increase evening vehicle traffic along Pioneer Drive and additional headlights from project vehicles would be visible along this street. However, the volume of traffic along Pioneer Drive would not be substantial and therefore, any associated headlight glare would be less than significant. Thus, no mitigation measures are required and there will be a less than significant impact in this regard.

XIV. CULTURAL RESOURCES. Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Sources: 35, 62)
-

Discussion: According to the Fountain Valley School District, the Wardlow school was built in 1964. As such, structures on the site as of this date qualify as historic age for purposes of cultural resources assessment under CEQA. Any of the Wardlow School structures built in 1964 or earlier should be recorded on DPR 523 Form(s) and evaluated for significance. This evaluation includes determining whether the resource is eligible for inclusion in any federal, State, or local registers of significant resources. Visual observation of the school facilities, which have been closed since at least 2005, indicates that the buildings have not been maintained, and they are in a dilapidated condition, lack maintenance and restoration appears infeasible. Therefore, it is not expected that the school buildings would be considered significant historical resources. Nonetheless, Mitigation Measure CR-1 is required due to the age of the buildings.

MM CR-1: Prior to demolition, the whole of the existing Wardlow School shall be fully recorded onto DPR523 form sets and the form set delivered to the South Coastal Central Information Center at CSU-Fullerton. Delivery of the data to the Center mitigates for potential direct and unavoidable impacts to the existing structure complex.

With implementation of mitigation measure CR-1, impacts regarding historical resources are anticipated to be less than significant.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Sources: 35)
-

Discussion: Results of the South Central Coastal Information Center (SCCIC) records search indicate that there are no known cultural resources located within the project area, and that the closest known resource is situated more than 0.50 miles from the project area boundaries. Therefore, no known cultural resources will be impacted by the proposed project. However, based upon the large site size and resource types known in the vicinity of the project area, the potential for subsurface excavation to impact significant deposits is considered high. This determination is based upon the presence of numerous prehistoric age interments in the area, and the knowledge that singular, seemingly sporadic burials have been detected nearby. Therefore, the cultural resource sensitivity of the project area is considered high and mitigation monitoring is recommended during development. Refer to Mitigation Measure CR-2 below.

ISSUES (and Supporting Information Sources):

	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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MM CR-2: The project applicant shall ensure that during ground-disturbing activities an archaeological mitigation monitoring program shall be implemented within the project boundaries. Full-time monitoring shall continue until the project archaeologist determines that the overall sensitivity of the project area has been reduced from high to low, as a result of mitigation monitoring. Should the monitor determine that there are no cultural resources within the impacted areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

Specifically, prior to issuance of the first rough grading permit, and for any subsequent permit involving excavation to increased depth, the landowner or subsequent project applicant shall provide evidence to the City of Huntington Beach that a qualified archaeologist has been retained by the landowner or subsequent project applicant, and that the consultant(s) will be present during all grading and other significant ground disturbing activities.

With implementation of Mitigation Measure CR-2 above, the proposed project will have a less than significant impact regarding archeological resources.

- c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? (Sources: 35)

Discussion: The proposed project site has been previously developed with a school and as such, no unique geologic features exist onsite. MBA contacted Dr. Samuel A. McLeod of the Los Angeles County Natural History Museum (LANHM), requesting a paleontological records check. The paleontological review from Dr. Samuel A. McLeod indicated that the project area is situated on surface deposits of younger Quaternary Alluvium associated with the nearby Santa Ana River. Younger Quaternary alluvial deposits do not typically contain fossil resources, at least in the uppermost layers. However, these sediments may overlie older Quaternary deposits, which are known to yield fossil remains within the general vicinity.

While there are no recorded paleontologic localities within the project area, localities are known from older Quaternary deposits nearby. The nearest locality from older Quaternary deposits is LACM 1339, situated about 1.25 miles from the project area. This locality is recorded along Adams Avenue, just east of the Santa Ana River, and excavations at approximately 15 feet from the modern ground surface yielded fossil specimens of mammoth and camel. In addition, a series of fossil localities (LACM 7422-7425) are known within the City of Huntington Beach, east of Lake Avenue and between Atlanta Avenue and Ocean Avenue. These localities produced fossils of mammoth, bison, and horse from older Quaternary deposits. The presence of these localities from older Quaternary deposits aptly demonstrates the fossil bearing potential of subsurface sediments within the project area if older Quaternary deposits are encountered during construction-related ground disturbance.

The project area has moderate to high paleontologic sensitivity at varying depths below the ground surface. This potential is considered low in the younger Quaternary deposits, and moderate to high for older Quaternary deposits.

Therefore, a paleontologic monitoring program is recommended by MBA to mitigate potential adverse impacts to paleontological resources in the older Quaternary deposits at depth. Refer to Mitigation Measures PR-1 through PR-4 below.

MM PR-1: The project applicant shall ensure that during excavation a qualified paleontologic monitor is present to observe excavation in areas identified as likely to contain paleontologic resources. Based upon this review, areas of concern include undisturbed older Quaternary deposits. Paleontologic monitors should be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced or eliminated if the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources, or if the parameters of the proposed project will not impact potentially fossiliferous units. This decision is at the discretion of the qualified paleontologic monitor. If the monitoring program results in positive findings, then refer to PR-2 to PR-4.

MM PR-2: Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts to the resources.

MM PR-3: Identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not complete until such curation into an established museum repository has been fully completed and documented.

MM PR-4: Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontologic resources.

With implementation of the mitigation measures above, it is anticipated that the proposed project will have a less than significant impact regarding paleontological resources.

- d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 35)

Discussion: As there are no known archeological sites in the immediate vicinity of the project, it is not expected that the project will disturb human remains. In the event of a discovery or recognition of any human remains, Public Resources Code (PRC) §5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is a discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC §5097.98, or
- 2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance:

- The NAHC is unable to identify a most likely descendent or the most likely descendant failed to make a

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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recommendation within 48 hours after being notified by the commission.

- The descendant identified fails to make a recommendation; or
- The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. Compliance with State Law and Public Resources Code Section 5097.98 will reduce any potential impacts from the proposed project to less than significant levels.

Therefore, the project will have a less than significant impact regarding disturbance of human remains.

XV. RECREATION. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood, community and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources: 1, 41, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: 1, 41, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Affect existing recreational opportunities? (Sources: 1, 41, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: a)-c) The project does not propose any recreational facilities onsite. The project could result in approximately 126 new residents to the City. Some of these residents will use local and regional parks as well as other recreational facilities, such as the adjacent Wardlow Park, located at 19761 Magnolia Street. However, due to the limited increase in population from the proposed project, the increase in park use within the City is not anticipated to be such that it would result in substantial deterioration of recreational facilities in the City.

Due to the intensity of use of the Huntington Valley Little League ball fields at Wardlow Park, there is a deficiency of permanent parking facilities on the City's park property. Users and visitors of the ball fields have been parking on the former Wardlow School property. Up until now, the property owner, the Fountain Valley School District, has not denied access for vehicles to park on its property and has allowed such access only as a temporary accommodation. The school district has the ability to terminate any vehicular access to its former Wardlow School property at anytime. The City had a one year license agreement it entered into with the Fountain Valley School District on July 3, 2006 wherein the City acknowledges that the City is responsible for providing parking for the Wardlow Park ball field facilities and that the school district is the owner with the sole and full authority and right to allow or deny access to its property. The license agreement expired after the one year and was never extended or amended.

The project proposes to build a parking lot adjacent to the easterly edge of the adjacent Wardlow Park's Little League baseball facilities on the land that the project will be dedicating to the City. The dedication of the park land will be done subsequent to and upon completion of the parking lot improvements.

The proposed project will comply with Chapter 254, Section 254.08, Parkland Dedication, of the City of Huntington Beach Zoning Code, which intends to implement the provisions of the Quimby Act that authorizes the City to require the dedication of land for park and recreational facilities or payment of in-lieu fees incident to and

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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as a condition of the approval of a tentative tract map or tentative parcel map for a residential subdivision.

Per the City of Huntington Beach Parkland Dedication Calculation, the project would dedicate approximately 0.66 acres of land. The project is proposing to construct a new landscaped parking lot with 80 parking spaces on approximately 0.82 acres of land it will dedicate to the City. Given that the project will dedicate 0.82 acres of land to the City of Huntington Beach in the form of the improved 80 space parking lot, the proposed project exceeds Quimby dedication requirements by approximately .16 acres. Therefore, there will be a less than significant impact.

Tri Pointe Homes proposes to construct a snack bar/equipment room/public restroom facility on the Wardlow Park grounds. This would replace an approximately 1,000 square-foot concession building that is presently located on the former Wardlow school site. It is not anticipated that construction of a snack bar/equipment room/public restroom facility would result in an adverse physical effect on the environment due to the nature and limited scale of the structure. The new facility is anticipated to be of a size comparable to that of the building removed. Therefore, the project would result in no substantial physical deterioration of parks and recreation facilities.

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

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

Discussion: The project site is not located on land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is located on an urban/developed setting and does not support agricultural uses because the project site is developed with a former school. Therefore, no impacts will occur.

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

Discussion: No Williamson Act contracts exist on the project site. Additionally, the project site is not zoned for agricultural use and is developed with a former school. Therefore, no impacts will occur.

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

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

Discussion: The project site and surrounding areas are urbanized and developed with predominantly residential land uses, and are not used as farmland or for agricultural purposes. The proposed project would not result in the direct or indirect conversion of Farmland to non-agricultural uses. Therefore, no impacts will occur.

XVII. GREENHOUSE GAS EMISSIONS. Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 63)

Discussion: A Draft Green Building Program has been developed and submitted by the applicant, the features of which would contribute to greenhouse gas reductions. Refer to the project description for additional details regarding this program. Greenhouse gases (GHG) are not presented in lbs/day like criteria pollutants; they are typically evaluated on an annual basis using the metric system. The project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"); however, the SCAQMD Board has not approved the thresholds as of the date of the NOP (South Coast Air Quality Management District 2010). The current draft thresholds consist of the following tiered approach:

Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.

Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. Where SCAQMD is the lead agency on industrial projects, a threshold of 10,000 MTCO_{2e} per year applies. SCAQMD is also encouraging other lead agencies to use the 10,000 MTCO_{2e} per year for industrial projects. If a project's commercial/residential emissions are under one of the following screening thresholds, then the project is less than significant:

- All land use types: 3,000 MTCO_{2e} per year
- Based on land use type: residential: 3,500 MTCO_{2e} per year; commercial: 1,400 MTCO_{2e} per year; or mixed use: 3,000 MTCO_{2e} per year

Tier 4 has the following options:

- Option 1: Reduce emissions from business as usual by a certain percentage.
- Option 2: Early implementation of applicable AB 32 Scoping Plan measures
- Option 3, 2020 efficiency target: 4.8 MTCO_{2e}/SP/year for projects and 6.6 MTCO_{2e}/SP/year for plans;
- Option 3, 2035 target: 3.0 MTCO_{2e}/SP/year for projects and 4.1 MTCO_{2e}/SP/year for plans

Tier 5 would allow the purchase of mitigation offsets to achieve target significance threshold.

To determine whether the project is significant, this project utilizes the SCAQMD draft local agency threshold of 3,000 MTCO_{2e} per year.

Construction

ISSUES (and Supporting Information Sources):

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

The project would emit greenhouse gases from upstream emission sources and direct sources (combustion of fuels from worker vehicles and construction equipment). Table 19 summarizes the output results. (See Section V and CalEEMod output for details on construction timing).

Table 19: Construction Greenhouse Gas Emissions

Phase	Annual Emissions (MTCO ₂ e)
Demolition - 2012	58.29
Grading - 2013	49.77
Construction - 2013-2014	709.24
Architectural Coating - 2013	16.70
Storm Drain	79.91
Total	913.91
Total Amortized over 30 years	30.46
Note: MTCO ₂ e = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and/or nitrous oxide). Source: CalEEMod output	

Operation

Operational or long-term emissions occur over the life of the project. The operational and amortized construction emissions for the project are shown in Table 20. As shown in Table 20, the major sources of operational greenhouse gases are from vehicles, contributing approximately 86 percent of the subtotal emissions.

As shown in the table below, the residential uses and construction of the storm drain would only generate approximately 1,035.50 MTCO₂e per year, which is below the SCAQMD draft threshold of 3,000 MTCO₂e per year. Impacts are considered to be less than significant.

Table 20: Project Operational Greenhouse Gases

Source	Emissions (MTCO ₂ e per year)
Construction	30.46
Mobile Sources	716.58
Area	37.01
Energy	203.80
Water	21.54
Waste	26.11

ISSUES (and Supporting Information Sources):

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

Source	Emissions (MTCO ₂ e per year)
Total	1,035.50
Note: MTCO ₂ e = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons). Source: CalEEMod output	

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 63)

Discussion: The City of Huntington Beach adopted an Energy Action Plan in April of 2011. Related specifically to energy issues, the Energy Action Plan (EAP) focuses Huntington Beach's attention on the twin challenges of peak oil production and risks from climate change. A significant number of the mitigation measures overlap between the twin challenges. The most effective strategy is to eliminate energy waste, which will reduce pollution and reliance on declining oil production. Additionally, introducing resilience as a decision-making criterion will build least wasteful practices into business as usual. However, the EAP does not provide specific measures for non-municipal projects. The project will comply with the applicable Goals, Objectives, and Policies stated in the most recent update (1996) of the General Plan Air Quality Element.

The project's emissions are well within SCAQMD draft thresholds and the level of GHG emissions generated by the project would not conflict with the goals of the State's Scoping Plan, adopted pursuant to AB 32. Impacts are considered less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1, 30, 33, 31, 34, 35, 60)

Discussion: With mitigation, the proposed project is not anticipated to impact any fish or wildlife, natural plant or animal communities, and/or rare and endangered species, and it is not anticipated to degrade the quality of the environment (refer to impact questions 7a-f, above). Further, with mitigation, the project would not have a significant impact regarding historical or cultural resources (refer to impact questions 14a-d, above). The project proposes to develop single family homes on a previously developed site. Therefore, with mitigation for potential biological and cultural resources impacts, less than significant impacts are anticipated to occur.

ISSUES (and Supporting Information Sources):

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources:1-67)
-

Discussion: It is not anticipated that any cumulatively considerable impacts would occur because all potential impacts were found to be less than significant or were reduced to less than significant levels with implementation of mitigation and/or adherence to the City's standard code requirements. The project does propose an amendment to the General Plan and Zoning designations of the project site however the proposed project is consistent with the General Plan regarding estimated growth within the City of Huntington Beach (per the Population and Housing section above). As described in the sections above, with mitigation, the proposed project would not result in a significant negative impact to the environment. Therefore the project is anticipated to have a less than significant impact in this regard.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources:1-67)
-

Discussion: The project includes various design features and commitments that, together with compliance with standard codes and regulations, would reduce potentially adverse impacts on human beings to a less than significant level. As discussed in responses for each of the preceding environmental topics, with mitigation, potential environmental impacts are anticipated to be reduced to a less than significant level.

XIX. EARLIER ANALYSIS/SOURCE LIST.

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

Earlier Documents Prepared and Utilized in this Analysis:

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Huntington Beach General Plan	City of Huntington Beach Planning and Building Dept. 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/Government/Departments/Planning/gp/index.cfm
2	City of Huntington Beach Zoning and Subdivision Ordinance	City of Huntington Beach City Clerk's Office, 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/government/elected_officials/city_clerk/zoning_code/index.cfm
3	Code Requirements	See Attachment No. 1
4	Summary of Mitigation Measures	See Attachment No. 2
5	Project vicinity and aerial maps	See Exhibit 1, Exhibit 2, and Exhibit 3
6	City of Huntington Beach Geotechnical Inputs Report	City of Huntington Beach Planning and Building Dept. 2000 Main St. Huntington Beach
7	FEMA Flood Insurance Rate Map (December 3, 2009)	"
8	CEQA Air Quality Handbook South Coast Air Quality Management District (1993)	"
9	City of Huntington Beach CEQA Procedure Handbook	"
10	Trip Generation Handbook, 7 th Edition, Institute of Traffic Engineers	"
11	Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Oct. 17, 2002)	"
12	State Seismic Hazard Zones Map	"
13	Hazardous Waste and Substances Sites List	www.calepa.gov/sitecleanup/cortese

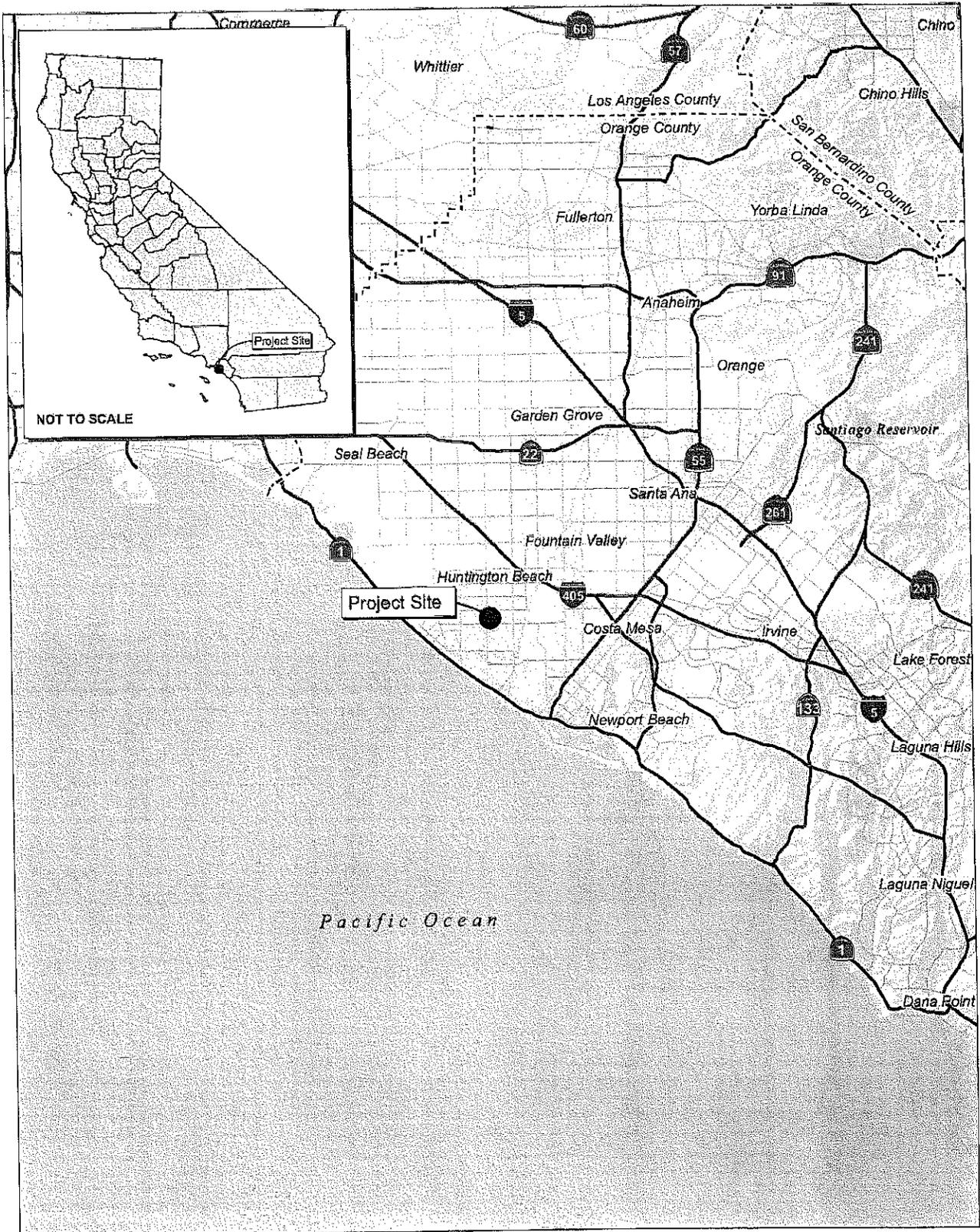
<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
14	City of Huntington Beach Municipal Code	City of Huntington Beach City Clerk's Office, 2000 Main St. Huntington Beach and at http://www.huntingtonbeachca.gov/government/charter_codes/municipal_code.cfm
15	City of Huntington Beach Solid Waste and Disposal Website Accessed December 15, 2011	http://www.huntingtonbeachca.gov/Government/Departments/Public_Works/maintenance/solidWaste/
16	Rainbow Environmental Services Website. Accessed December 15, 2011	http://www.rainbowdisposal.com/index.php
17	Caballero, Jennifer, Customer Service Representative Rainbow Environmental Services Personal Communication: telephone. December 15, 2011.	Not Applicable.
18	Calrecycle Solid Waste Facility Website Accessed December 15, 2011	http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0360/
19	Calrecycle Residential Waste Generation Rate Website Accessed December 15, 2011	http://www.calrecycle.ca.gov/wastechar/WasteGenRates/Residential.htm
20	Cal Recycle History of California Solid Waste Law 2009 Website Accessed December 15, 2011	http://www.calrecycle.ca.gov/Laws/Legislation/CalHist/1985to1989.htm
21	City of Huntington Beach AB.939 Website Accessed December 15, 2011.	http://www.huntingtonbeachca.gov/files/users/public_works/Diversion%20Rates.htm
22	Caltrans Scenic Highway Program Website Accessed December 15, 2011	http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm
23	U.S. Census Quickfacts Website Accessed December 16, 2011	http://quickfacts.census.gov/qfd/states/06/0636000.html
24	Air Nav Website Accessed December 16, 2011	http://www.airnav.com/airports/
25	OC Air.com Website Accessed December 16, 2011	http://www.ocair.com/commissions/aluc/ Accessed
26	Orange County Airport Land Use Commission, Airport Environs Land Use Plan for Heliports, Amended June 19, 2008. Website Accessed December 16, 2011	http://www.ocair.com/commissions/aluc/
27	Orange County Airport Land Use Commission, Airport Environs Land Use Plan for John Wayne Airport, Amended April 17, 2008. Website Accessed December 16, 2011	http://www.ocair.com/commissions/aluc/

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
28	City of Huntington Beach Fire Suppression Website Accessed December 19, 2011	http://www.huntingtonbeachca.gov/government/departments/Fire/fire_prevention_code_enforcement/
29	OCTA website Accessed December 19, 2011	http://www.octa.net/bus/feb11sysmap/index.html
30	Google Earth Program	http://www.google.com/earth/index.html
31	CDEG NCCP Website Accessed December 19, 2011	http://www.dfg.ca.gov/habcon/nccp/status/index.html
32	FEMA Map Service Center Accessed December 20, 2011	https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1
33	City of Huntington Beach Municipal Code Website Accessed December 20, 2011	http://www.huntingtonbeachca.gov/Government/Charter_Codes/municipal_code.cfm
34	Central & Coastal Subregion Natural Community Conservation Plan/Habitat Conservation Plan, Parts I & II; NCCP/HCP, July 17, 1996, pg I-15	Not Applicable
35	Michael Brandman Associates. 2009 Cultural Resources Records Search Results and Recommendations for the Wardlow School Site Project; City of Huntington Beach, California, March 9.	City of Huntington Beach Planning and Building Dept. 2000 Main St. Huntington Beach
36	City of Huntington Beach Fire Department Website Accessed January 4, 2012	http://www.huntingtonbeachca.gov/government/departments/fire/
37	City of Huntington Beach Fire Operations Website Accessed January 4, 2012	http://www.huntingtonbeachca.gov/government/departments/Fire/Fire_Operations/
38	City of Huntington Beach Fire Stations Website Accessed January 4, 2012	http://www.huntingtonbeachca.gov/government/departments/Fire/Fire_Operations/FireStations/index.cfm
39	Huntington Beach Union High School District Accessed January 5, 2012	http://www.hbulhsd.org/dsp.page_content.cfm?pid=18
40	Fountain Valley School District Website Accessed January 5, 2012	http://www.fvsd.k12.ca.us/
41	City of Huntington Beach Parks Accessed January 5, 2012.	http://huntingtonbeachca.gov/residents/parks_facilities/parks/index.cfm
42	Phase One Inc. 2011 Phase I Environmental Site Assessment Report 9191 Pioneer Drive Huntington Beach, California. April	City of Huntington Beach Planning and Building Dept. 2000 Main St. Huntington Beach

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
43	Walden and Associates. 2012. Sewer Study for the Wardlow School Site Residential Development Tentative Tract Map 17239, City of Huntington Beach. January.	"
44	Walden and Associates. 2012. Water Quality Management Plan for the Wardlow School Site Residential Development. May 1.	"
45	Walden and Associates. 2012 Preliminary Hydrology Study for Wardlow School Site Residential Development May.	"
46	Bob Milani, Senior Civil Engineer, City of Huntington Beach Public Works Department. Response to Wardlow Service Information Request Letter	"
47	Robert Flores, Engineer, Verizon. Response to Wardlow Service Information Request Letter	"
48	Lieutenant Mitchell O'Brien, City of Huntington Beach Police Department. Response to Wardlow Service Information Request Letter.	"
49	Garland Associates. 2012 Traffic Impact Analysis for the Proposed Residential Development at the Wardlow School Site May.	See Attachment No. 3
50	Orange County Transportation Authority (OCTA) CMP. 2011. 2011 Congestion Management Program. Website Accessed February 9, 2012	http://www.octa.net/cmp.aspx .
51	Ducan Lee, P.E., Principal Civil Engineer City of Huntington Beach Public Works Department. Response to Wardlow Service Information Request Letter	City of Huntington Beach Planning and Building Dept. 2000 Main St. Huntington Beach
52	Darin Maresh, City of Huntington Beach Fire Department. Response to Wardlow Service Information Request Letter	"
53	Jeanette Garcia, Technical Supervisor, Southern California Gas Company. February 22, 2012 Response to Wardlow Service Information Request Letter	"
54	Karen Darney, Design Service Representative, Southern California Edison. February 28, 2012 Response to Wardlow Service Information Request Letter.	"
55	Southern California Geotechnical. 2007. Geotechnical Investigation and Liquefaction Evaluation Proposed Residential Development Wardlow School Site. August 23.	"

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
56	Geoscience, Inc. 2007. Review of Geotechnical Investigation Redevelopment of Wardlow Elementary School Site. October 1.	"
57	Southern California Geotechnical. 2007. Response to Fountain Valley School District (Mission Geoscience) Review Proposed Residential Development Wardlow School Site. October 16.	"
58	Southern California Geotechnical. 2007. Additional Subsurface Exploration and Laboratory Testing Proposed Residential Development Wardlow School Site. October 17.	"
59	Petra. 2012. Geotechnical Review and Commentary of Existing Reports and Plans, Wardlow School Site Project. February 17.	"
60	Personal correspondence with staff biologist Scott Crawford of Michael Brandman Associates' (MBA) Natural Resources Management Division, Irvine office.	Not Applicable
61	Carrie Womack, Assistant Superintendent, Business Services, Huntington Beach Union High School District, March 12, 2012 Response to Wardlow Service Information Request Letter	City of Huntington Beach Planning and Building Dept. 2000 Main St. Huntington Beach
62	Stephen L. McMahon, Assistant Superintendent, Business Services, Fountain Valley School District. March 15, 2012 Response to Wardlow Service Information Request Letter	"
63	Michael Brandman Associates. 2012. Air Quality and Greenhouse Gas Analysis for the proposed project	"
64	South Coast Air Quality Management District 2007. Air Quality Management Plan for the South Coast Air Basin	South Coast Air Quality Management District
65	Michael Brandman Associates. 2012. Noise Analysis for the Proposed Project	City of Huntington Beach Planning and Building Dept. 2000 Main St. Huntington Beach
66	Focus Environmental Consulting, LLC. 2012. Asbestos and Lead Survey Report for the Wardlow Elementary School Site. March 30.	"
67	Project description and project plans from Tri Pointe Homes (dated May 15, 2012 and July 9, 2012)	See Attachment No. 4

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
68	Noise Element Information for the City of Huntington Beach.	http://www.huntingtonbeachca.gov/files/users/city_clerk/MC0840.pdf and http://www.huntingtonbeachca.gov/files/users/planning/noise_element.pdf .
69	Orange County Sanitation District Website Accessed July 12, 2012.	http://ocsanitationdistrict.org/construction/p2/default.asp
70	Orange County Sanitation District Comprehensive Annual Financial Report for the Year Ended June 30, 2011. Accessed July 12, 2012.	http://www.ocsd.com/Modules/ShowDocument.aspx?documentid=12718
71	Personal Correspondence via email with OCSD representative C. Daisy Ovarrubias, Senior Staff Analyst on July 12, 2012.	Not Applicable.
72	Psomas. 2011. City of Huntington Beach 2010 Urban Water Management Plan, June. Accessed on July 13, 2012.	http://www.huntingtonbeachca.gov/files/users/public_works/urban-water-plan.pdf



Source: Census 2000 Data, The CaSIL, MBA GIS 2012.



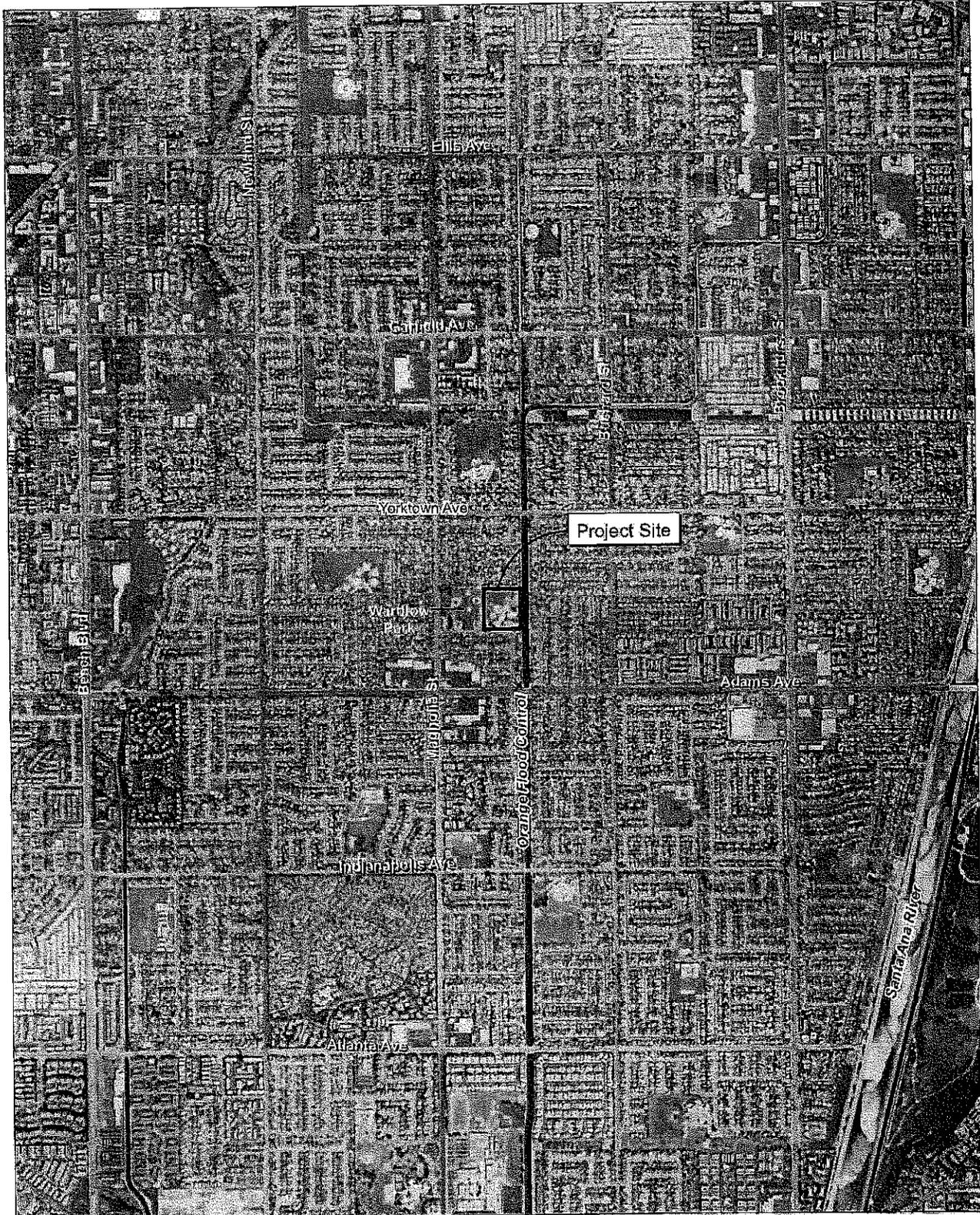
Michael Brandman Associates
00790015 • 03/2012 | 1_regional.mxd



Exhibit 1 Regional Location Map

CITY OF HUNTINGTON BEACH • WARDLOW RESIDENTIAL SUBDIVISION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ATTACHMENT NO. 5.76



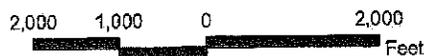
Source: ESRI Aerial Imagery.

Exhibit 2
Local Vicinity Map
Aerial Base



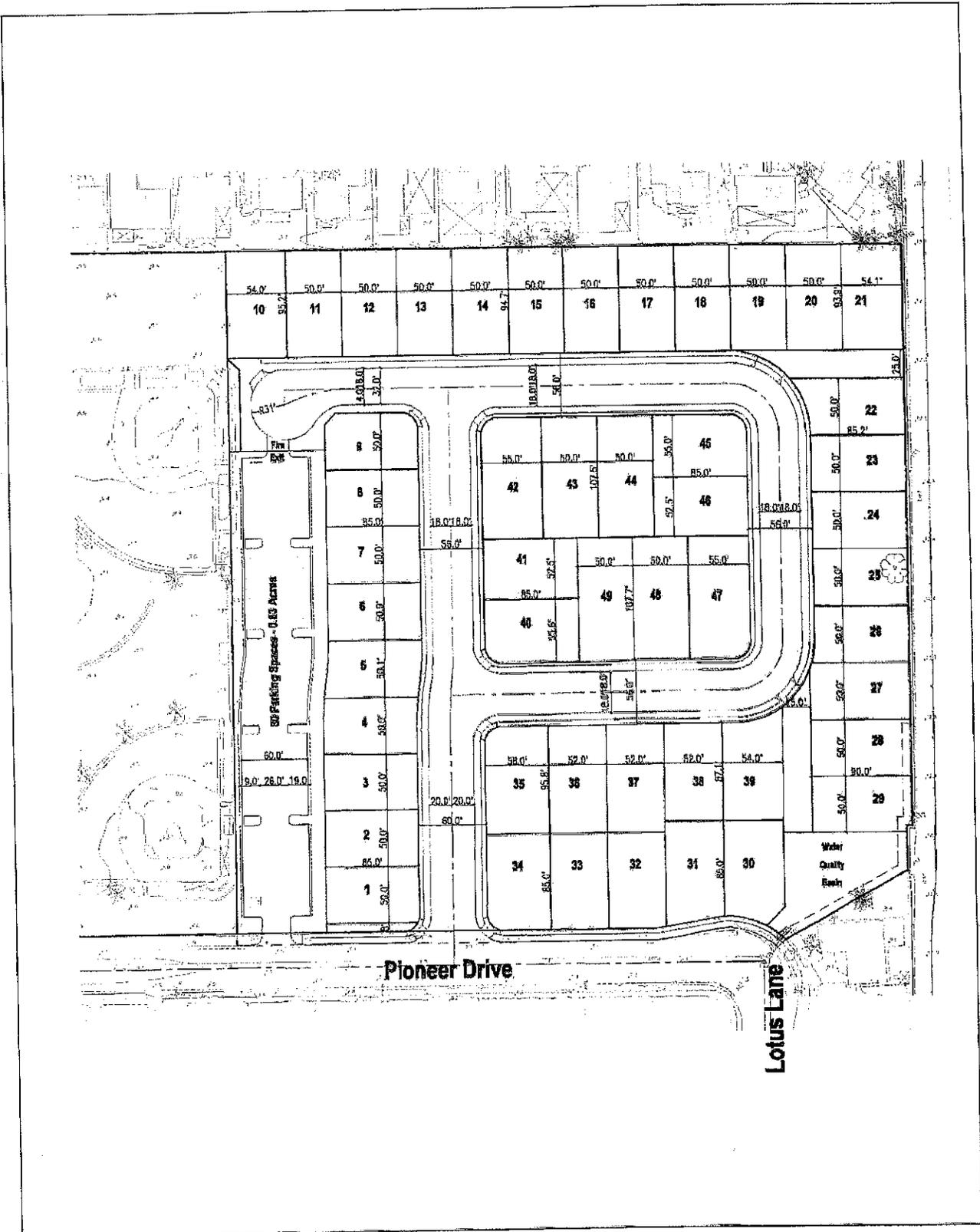
Michael Brandman Associates

00790015 • 03/2012 | 2_local_aerial.mxd



CITY OF HUNTINGTON BEACH • WARDLOW RESIDENTIAL SUBDIVISION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ATTACHMENT NO. 5.77



Source: Bassenian-Lagoni Architecture, Planning, Interiors, April 30, 2012.



Michael Brandman Associates

00790015 • 05/2012 | 3_site_pian.cdr

Exhibit 3
Conceptual Site Plan

CITY OF HUNTINGTON BEACH • WARDLOW RESIDENTIAL SUBDIVISION
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ATTACHMENT NO. 5.78

Attachment No. 2

Summary of Mitigation Measures

Description of Impact
Liquefaction and
settlement

Mitigation Measures

MM GEO-1: The grading plan prepared for the proposed project shall contain the recommendations included in the reports listed below. These recommendations shall be implemented in the design of the project and include measures associated with site preparation, fill placement and compaction, seismic design features, excavation and shoring requirements, foundation design, concrete slabs and pavement, surface drainage, trench backfill, and geotechnical observation.

1. The August 23, 2007 Geotechnical Investigation and Liquefaction Evaluation Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
2. The October 17, 2007, Additional Subsurface Exploration and Laboratory Testing Proposed Residential Development Wardlow School Site, prepared by Southern California Geotechnical.
3. February 17, 2012 Geotechnical Review and Commentary of Existing Reports and Plans for the Wardlow School Site Project.

Preclusion of direct
access to subsurface
areas

MM GEO-2: Prior to issuance of building permits for the project, in order to complete the soils information in areas of the site where existing structures and improvements have prevented easy access to deeper soil, additional subsurface borings shall be conducted. The project shall comply with any additional recommendations resulting from this additional subsurface investigation.

Runoff systems and
stormwater drainage

MM HYD-1: Prior to the issuance of a grading permit, Hydrology and Hydraulic analysis shall be submitted for Public Works review and approval (10, 25, and 100-year storms shall be analyzed as applicable). The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency. Runoff shall be limited to existing 25-year flows, which must be established in the hydrology study. If the analysis shows that the City's current drainage system can not meet the volume needs of the project runoff, the developer shall be required to attenuate site runoff to an amount not to exceed the existing 25-year storm as determined by the hydrology study. As an option, the developer may choose to explore low-flow design alternatives, onsite attenuation or detention, or upgrade the City's storm drain system to accommodate the impacts of the new development, at no cost to the City.

Potential impact for bird
species on site

MM BIO-1: Prior to ground disturbance, the applicant shall provide the City of Huntington Beach proof that a certified biologist has been retained to determine if nesting birds are present within the Project footprint or within a 250-foot buffer around the site. If nesting birds are present, construction activity shall be avoided in the area until nesting activity is complete (generally February 1 to August 31), as determined by the biologist. If ground or vegetation disturbance would occur between February and August, a preconstruction nesting bird survey shall be conducted seven days prior to

any ground or vegetation disturbance. Any active nests identified shall have a buffer area established within a 100-foot radius (200 foot for birds of prey) of the active nest. Disturbance shall not occur within the buffer area until the biologist determines that the young have fledged. Construction activity may occur within the buffer area at the discretion of the biological monitor.

Potential impact from agricultural chemicals.

MM HAZ-1: Prior to issuance of a grading permit, the project applicant shall have a soils survey conducted for the proposed project site to determine if any agricultural chemicals (herbicides, insecticides, pesticides and metals) remain at the project site from past agricultural use. The applicant shall implement the mitigation recommendations in the soils report.

Reduction of construction noise.

MM NOI-1: All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drivetrain, and other components.

Reduction of construction noise

MM NOI-2: During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of the residential use.

Building recordation

MM CR-1: Prior to demolition, the whole of the existing Wardlow School shall be fully recorded onto DPR523 form sets and the form set delivered to the South Coastal Central Information Center at CSU-Fullerton. Delivery of the data to the Center mitigates for potential direct and unavoidable impacts to the existing structure complex.

Potential for cultural resources impacts

MM CR-2: The project applicant shall ensure that during ground-disturbing activities an archaeological mitigation monitoring program shall be implemented within the project boundaries. Full-time monitoring shall continue until the project archaeologist determines that the overall sensitivity of the project area has been reduced from high to low, as a result of mitigation monitoring. Should the monitor determine that there are no cultural resources within the impacted areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

Specifically, prior to issuance of the first rough grading permit, and for any subsequent permit involving excavation to increased depth, the landowner or subsequent project applicant shall provide evidence to the City of Huntington Beach that a qualified archaeologist has been retained by the landowner or subsequent project applicant, and that the consultant(s) will be present during all grading and other significant ground disturbing activities.

Potential for
Paleontological
resources impacts

MM PR-1: The project applicant shall ensure that during excavation a qualified paleontologic monitor is present to observe excavation in areas identified as likely to contain paleontologic resources. Based upon this review, areas of concern include undisturbed older Quaternary deposits. Paleontologic monitors should be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced or eliminated if the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources, or if the parameters of the proposed project will not impact potentially fossiliferous units. This decision is at the discretion of the qualified paleontologic monitor. If the monitoring program results in positive findings, then refer to PR-2 to PR-4.

Potential for
Paleontological
resources impacts

MM PR-2: Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts to the resources.

Potential for
Paleontological
resources impacts

MM PR-3: Identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not complete until such curation into an established museum repository has been fully completed and documented.

Potential for
Paleontological
resources impacts

MM PR-4: Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontologic resources.

**RESPONSE TO COMMENTS FOR
DRAFT MITIGATED NEGATIVE DECLARATION NO. 2008-012**

- I. This document serves as the Response to Comments on the Draft Mitigated Negative Declaration No. 2008-012. This document contains all information available in the public record related to the Tri Pointe Homes Wardlow Residential Subdivision as of September 12, 2012 and responds to comments in accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines.

This document contains six sections. In addition to this Introduction, these sections are Public Participation and Review, Comments, Responses to Comments, Errata to the Draft Mitigated Negative Declaration No. 2008-012, and Appendix.

The Public Participation section outlines the methods the City of Huntington Beach has used to provide public review and solicit input on the Draft Mitigated Negative Declaration No. 2008-012. The Comments section contains those written comments received from agencies, groups, organizations, and individuals as of September 12, 2012. The Response to Comments section contains individual responses to each comment. The Errata to the Draft Mitigated Negative Declaration No. 2008-012 is provided to show corrections of errors and inconsistencies in the Draft Mitigated Negative Declaration.

It is the intent of the City of Huntington Beach to include this document in the official public record related to the Draft Mitigated Negative Declaration No. 2008-012. Based on the information contained in the public record, the decision-makers will be provided with an accurate and complete record of all information related to the environmental consequences of the project.

II. PUBLIC PARTICIPATION AND REVIEW

The City of Huntington Beach notified all responsible and interested agencies and interested groups, organizations, and individuals that a Draft Mitigated Negative Declaration No. 2008-012 had been prepared for the proposed project. The City also used several methods to solicit input during the review period for the preparation of the Draft Mitigated Negative Declaration No. 2008-012. The following is a list of actions taken during the preparation, distribution, and review of the Draft Mitigated Negative Declaration No. 2008-012.

1. Notice of the Draft Mitigated Negative Declaration No. 2008-012 was published in the Huntington Beach Independent on August 23, 2012. Upon request, copies of the document were distributed to agencies, groups, organizations, and individuals.
2. Notice of the Draft Mitigated Negative Declaration No. 2008-012 was published in the Huntington Beach Independent on August 23, 2012. Upon request, copies of the document were distributed to agencies, groups, organizations, and individuals.

III. COMMENTS

Copies of all written comments received as of September 12, 2012 are contained in Appendix A of this document. All comments have been numbered and are listed on the following pages. Responses to Comments for each comment which raised an environmental issue are contained in this document.

IV. RESPONSE TO COMMENTS

The Draft Mitigated Negative Declaration No. 2008-012 was distributed to responsible agencies, interested groups, organizations, and individuals. The report was made available for public review and comment for a period of 20 days. The City of Huntington Beach accepted comment letters through September 12, 2012.

Copies of all documents received as of September 12, 2012 are contained in Appendix A of this report. Comments have been numbered with responses correspondingly numbered. Responses are presented for each comment that raised a significant environmental issue.

Several comments do not address the completeness or adequacy of the Draft Mitigated Negative Declaration No. 2008-012, do not raise significant environmental issues, or request additional information. A substantive response to such comments is not appropriate within the context of the California Environmental Quality Act (CEQA). Such comments are responded to with a "comment acknowledged" reference. This indicates that the comment will be forwarded to all appropriate decision makers for their review and consideration.

LIST OF COMMENTERS

Orange County Sanitation District.....	Letter 1
John Almanza, Safe Our Field.....	Letter 2
Mark D. Bixby	Letter 3
Chris Gandall	Letter 4
Lori Johnson.....	Letter 5
Anonymous.....	Letter 6
Anonymous (name was unreadable) - 9152 Pioneer	Letter 7
Joan Bush and Patti Pantoja.....	Letter 8
Alan Gandall, American Youth Soccer Organization.....	Letter 9
HB Environmental Board	Letter 10
Mr. Julian H. Judd and Mrs. Jacqueline E. Judd.....	Letter 11
Barbara Penney	Letter 12
Johanna Rakshani.....	Letter 13
Rise' Krejci-Rodrigues	Letter 14
Rise' Krejci-Rodrigues	Letter 15
Michael Truong.....	Letter 16

Orange County Sanitation District, September 10, 2012 - Letter 1

Response to Comment OCSD-1

This comment acknowledges that the Orange County Sanitation District has received and reviewed the MND for the Wardlow project. This comment states that the project site is within the jurisdiction of the Orange County Sanitation District. No further response is necessary and no changes to the Draft MND are necessary.

Response to Comment OCSD-2

The commenter states that the Orange County Sanitation District (OCSD) does not anticipate any capacity issues but would like the numbers to be verified to ensure the figures reported in the Draft MND are correct. The commenter requests that the flow factors listed in the comment letter be used to estimate current and future flows. Currently the project site contains a vacant school; therefore, the institutional flow factors provided by the OCSD do not apply.

Regarding future flow estimates, the Draft MND Sewer Study conducted for the proposed project conservatively estimates the residential project would result in 3,200 gallons per day per acre of wastewater discharge (which equates to a total of 26,720 gallons of wastewater per day). However, using OCSD's flow factor of 1,488 gallons per day per acre (gpd/acre) for low density residential (4 to 7 dwelling units/acre), the proposed project is estimated to generate approximately 12,425 gallons of wastewater per day.

Using the estimated flow factor in the project Sewer Study or OCSD's flow factor, the proposed project would have a less than significant impact on wastewater treatment capacity because the estimated gallons per day of wastewater discharge anticipated from the proposed project comprises only a fraction of the remaining daily primary treatment capacity of Reclamation Plant #2.

OCSD's comment letter states that more specific flow factors may be used if it will more accurately portray the project's estimated flows and impacts to the local sewer system. No further response is necessary and no changes to the Draft MND are necessary.

Response to Comment OCSD-3

Comment acknowledged. No further response is necessary and no changes to the Draft MND are necessary.

John Almanza (Save Our Field), September 11, 2012 - Letter 2

Response to Comment SOF-1

The 2.56 persons per household referenced in the Draft MND for the proposed project is derived from Table II-5 of the City of Huntington Beach Housing Element. As detailed in the City's General Plan, per the 2000 Census, 73,657 households reside in Huntington Beach, with an average household size of 2.56 persons, this represent a slight decrease in household size from 1990. The City's smaller household size reflects its lower incidence of family households and aging population. The 2010 Census average household size for Huntington Beach is 2.55, which is consistent with the downward trend in size of households and indicates that the use of 2.56 is slightly conservative.

The number of vehicle trips (i.e. traffic) that the proposed project is estimated to generate is based on 12.0 trips per dwelling unit (per Table 9, Project Generated Traffic, on page 31 of the Draft MND) and is not tied to the 2.56 persons per household figure from the City's Housing Element. Use of 12.0 trips per dwelling unit is a more conservative estimate of traffic generation in that it is a higher estimate than 9.57 trips per unit from the Institute of Transportation Engineers Trip Generation Manual. The 12.0 trips per dwelling unit is a rate that the City of Huntington Beach uses. The average trip rate for single-family residential use is between 9 and 12 trips per unit. Studies have shown that the rate is influenced by factors such as the unit size and proximity to other uses, with the high end of the rate associated with larger units and greater distances from other uses such as shopping and employment centers. For the Wardlow project, staff concluded using the higher rate would be appropriate for the residential units proposed for this project. Note that the higher trip rate (12) was used only to determine the average daily traffic the project would generate. The peak hour traffic volumes, which are the critical volumes used to determine whether the project contributes level-of-service impacts to the study area intersections, are determined based on the number of units proposed for each site, and has no correlation with the average daily traffic trip rate. Regardless of the trip rate used for determining the average daily traffic, 9.57 or 12, the result of the traffic impact analysis is not affected. This comment does not raise any environmental issues that were not addressed in the Draft MND for the proposed project. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment SOF-2

Per Table 9 in Section VI Transportation and Traffic of the Draft MND, the trip generation rate used for single family detached housing residential land use category was 12.0 trips per unit, which is a higher trip generation rate and as such is more conservative than the lower 9.57 trips per unit from the Institute of Transportation Engineers Trip Generation Manual. Refer to Response to Comment SOF-1. This comment does not raise any environmental issues that were not addressed in the Draft MND for the proposed project. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment SOF-3

For the reader's context, the traffic analysis estimated the daily traffic for the former Wardlow School, which is based on number of students (650). The trip generation rates shown for the school are from the ITE Trip Generation manual (8th Edition, 2008) and these rates incorporate the assumption that most of the students would be walking, busing, or carpooling to the school. Table 6, Project Generated Traffic in the Traffic Study indicates that there would be 161 inbound vehicle trips in the morning peak hour for 650 students, which is less than one vehicle for every four students, and this includes the staff/faculty vehicles. These trip rates clearly reflect the fact that most of the students would travel to the school in a mode other than a single-passenger vehicle. The 1.29 daily trip rate represents the total inbound and outbound traffic volumes for both peak periods plus visitors, deliveries, staff/faculty, etc. throughout the day.

The second paragraph under Table 9, Project Generated Traffic, (on page 31 of the Draft MND) states that with existing conditions, no traffic is generated from the project site and that the addition of the proposed project would increase traffic compared to existing

conditions (i.e. 590 daily trips). Therefore, although the Draft MND does provide information regarding the traffic that was estimated to be generated by the Wardlow school, the Draft MND clearly states that traffic would increase from existing conditions, which is the baseline at which the environmental analysis for traffic impacts was conducted.

Response to Comment SOF-4

The MND for the proposed project analyzes potential impacts to recreational resources in Section XV Recreation and Section XI Public Services, threshold d) parks. All comments will be forwarded to the decision makers.

Mark D. Bixby, September 11, 2012 - Letter 3

Response to Comment Bixby-1

Processing requirements for park improvements are addressed in the Planning Commission staff report.

Response to Comment Bixby-2

The comment does not raise any environmental issues. Processing requirements for park improvements are addressed in the Planning Commission staff report.

Response to Comment Bixby-3

Petra Geotechnical (Petra) has reviewed the geotechnical reports prepared for the proposed project for the measured depth to groundwater within the site during the subsurface investigation period. These reports indicate that a total of 6 exploratory borings and 6 exploratory trenches were excavated within the site. The shallowest depth to groundwater table encountered in the borings was about 10 feet below ground surface. However, no groundwater was encountered in the exploratory trenches 15 to 17 feet below ground surface.

Based on Petra's geotechnical engineering knowledge of the site, the groundwater level is expected to be within a foot from the groundwater elevations reported in the referenced reports. Further, based on the site subsurface conditions, the depth of remedial over-excavation is expected to be on the order of 3 to 4 feet below the current ground surface. Therefore, it is Petra's professional opinion that dewatering will not be necessary during site remedial grading. As such, the groundwater is not expected to be disturbed during the remediation process and, therefore, the potential for the subsidence of adjacent properties during the grading operation is highly unlikely.

Response to Comment Bixby-4

The detention basin will have mild turf sided slopes (4:1 or flatter) and will be accessible and useable at all times during non-storm events. During major storm events runoff detention will occur in which rain flows will be detained and discharged at a slower rate than the storm inflow. This basin is intended to be fully maintained by the City in the same manner as the remainder of Wardlow Park. No special maintenance is required beyond normal mowing. This is the same concept that exists at the recently dedicated Ralph Bauer Park.

Response to Comment Bixby-5

Refer to Response to Comment Bixby-3 regarding dewatering. Any potential water quality treatment will be mitigated in a manner acceptable to the City of Huntington Beach Public Works Department and the State Regional Water Quality Control Board requirements.

As detailed in Section IV, Hydrology and Water Quality, of the Draft MND, a Water Quality Management Plan (WQMP) has been prepared for the project. The City of Huntington Beach is required to implement a Storm Water Pollution Prevention Plan (SWPPP) to minimize the incidence of construction-related pollutant entering the stormwater system. The Draft MND concludes that compliance with requirements of the SWPPP would prevent violation of water quality standards and waste discharge requirements during construction.

Response to Comment Bixby-6

The project is within Flood Zone X, which means that flood risks from the Talbert Channel have been adequately mitigated by the Orange County Flood Control District flood control improvements. Additional information concerning possible risk from failure of the Talbert Channel levee immediately adjacent to the project site has been included in the errata of this document.

Response to Comment Bixby-7

The 100,000 cubic yards as shown on the Preliminary Grading Plan originally submitted referred to the total amount of soil to be moved, including excavation (cut) and over-excavation, based on an initial preliminary design of the project. Subsequently, the project's design has been refined and the total amount of soil to be moved is as summarized below.

During the grading operations, the site will require onsite moving of soil which will include the excavation (cut) of approximately 5,900 cubic yards (cy) of the existing soil. In addition, there is a requirement from the geotechnical engineer to over-excavate (remove, replace, and re-compact) the existing soil to a depth of 4 inches in all pad areas where buildings will be constructed and 2 inches in all street and parking areas. This over-excavation totals approximately 47,600 cy of soil. When you move soil on site and re-compact it to the appropriate compaction there is what is referred to as shrinkage, which indicates the amount of soil "loss" due to the compaction process. In addition, there is what is termed subsidence, which is the initial minimal compaction of soil on the site due to the clearing and grubbing process and initial loads due the equipment moving across the surface of the site. Values for both of these items have been provided by the geotechnical engineer, shrinkage of 12 percent and subsidence of 0.1 inch. The shrinkage value is applied to all soil being moved onsite, both the excavation and the over-excavation which totals 53,500 cy (5,900 plus 47,600) and yields a total shrinkage of approximately 5,700 cy (53,500 multiplied by 12 percent). The subsidence factor is an estimate over the entire site of 8.35 acres yielding approximately 1300 cy (8.35 acres multiplied by 43,560 square feet (sf) per acre multiplied by 0.1 inch divided by 27 cubic feet [cf] per cy). The embankment (fill) needed to bring the site from the existing elevations to the proposed designed elevations is approximately 10,000 cy. When you add to this the soil losses due to the shrinkage and subsidence and subtract from it the

available onsite excavation, this yields an import requirement of 11,100 cy (10,000 plus 5,700 plus 1,300 minus 5,900). However, due to the proposed onsite construction, excess soil will be generated from the trenching of footings and precise grading for the homes (lot pulls) along with trenching in the streets for the various utility lines (utility trench soil). We estimate this excess soil to be generated to be approximately 8,900 cy total (6,100 plus 2,800), which, in turn, will be used onsite to offset the import indicated above. This reduces the net import needed for this site to approximately 2,200 cy. Soil hauling trucks generally have a capacity averaging 15 cy per truckload. This equates to approximately 147 truck loads of soil needed to be imported to the site.

Response to Comment Bixby-8

The proposed homes will meet standard noise insulation requirements and will conform to the California Building code regarding noise attenuation in building construction. The project proposes a 5 foot 6 inch block wall that will separate the proposed homes on the western edge of the project site from the proposed parking lot and the existing ball fields. Additionally, a line of trees will be planted between the proposed parking lot and homes.

Response to Comment Bixby-9

Mitigation Measure CR-2 has been revised to strengthen the mitigation regarding cultural resources. Revised language for Mitigation Measure CR-2 is included in the errata of this document. The revisions to Mitigation Measure CR-2 provide additional detail and clarity with regard to the procedures to be followed in the event that cultural materials are identified on the project site.

Response to Comment Bixby-10

The detention basin will have mild side slopes (4:1 or flatter) and will be accessible and useable at all times during dry weather and non-storm events. During major storm events runoff detention will occur in which rain flows will be detained and discharged at a slower rate than the storm inflow. The system is to be designed so that storm flow detention subsides within the basin within one and a half (1-1/2) hours after the storm event. As such, less than significant impacts to recreational use of the area would result. This basin is intended to function in the same manner as the recently dedicated Ralph Bauer Park.

Chris Gandall, September 11, 2012 - Letter 4

Response to Comment Gandall-1

Comment acknowledged.

Response to Comment Gandall-2

Refer to Response to Comment SOF-2 regarding trip generation rates used in the traffic analysis for the proposed project, and refer to Response to Comment SOF-3 regarding the number of vehicle trips estimated for the Wardlow school, and current site condition utilized as the baseline for analysis of project traffic impacts. Refer to Response to Comment AYSO-3 regarding open space on the project site. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Gandall-3

The parking and traffic issues related to the baseball fields on Pioneer Drive are an existing condition. The analysis in the Draft MND describes the potential impacts of the proposed project in Section VI, Transportation and Traffic. Intersection levels of service (LOS) are shown in Table 11, Project Impact on Intersection Levels of Service, of the Draft MND, which includes PM Peak Hour LOS for Magnolia Street at Pioneer Drive with baseball games, for both the weekday and weekend. As shown in Table 11, none of the study area intersections would be significantly impacted by the proposed project. No further response is necessary and no changes to the Draft MND are warranted.

Additionally, threshold f) in the Transportation and Traffic section of the Draft MND discusses parking. The project proposes the construction of an 80-space parking lot at the southwest corner of the project site. The parking demands that would be generated by the proposed residential development would be accommodated within the project boundaries in the private garages and driveways and along the internal streets. The Draft MND concludes that project parking impacts would be less than significant. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Gandall-4

As detailed in threshold g) on page 36, the Draft MND states that development of the project would eliminate the pedestrian access-way that currently exists along the northern property line of the project site. The Draft MND concludes that because there is alternative access to the project site and Wardlow Park via Magnolia Avenue and Pioneer Drive, the project will have less than significant impacts in this regard. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Gandall-5

Refer to Response to Comment SOF-2 regarding traffic analysis for the proposed project. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Gandall-6

Section XIII, Aesthetics, of the Draft MND discusses the aesthetic impacts of the proposed project and discusses the project integration with the surrounding community. The project's Planned Unit Development (PUD) designation allows for deviations in lot sizes from the RL Zone. It should be noted that the proposed project has been designed to exceed the minimum rear building setbacks for those proposed perimeter lots (i.e., lots 10 through 21) that are adjacent to existing homes directly north of the project site. Note that with the RL zoning designation alone, the minimum rear-building setback is 10 feet. For those perimeter lots adjacent to existing homes, the proposed project provides setbacks in excess of what would be required under the RL zone. The second floor setbacks are all a minimum of twice the distance (i.e., 20 feet) of the minimum building setback under the RL zone (i.e., 10 feet), to provide additional privacy and distance from the proposed homes to those existing homes located north of and adjacent to the project site. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Gandall-7

This comment summarizes the commenter's opinion regarding the Draft Mitigated Negative Declaration for the Wardlow project. This comment is noted. All comments will be forwarded to decision makers.

Response to Comment Gandall-8

These exhibits supplement the traffic, parking, and pedestrian access comments Gandall-2 through Gandall-7. Refer to Responses to Comments Gandall-2 through Gandall-7.

Lori Johnson, September 11, 2012 - Letter 5

Response to Comment Johnson-1

This comment states the commenter's opinion regarding the proposed project. This comment is noted. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Johnson-2

This comment appears to refer to residential project previously proposed onsite. This comment is noted. No further response is necessary and no changes to the Draft MND are warranted. Also, refer to Response to Comment Gandall-6.

Response to Comment Johnson-3

The 2.56 persons per household referenced in the Draft MND for the proposed project is derived from Table II-5 of the City of Huntington Beach Housing Element. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Johnson-4

The rates published by the Institute of Transportation Engineers (ITE) are nationally recognized standards for estimating vehicle trips for development projects. Also, refer to Response to Comments SOF-2 concerning trip rate assumptions. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Johnson-5

Comment acknowledged. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Johnson-6

Comment acknowledged. Refer to Response to Comment Gandall-3.

Response to Comment Johnson-7

Comment acknowledged. The traffic study included a signal warrant analysis at the intersection of Magnolia/Pioneer. Crossing guards are only applicable at school crossings.

Response to Comment Johnson-8

Refer to Response to Comment Gandall-3 above regarding traffic. As described in Section VI, Transportation and Traffic of the Draft MND, the proposed project will have a less than significant traffic impact. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Johnson-9

The project Traffic Study (May 2012) provides accurate figures and analysis of project impacts. As detailed in Section VI, Transportation and Traffic, of the Draft MND the traffic study did include analysis of project impacts on intersection levels of service (Table 11) which includes "with baseball game" analysis of weekend and weekday levels of service. Use of the project site by pedestrians is analyzed in threshold g) in Section VI of the Draft MND. The Draft MND states that development of the project would eliminate the pedestrian access-way that currently exists along the northern property line of the project site. However, because there is still alternative access to the project site and Wardlow Park via Magnolia Avenue and Pioneer Drive, the project will have less than significant impacts in this regard.

Response to Comment Johnson-10

Refer to Response to Comment Gandall-6 concerning home and lot sizes and related aesthetics and land use impacts.

Response to Comment Johnson-11

Comment acknowledged.

Anonymous, September 12, 2012 - Letter 6

Response to Comment Anonymous-1

Comment acknowledged.

Response to Comment Anonymous-2

Refer to Response to Comment Gandall-3 above regarding parking. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Anonymous-3

Refer to Response to Comment Gandall-3 above regarding traffic. As described in Section VI, Transportation and Traffic of the Draft MND, the proposed project will have a less than significant traffic impact. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Anonymous-4

Traffic issues are analyzed in Section VI of the Draft MND. A signal warrant analysis was conducted for the proposed project. Refer to page 34 of the Draft MND for details regarding why a traffic signal is not warranted at Magnolia Street and Pioneer.

Response to Comment Anonymous-5

These observations on drainage are noted. As described on pages 15 and 16 of the Draft MND, Tri Pointe homes proposes to construct the Master Plan of Drainage storm drain which will run beginning from the intersection of Lotus Lane and Gettysburg Drive southward to tie into the existing storm drain in Adams Avenue. Additionally, the project is required to detain the difference in runoff between the existing 25 year and proposed 100 year flows such that runoff is not increased from existing conditions. With implementation of mitigation measure HYD-1 the proposed project is anticipated to have a less than significant impact regarding stormwater drainage.

Response to Comment Anonymous-6

Traffic and parking issues are analyzed in Section VI of the Draft MND. Property values are an economic issue and as such are not analyzed in the project's environmental document. Comment acknowledged.

Response to Comment Anonymous-7

Comment acknowledged.

Response to Comment Anonymous-8

Refer to Response to Comment Penney-4 regarding emergency vehicle access. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Anonymous-9

The City is unable to acquire additional land based up on the acquisition limitation established by the Naylor Act. The City is only able to acquire a maximum of 30 percent of Fountain Valley School District land for recreational purposes (i.e., 8.6 acres). This has already been acquired with 6 acres at Wardlow and 2.6 acres at Lamb.

Anonymous (name was unreadable) - 9152 Pioneer, September 12, 2012 - Letter 7

Response to Comment Anonymous (name was unreadable) - 9152 Pioneer-1

The concerns raised in this letter are noted. Section VI, Transportation and Traffic, of the Draft MND concluded that the proposed project would have a less than significant impact regarding traffic and parking. No changes to the Draft MND are warranted.

Joan Bush and Patti Pantoja, September 12, 2012 - Letter 8

Response to Comment Bush/Pantoja-1

Refer to Response to Comments SOF-2, SOF-3 and Gandall-3 regarding traffic. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Bush/Pantoja-2

Parking issues associated with Little League activities is a currently existing condition. Refer to Response to Comments SOF-2, SOF-3 and Gandall-3 regarding parking. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Bush/Pantoja-3

Refer to Response to Comments SOF-2, Almaza-3 and Gandall-3 regarding traffic and parking. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Bush/Pantoja-4

The 2.56 persons per household referenced in the Draft MND for the proposed project is derived from Table II-5 of the City of Huntington Beach Housing Element. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Bush/Pantoja-5

Comment acknowledged.

Response to Comment Bush/Pantoja-6

This comment expresses concern regarding storm drain improvements and lighting. Section IV Hydrology and Water Quality discusses the proposed storm drain improvements. Refer to Response to Comment Anonymous-5 regarding proposed storm drain improvements. Threshold d) in Section XIII, Aesthetics, of the Draft MND discusses light/glare and concludes that the proposed project will have a less than significant impact.

Alan Gandall, American Youth Soccer Organization, September 12, 2012 - Letter 9

Response to Comment AYSO-1

These comments are addressed to both the Wardlow and Lamb sites. Refer to Response to Comments AYSO-3 that follows concerning loss of open space at the former Wardlow school site.

Response to Comment AYSO-2

This comment is noted. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment AYSO-3

This comment is regarding the loss of open space (fields) that are currently used at the Wardlow site for soccer practice, training, special clinics and game fields. Recreation is addressed in Section XV of the Draft MND. Parks are discussed in threshold d), on page 51 of the Draft MND (in Section XI, Public Services). As detailed in the parks threshold of the Draft MND, the project site is not identified as a City park in the Recreation Element of the City's General Plan. The project site is listed in the Recreation Element of the City's General Plan as a school park and recreation facility.

The play fields on the Wardlow project site are a part of the former school grounds. Although it is within their purview to do so, the Fountain Valley School District has not yet fenced the playfield area or denied access to the public to the school grounds. The playfields are neither designated as open space in the City General Plan nor recognized as public parkland by the City. Furthermore, they were not provided in fulfillment of any Quimby Act requirements. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment AYSO-4

This comment pertains to the Lamb project site and is responded to in the Response to Comments for Mitigated Negative Declaration 2008-013 for the proposed project at Lamb. Thus, no further response is necessary.

Response to Comment AYSO-5

The City's General Plan has a standard of five acres of park and recreational space per 1,000 residents and currently exceeds this standard citywide. There is no requirement to meet this standard for smaller geographic areas of the City, though the City does work to provide open space areas throughout the City.

Response to Comment AYSO-6

Comment acknowledged. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment AYSO-7

Refer to Response to Comment AYSO-3 above. While the soccer fields on the Wardlow project site may be regarded as a community asset currently available to organizations such as the ALSO that utilize portions of the project site for soccer, the Draft MND adequately addresses the impact upon the environment associated with the proposed conversion to residential use in Sections XV (Recreation) and XI (Public Services) of the Draft MND. However, the fields on site are not designated as open space or recognized as public parkland by the City and were not provided in fulfillment of any Quimby Act requirements. No further response is necessary and no changes to the Draft MND are warranted.

HB Environmental Board, September 12, 2012 - Letter 10

Response to Comment HB Env Board-1

These are aerial images of the Former Lamb School Project site and the Former Wardlow School Project site. No further response is necessary.

Response to Comment HB Env Board-2

Comment acknowledged.

Response to Comment HB Env Board-3

This comment does not raise an environmental concern. All comments will be forwarded to decision makers.

Response to Comment HB Env Board-4

This comment addresses both the Wardlow and Lamb school site projects. With respect to Lamb, comments related to Lamb are addressed in the Response to Comments to Mitigated Negative Declaration 2008-013.

Response to Comment HB Env Board-5

This comment refers to the Lamb School site and is responded to in the Response to Comments to Mitigated Negative Declaration 2008-013. Thus, no further response is necessary.

Response to Comment HB Env Board-6

This comment refers to the Lamb School site and is responded to in the Response to Comments to Mitigated Negative Declaration 2008-013. Thus, no further response is necessary.

Response to Comment HB Env Board-7

The comment that the board recognizes that residential development is suitable for the project sites are noted. The commenter does not raise an environmental concern. Comment acknowledged.

Response to Comment HB Env Board-8

The commenter does not raise an environmental concern. Comment acknowledged.

Response to Comment HB Env Board-9

This comment refers to the Lamb School site and is responded to in the Response to Comments to Mitigated Negative Declaration 2008-013.

Response to Comment HB Env Board-10

The comment does not raise an environmental concern. Comment acknowledged.

Mr. Julian H. Judd and Mrs. Jacqueline E. Judd, September 12, 2012 - Letter 11

Response to Comment Judd-1

This comment alleges several discrepancies, which are addressed in Responses to Comments Judd-2 through Judd-4 that follow.

Response to Comment Judd-2

Refer to Response to Comment SOF-3 regarding the traffic analysis for the proposed project. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Judd-3

Refer to Response to Comment SOF-1 regarding the number of persons per household utilized in the Draft MND. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Judd-4

Refer to Response to Comment SOF-1 regarding the trip generation rate used in the traffic analysis for the proposed project. Regarding ingress/egress for the project site, per page 36 (threshold e) of the Draft MND, project construction and internal circulation will comply with all relevant fire codes and is subject to site plan review and approval from the Huntington Beach Fire and Police Departments. Additionally, per page 35 of the Draft MND, the project will be designed to conform to street standards and comply with all public safety requirements for emergency access. Therefore, project access will comply with City codes. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Judd-5

This comment is noted. No further response is necessary.

Barbara Penney, September 12, 2012 - Letter 12

Response to Comment Penney-1

Comment acknowledged.

Response to Comment Penney-2

Refer to Response to Comments Gandall-6 for information regarding home and lot sizes, and setbacks. The comment does not raise a concern regarding the Draft Mitigated Negative Declaration and the comment will be forwarded to decision makers.

Response to Comment Penney-3

Refer to Response to Comments SOF-2 and SOF-3 regarding traffic. Project impacts associated with traffic, noise and air pollution were analyzed in their respective sections of the Draft MND and found to be less than significant. Threshold d) in Section XIII, Aesthetics, of the Draft MND discusses light/glare. Page 60 of the Draft MND states that vehicle headlights from those exiting the project site at night as well as those exiting the ball field parking lot at night would be visible to homes located across Pioneer from the project site. The Draft MND discusses vehicle headlights and concludes impacts regarding vehicle headlights are anticipated to be less than significant due to the small number of projected peak PM hour trips from the proposed project. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Penney-4

Analysis under threshold e) on page 36 of the Draft MND states that project construction and internal circulation will comply with all relevant fire codes and is subject to site plan review and approval from the Huntington Beach Fire and Police Departments. The Draft MND concludes that impacts related to emergency access for the proposed project will be less than significant. Per page 35 of the Draft MND, the project will be designed to conform to street standards and comply with all public safety requirements for emergency access, including police, fire, and emergency medical services. An emergency secondary ingress/egress access gate is proposed to the north side of the proposed 80-space parking lot. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Penney-5

Refer to Response to Comment Penney-3 and Response to Comment Penney-4.
Comment acknowledged.

Response to Comment Penney-6

The comment does not raise a concern with the Draft Mitigated Negative Declaration. Refer to Response to Comment Penney-3 and Response to Comment Penney-4.
Comment acknowledged. All comments will be forwarded to decision makers.

Johanna Rakhshani, September 12, 2012 - Letter 13

Response to Comment Rakhshani-1

Refer to Response to Comment SOF-3 regarding project traffic generation and the number of trips estimated for the former Wardlow school. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Rakhshani-2

This comment discusses the history of the project site. This comment is noted. No further response is necessary.

Response to Comment Rakhshani-3

This comment discusses the history of the project site. This comment is noted. No further response is necessary.

Response to Comment Rakhshani-4

This comment is noted. No further response is necessary.

Response to Comment Rakhshani-5

Section XI, Public Services, threshold b) of the Draft MND discusses police services to the project site as well as crime data for the project site. This comment is noted. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Rakhshani-6

The headlights mentioned in this comment are an existing condition. This comment is acknowledged. Section XIII, Aesthetics, threshold d) of the Draft MND discusses light/glare in terms of existing and proposed conditions, including vehicle lights. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Rakhshani-7

This comment is noted. This comment does not pertain to the Draft MND or the proposed project. Thus, no further response is necessary.

Response to Comment Rakhshani-8

The comment regarding alternative site access is noted. This comment also mentions page 29 of the Draft MND and asks what "N/A" means. "N/A" in Table 7, Existing Intersection Levels of Service, on page 29 of the Draft MND means Not Applicable. N/A is listed under the AM Peak Hour column in Table 7 for the weekday and Saturday AM peak hours because baseball games do not affect the 7:00AM to 8:00AM time period. No further response is necessary and no changes to the Draft MND are warranted. Refer to Response to Comment SOF-3 regarding project traffic.

Response to Comment Rakhshani-9

The comment is noted. This comment provides an opinion as to the use of the project site. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Rakhshani-10

This comment is noted. No further response is necessary and no changes to the Draft MND are warranted.

Rise' Krejci-Rodrigues, September 12, 2012 - Letter 14

Response to Comment Krejci-Rodrigues-1

This comment provides information regarding the commenter and introduces the comments provided in the remainder of the comment letter. No further response is necessary.

Response to Comment Krejci-Rodrigues-2

Section VI, Transportation and Traffic, in the Draft MND analyzes the traffic generated from the proposed project. As shown in Tables 10, 11 and 12 in the Draft MND, the intersection of Magnolia Street and Pioneer Drive was evaluated for typical conditions (without a baseball game) and for times when baseball games were occurring at Wardlow Park. Weekday afternoon and Saturday afternoon times were addressed in the analysis for 2014 and 2030 conditions. As shown in these tables, the project would not result in a significant impact at this intersection for AM and PM peak periods for the year 2014 and year 2030 analysis scenarios. The Draft MND concludes that traffic impacts would be less than significant.

Additionally, threshold g) in Section VI of the Draft MND states that pedestrian access to the project site is available from Pioneer Drive. Development of the project would eliminate the pedestrian access-way that currently exists along the northern property line of the project site. However, because there is alternative access to the project site and Wardlow park via Magnolia Avenue and Pioneer Drive, the project will have less than significant impacts in this regard. Any anticipated increased use of the pedestrian crosswalk that may be attributable to the project is not considered a significant impact. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Krejci-Rodrigues-3

Refer to Response to Comment SOF-1 regarding the number of persons per household analyzed in the Draft MND. This comment is noted. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Krejci-Rodrigues-4

Refer to Section XI, Public Services, threshold c) schools of the Draft MND for information regarding potential project impacts to schools. Section VI, Transportation/Traffic of the Draft MND discusses potential project impacts including Magnolia Street at Pioneer Drive. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Krejci-Rodrigues-5

This comment is noted. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Krejci-Rodrigues-6

This comment is noted. Any anticipated increased use of the pedestrian crosswalk that may be attributable to the project is not considered a significant impact. No further response is necessary and no changes to the Draft MND are warranted. The comment regarding the preference for a flashing light and pedestrian signal installed is noted. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Krejci-Rodrigues-7

The comment regarding the commenter's desire to have slower traffic speeds on Magnolia is noted. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment Krejci-Rodrigues-8

Comment acknowledged. The comment does not raise a concern with the Draft Mitigated Negative Declaration.

Response to Comment Krejci-Rodrigues-9

Comment acknowledged. Use of the project site by pedestrians is analyzed in threshold g) in Section VI, Transportation/Traffic of the Draft MND. The Draft MND states that development of the project would eliminate the pedestrian access-way that currently exists along the northern property line of the project site. However, because there is still alternative access to the project site and Wardlow Park via Magnolia Avenue and Pioneer Drive, the project will have less than significant impacts in this regard.

Response to Comment Krejci-Rodrigues-10

This comment is noted. No further response is necessary and no changes to the Draft MND are warranted.

Rise' Krejci-Rodrigues, September 12, 2012 - Letter 15

The comments in letters 14 and 15 are from Rise' Krejci-Rodrigues. Comments in letter 15 are labeled as "K-Rodrigues", so that responses in letter 15 can be distinguished from responses in letter 14, which are labeled as "Krejci-Rodrigues."

Response to Comment K-Rodrigues-1

This comment letter is nearly identical to Letter 14 sent by Rise' Krejci-Rodrigues, except that Letter 15 has added a new bullet point for a comment regarding Adams Road (labeled as comment K-Rodrigues-3, and has modified comment Krejci-Rodrigues-5 (labeled as comment K-Rodrigues-6). Refer to Response to Comment Krejci-Rodrigues-1.

Response to Comment K-Rodrigues-2

Refer to Response to Comment Krejci-Rodrigues-2.

Response to Comment K-Rodrigues-3

This comment is noted. Section VI, Transportation/Traffic of the Draft MND analyzed potential traffic impacts of the proposed project on intersection levels of service, including Adams Avenue at Shorewood Circle. No further response is necessary and no changes to the Draft MND are warranted.

Response to Comment K-Rodrigues-4

Refer to Response to Comment Krejci-Rodrigues-3

Response to Comment K-Rodrigues-5

Refer to Response to Comment Krejci-Rodrigues-4.

Response to Comment K-Rodrigues-6

Refer to Response to Comment Krejci-Rodrigues-5.

Response to Comment K-Rodrigues-7

Refer to Response to Comment Krejci-Rodrigues-6.

Response to Comment K-Rodrigues-8

Refer to Response to Comment Krejci-Rodrigues-7

Response to Comment K-Rodrigues-9

Refer to Response to Comment Krejci-Rodrigues-8

Response to Comment K-Rodrigues-10

Refer to Response to Comment Krejci-Rodrigues-9

Response to Comment K-Rodrigues-11

Refer to Response to Comment Krejci-Rodrigues-10

Michael Truong, September 12, 2012 - Letter 16

Response to Comment Truong-1

This comment is noted. It does not raise any environmental issues in the Draft MND. Thus, no further response is necessary and no changes to the Draft MND are warranted.

**V. ERRATA TO DRAFT MITIGATED NEGATIVE DECLARATION
NO. 2008-012**

The following changes to the Draft Mitigated Negative Declaration No. 2008-012 and Initial Study Checklist are as noted below. The changes to the Draft Mitigated Negative Declaration as they relate to issues contained within this errata sheet do not affect the overall conclusions of the environmental document. The changes are identified by the comment reference.

Revisions to the Draft Mitigated Negative Declaration

The revisions are listed below by comment reference and page number. All additions are shown in underline format. Add deletions are shown in ~~strikeout~~.

Response to Comment BIXBY-6

Page 17

The following information is added to threshold i) on page 17 of the Draft MND to analyze flooding risks from failure of the Talbert Channel levee immediate adjacent to the project site. Note that the following information does not alter the impact conclusions reached in the Draft MND.

The project site is anticipated to be protected from flooding in the event that the Talbert Channel levee immediately adjacent to the project site were to fail. The FEMA flood maps show that the proposed project site is within Zone X, which is classified as "other flood areas" and is described as: areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance (or 100 year) flood. The Talbert Channel is classified as "special flood hazard areas subject to inundation by the 1 percent annual chance flood." Thus, the project site is designated as an area that is protected by levees from the 1 percent annual chance flood. The project is within Flood Zone X, which means that flood risks from the Talbert Channel have been adequately mitigated by the Orange County Flood Control District flood control improvements. The project site has been designed with the residential pads being set a minimum of one foot above the overflow elevation should the storm drain system become inoperable. Thus, if the Talbert Channel were to fail and fill up the stormdrains and flood the area in which the project is located, a less than significant impact is anticipated due to the design of the building pads.

The County of Orange maintains 350 miles of concrete, rock lined and earthen flood control facilities. Flood control facilities are designed to handle water flow from storm drains and other runoff and "channel" the water into the bay or ocean. Operations & Maintenance conducts regular inspections and performs cleaning as needed.¹ The Talbert Channel (Adams Avenue to Yorktown Avenue) adjacent to the Wardlow project site is

¹ <http://www.ocpublicworks.com/ocoandm/FloodControl.aspx>, Accessed September 20, 2012

Orange County Flood Control District (OCFCD) Facility No. N01. Between 2002 and 2004 an improvement project was conducted that completed 100-year channel improvements and conveyance for the Talbert Channel (D02) and Fountain Valley Channel (D05), its upstream tributary.² The Talbert Channel/levee is inspected regularly for integrity and maintained by the Orange County Flood Control District, and risks from flood from the Talbert Channel/levee are anticipated to be less than significant.

Response to Comment BIXBY-9

Pages 62 and Attachment No. 2 Summary of Mitigation Measures:

This revision to Mitigation Measure CR-2 is made to strengthen the mitigation measure. This revision does not alter the impact conclusions reached in the Draft MND, nor does this revision reduce the effects of the mitigation previously identified.

Mitigation Measure CR-2 on Page 51 of the Draft Initial Study is revised as follows:

Mitigation Measure CR-2

The project applicant shall ensure that during ground-disturbing activities an archaeological mitigation monitoring program shall be implemented within the project boundaries. Full-time monitoring shall continue until the project archaeologist determines that the overall sensitivity of the project area has been reduced from high to low, as a result of mitigation monitoring. Should the monitor determine that there are no cultural resources within the impacted areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

Specifically, prior to issuance of the first rough grading permit, and for any subsequent permit involving excavation to increased depth, the landowner or subsequent project applicant shall provide evidence to the City of Huntington Beach that a qualified archaeologist has been retained by the landowner or subsequent project applicant, and that the consultant(s) will be present during all grading and other significant ground disturbing activities.

If, during the implementation of the monitoring program, any historic or prehistoric cultural resources are inadvertently discovered by the archaeological Inspector, the find(s) must be blocked off from further construction-related disturbance by at least 50 feet, and no further project-related earthmoving shall occur in the area of the discovery until the City approves the measures to protect or appropriately mitigate for the find. The Project Archaeologist must determine whether the find is a historic resource as defined under §15064.5(a)(3) of the CEQA Guidelines. If the find(s) is not found to be a historic resource, enough data must be gathered so that the find can be recorded onto DPR 523 forms sets and then project-related excavations can continue in the vicinity of the find. If the find(s) is determined to be a historic resource, the resource must undergo Phase 3 data recovery following professional guidelines. Any prehistoric artifacts recovered as a result of the mitigation effort shall be donated to a qualified scientific institution approved by the City where they would be afforded long-term preservation to allow future scientific study.

² http://www.ocflood.com/NFC_Completed_Talbert1.aspx, Accessed September 20, 2012

Once the Project Archaeologist determines that the potential for impacts to buried cultural resources has been reduced to "low," active archaeological monitoring may cease.

Letter 1-OCSD

Orange County Sanitation District

10844 Ellis Avenue, Fountain Valley, CA 92708
(714) 962-2411 www.ocsewers.com

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SEP 10 2012

Dept. of Planning
& Building

September 6, 2012

Andrew Gonzales, Associate Planner
City of Huntington Beach
Planning and Building Department
2000 Main Street
Huntington Beach, CA 92648

SUBJECT: Notice of Intent to Adopt a Mitigated Negative Declaration for
the Wardlow Residential Subdivision

Thank you for the opportunity to review and comment on the Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND) for the Wardlow Residential Subdivision project within the City of Huntington Beach (City). The project site is located at 9191 Pioneer Drive, east of Magnolia Avenue.

OCSD-1

The proposed project would allow for division of the former Wardlow School site for the development of 49 lots for new single-family homes. The project site is within the jurisdiction of the Orange County Sanitation District (OCSD).

OCSD records show that this area has a sewer system that eventually connects to an OCSD sewer on Magnolia Street. Although OCSD does not anticipate any capacity issues, we would like the numbers to be verified to ensure the figures reported in the Draft MND are correct. Please use the following flow factors to estimate current and future flows:

OCSD-2

- 727 gpd/acre for estate density residential (0-3 d.u./acre)
- 1488 gpd/acre for low density residential (4-7d.u./acre)
- 3451 gpd/acre for medium density residential (8-16 d.u./acre)
- 5474 gpd/acre for medium-high density residential (17-25 d.u./acre)
- 7516 gpd/acre for high density residential (26-35 d.u./acre)
- 2262 gpd/acre for commercial/office
- 3167 gpd/acre for industrial
- 2715 gpd/acre for institutional
- 5429 gpd/acre for high intensity industrial/commercial
- 150 gpd/room for hotels and motels
- 50 gal./seat for restaurants
- 129 gpd/acre for recreation and open space usage



We protect public health and the environment by providing effective wastewater collection, treatment, and recycling.

ATTACHMENT NO. 5.104

Andrew Gonzales
Page 2
September 6, 2012

You may use more specific flow factors if you think it will more accurately portray the project's estimated flows and impacts to the local sewer system.

OCSD-2
cont.

Also, please note that any construction dewatering operations that involve discharges to the local or regional sanitary sewer system must be permitted by OCSD prior to discharges. OCSD staff will need to review and approve the water quality of any discharges and the measures necessary to eliminate materials like sands, silts, and other regulated compounds prior to discharge to the sanitary sewer system.

OCSD-3

Thank you for the opportunity to comment on the proposed development. If you have any questions please contact Jim Burror, Engineering Supervisor at (714) 593-7335.



Daisy Covarrubias
Sr. Staff Analyst

DC:sa
EDMS:003961753/1.6f





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 714.350.2946 (24 hour message center)
 www.saveourfield.org

September 3, 2012

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SEP 11 2012

Andrew Gonzales
 Associate Planner, City of Huntington Beach
 Planning and Building Department
 2000 Main Street
 Huntington Beach, CA 92648

Dept. of Planning
 & Building

RE: Comments to the Draft Mitigated Negative Declaration

The builder is proposing 49 units that will be two-story with a 4-bedroom layout that includes a two-car garage on the Wardlow site and per page 8 of the Declaration there will be 2.56 persons per household. This new residential development is estimated to have a population of 126 residents which assumes that there are two adults per household and both work and drive their cars, there would be 100 cars going in and out Pioneer and/or Lotus on any given day. Since there is no such thing as a viable half-person the 2.56 persons is unrealistic. If there is one child per house, the child grows up, get a drivers license, and gets car. There will be another car going in and out of the neighbor adding that much more traffic. This is based on the current surrounding neighborhoods where there may only be two adults with no children living next to families with two, three, and four children.

SOF-1

The projected generated traffic will be much more than what is proposed in Table 9, page 31 below.

SOF-2

Table 9: Project Generated Traffic

Land Use	AM Peak Hour			PM Peak Hour			Daily Traffic
	Total	In	Out	Total	In	Out	
Trip Generation Rates							
Single Family Residential (trips per dwelling unit)	0.75	25%	75%	1.01	63%	37%	12.0
Elementary School (trips per student)	0.45	55%	45%	0.28	45%	55%	1.29
Project Generated Traffic							
Wardlow Residential Project (49 units)	37	9	28	49	31	18	590
Former Wardlow School (650 students)	293	161	132	182	82	100	840
Source: Garland Associates. 2012 Traffic Impact Analysis for the Proposed Residential Development at the Wardlow School Site 9191 Pioneer Drive East of Magnolia Street Tract No. 17239. Huntington Beach (May 2012).							

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Comments to Mitigated Declaration
Page 2 of 2

The paragraph below Table 9 states, "The proposed residential development would, therefore, generate less traffic than the former elementary school use." The assumption of the daily traffic is based on the traffic of the former Wardlow School which according to an article that appeared in the *Los Angeles Times* on October 23, 1995 stated,

"...most Orange County planners followed the so-called neighborhood concept when selecting school sites. Instead of building a few big regional schools, they opted instead for smaller sites within walking distance for most children. On weekends, schoolyards doubled as parks."

SOF-3

"Cities considered the campuses a form of open space, allowing builders who included several schools in their developments to provide fewer parks, said Ron Hagan, Huntington Beach's community services director."

"The assumption always was that the schools would be there to serve the residents' open-space needs." Hagan said."

The projected generated traffic comparing the traffic when the "walk-to-it" school was open and what is projected is not a proper representation and will be much more than what is being proposed by the Garland Associates 2012 Traffic Impact Analysis in Table 9.

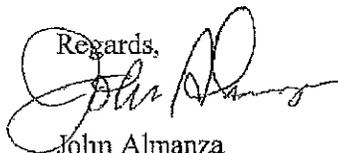
The neighborhoods surrounding both the Lamb School and Wardlow School sites have always seen both of these sites as their parks and that this open space would remain open space never to be built up.

The City "considered the campuses a form of open space" and the residents surrounding the schools expected the campuses to remain open space to be used as a park in their neighborhood during the evenings and weekends. Are the Huntington Beach City Planning and Department as well as the City Council going to keep the 'promise' of open space to their residents all those years ago? Are you going to save this open space or cover it over forever?

SOF-4

These are our parks, our open space, we ask that the City of Huntington Beach respect its residents and keep some of the last remaining open space on this side of the city as Open Space for our children, our children's children, for all time.

Regards,



John Almanza
President, SaveOurField.Org., Inc.

Letter 3 -
Bixby

September 12, 2012

City of Huntington Beach
Planning & Building Department
ATTN: Andrew Gonzales
2000 Main St.
Huntington Beach, CA 92648

RECEIVED
SEP 11 2012
Dept. of Planning
& Building

Re: Tri Point Homes Wardlow Residential Subdivision Draft Mitigated Negative Declaration No. 2008-012

Dear Mr. Gonzales,

I am writing to express the following concerns with the Wardlow Residential Subdivision Draft Mitigated Negative Declaration (MND) No. 2008-012.

Project Description

It is unclear from the project description whether the proposed park improvements are part of the Conditional Use Permit for the Planned Unit Development or will be processed as a separate entitlement. Staff gave verbal clarification during the September 11, 2012 planning commission study session, but I would prefer to see that clarification in writing. In particular, please explain:

- What park improvements if any can proceed to construction solely on the basis of community services commission conceptual approval with no subsequent planning commission and/or city council entitlement?
- What park improvements if any require planning commission and/or city council entitlement in addition to community services commission conceptual approval?

Bixby - 1

Land Use and Planning

This section of the MND analyzes in part whether the project would "Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?"

City charter section 612 (also known as Measure C) requires a vote of the people prior to entitling certain large-scale park improvements so that the public can approve or deny the project after evaluating the environmental impacts and other factors.

Bixby - 2

This project proposes major park improvements that may exceed the Measure C trigger thresholds. Please include analysis on whether or not Measure C applies.

Bixby-2
Cont.

Geology and Soils

This project will require major remedial over-excavation during the grading process which in turn will require dewatering. Yet none of the referenced geotechnical reports assess the risk of subsidence to adjacent properties which may result due to groundwater disturbance during the remediation process. Please include such analysis.

Bixby-3

Hydrology and Water Quality

Storm Water Detention Basin

Per staff verbal response during the September 11, 2012 planning commission study session, this project will require a small storm water detention basin to be constructed in the northeast corner of the adjacent park to detain existing park storm flows that would otherwise be impeded by construction of the project. This basin will be used exclusively for detention of park flows, and a license agreement will be negotiated between the city and the HOA regarding operation of the basin.

Bixby-4

Please describe the division of responsibility between the city and the HOA regarding operation and maintenance of the basin.

Dewatering

Bixby-5

Where will dewatering flows be discharged, and what steps will be taken to prevent water quality impacts?

Flooding Risks

Bixby-6

The MND includes analysis on whether the project will expose people or structures to flooding risks from the failure of a levee or dam, but the only scenario considered is the failure of Prado Dam. Please include an analysis of the risks from failure of the Talbert Channel levee immediately adjacent to the project site.

Transportation / Traffic

The MND estimates that approximately 100,000 cubic yards of soil transport will occur during the construction of this project. Please provide an approximate breakdown of how many intra-site, import, and export truck trips those 100,000 cubic yards may equate to.

Bixby-7

Noise

This project is being constructed immediately adjacent to regularly used baseball fields. Please discuss what project design features if any are being used to reduce project resident noise exposure from the ball fields.

Bixby-8

Cultural Resources

The MND notes that the project area has moderate-to-high paleontological sensitivity at varying depths below the ground surface. As a result, mitigation measures MM PR-1 through MM PR-4 are proposed to provide thorough salvage, preservation, curation and documentation requirements. This is to be commended.

However, the MND notes that "the potential for subsurface excavation to impact significant [cultural] deposits is high". Yet mitigation measure MM CR-2 merely requires vague "monitoring" with no obligation to document or preserve discovered deposits aside from the implicit requirements of state law pertaining to human remains and grave goods. Please consider strengthening cultural resource mitigation measures to be more similar to the paleontological mitigation measures.

Bixby-9

Recreation

Impacts from Storm Water Detention Basin

Please provide discussion of potential park recreational impacts resulting from construction of the storm water detention basin. How will the basin limit the types of dry weather recreational usage in the park? In years of average rainfall, how often will the basin area be unsuitable for recreational use due to it being filled with storm flows?

Bixby-10

Sincerely,

Mark D. Bixby

Planning Commission Vice-Chair Mark D. Bixby
17451 Hillgate Ln
Huntington Beach, CA 92649-4707
phone: 714-625-0876
email: mark@bixby.org

Letter 4 - Candall

Andrew Gonzales
Associate Planner,
City of Huntington Beach Planning and Building Department
2000 Main Street
Huntington Beach, Ca. 92648

RECEIVED
SEP 11 2012
Dept. of Planning
& Building

RE: Comments on Draft Mitigated Negative Declaration for the Wardlow Residential Subdivision

September 7, 2012

Dear Mr. Gonzales,

I have lived in Huntington Beach for 25 years and lived in my home on Pioneer Drive for over 22 years.

I have read the Draft Mitigated Negative Declaration No. 2008-012 in regards to the Wardlow Residential Subdivision and would like to point out several items that I feel are not accurately addressed in the document.

I would first like to address the issue of the Wardlow school site generating 840 daily traffic trips (page 31 of report). Firstly this school has been closed for 28 years. Back during that time schools were designed as walk-up schools. At the Wardlow site there was access to this site not only from Pioneer Drive but also by walkways from Madeline Drive and Chesapeake Lane. (Exhibit #1) Only during recent modification of the storm drain/flood channel was the bridge going across it removed. (Exhibit #2 is picture of closed bridge sign from both sides connecting Wardlow site with Chesapeake Lane) When Wardlow was open in the early 1980s, students accessed the school from the other neighborhood using this bridge. The walkway from Madeline was used by students and is still used today by neighborhood kids and baseball for parking on Madeline. When the schools were built they were arranged so that kids could walk to school and would not have to cross any major streets. (Exhibit #3) As a Los Angeles Times article states, "During the dramatic development boom of the 1950s and '60s, most Orange County planners followed the so-called neighborhood concept when selecting school sites. Instead of building a few big regional schools, they opted instead for smaller sites within walking distance for most children. On weekends, schoolyards doubled as parks." The article further stated, "Cities considered the campuses a form of open space, allowing builders who included several schools in their developments to provide fewer parks, said Ron Hagan, Huntington Beach's community services director. The assumption always was that the schools would be there to serve the residents' open-space needs, Hagan said." (Exhibit #4) The Wardlow school site was never designed as a "drive to" school and has NEVER been used in that way. The Boys and Girls Club and a private school have both used the site in the past. Both those uses generated less than 100 cars a day.

Candall-1

Candall-2

The report states "The proposed residential development would, therefore, generate less traffic than the former elementary school use", is completely non-factual.

Gandall-2 cont.

The report also does not address the parking and traffic issues related to the baseball fields on Pioneer Drive. On a Saturday or weekday evening during Baseball season you can hardly get down Pioneer Drive. The cars are parked in every spot all the way down the street, families are crossing the street and more cars are trying to get to the parking lot at the end of the block. Adding the additional proposed 590 cars for the new residential area to this already crowded street is a recipe for disaster. (Exhibit #5, pictures of baseball day)

Gandall-3

Furthermore the proposed residential site is also taking away the currently used walkway from Madeline Drive which will put even more pressure on Pioneer for those families that could have used the walkway to access the baseball fields and park will no longer have that available. The report does not address this impact at all. (See exhibit #6 for pictures of walkway) *This walkway needs to be preserved in order to not increase the negative impact on Pioneer.*

Gandall-4

Pioneer Drive was not created to handle the traffic from the baseball fields which has increased a lot in the last few years AND a new residential area that plans to add 590 car trips to this street. Our street was designed as a residential street for the families that live in our neighborhood. Adding this many new cars will lower the quality of life for the families that currently live on Pioneer Drive.

Gandall-5

The proposed houses are much bigger than the current neighborhood houses and on much smaller lots than the boarding neighborhoods. These houses are not comparable to any other houses in the neighborhood.

Gandall-6

Due to the reasons stated in this letter the proposed residential project will have a negative traffic impact on Pioneer Drive. The current report does not address all the issues or impacts of Pioneer Drive. As a long time resident of both Huntington Beach and this neighborhood, I feel there needs to be a better report, modified building plan and more information given to the residents in this area.

Gandall-7

Thank you for your time.

Sincerely,



Chris Gandall
9082 Pioneer Drive
Huntington Beach, Ca. 92646
714-745-8896

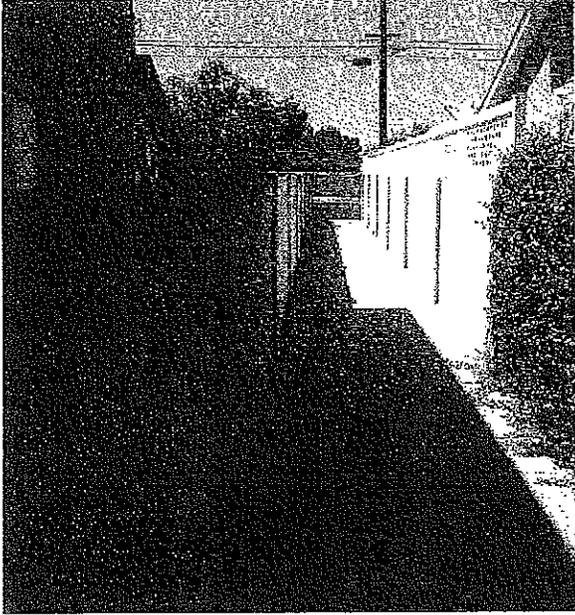
To see all the details that are visible on the screen, use the "Print" link next to the map.

Google

Canall-8



Exhibit #1



Bridge area on Chesapeake LN.

Candall-8



Bridge area at Wardlow site.

Exhibit # 2

To see all the details that are visible on the screen, use the "Print" link next to the map.

Google

Gandall-8

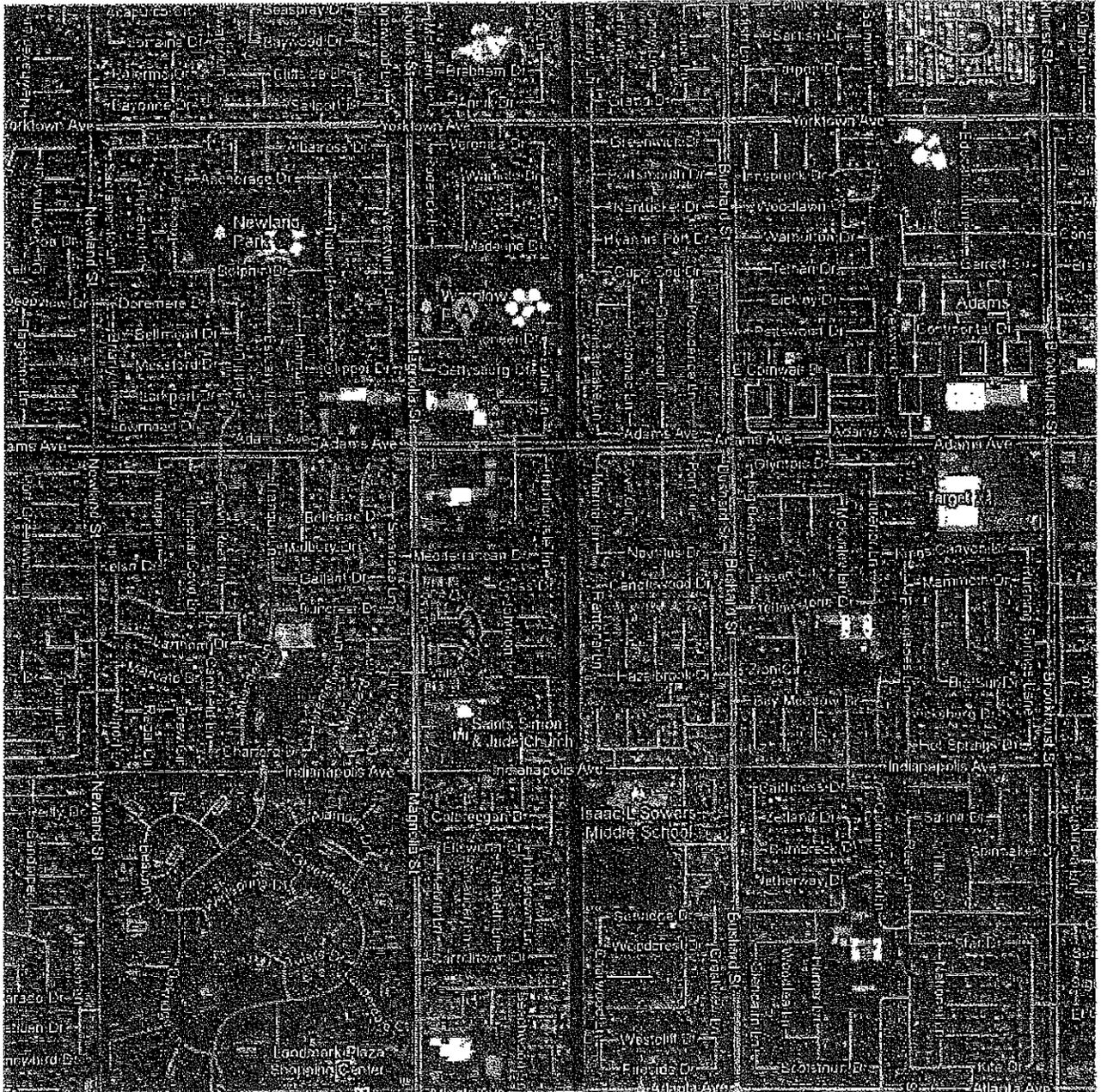


Exhibit # 3

Los Angeles Times | ARTICLE COLLECTIONS

← Back to Original Article

PERSPECTIVE : A City Tug-of-War Over How Best to Use Closed Schools

October 23, 1995 | SHELBY GRAD | SPECIAL TO THE TIMES

HUNTINGTON BEACH — Though Wardlow Elementary School closed more than a decade ago because of falling enrollment, its corridors still ring with the voices of children who come to the campus for Little League baseball, piano lessons and karate practice.

Former classrooms are now home to a day-care center and a Head Start program, while the athletic fields have been taken over by Frisbee players and picnickers.

"It's like a little community square around here," said neighbor Louise Martín, 68, who is out most mornings for a walk around the Pioneer Drive campus.

To city officials, Wardlow and Huntington Beach's 19 other shuttered schools are vital neighborhood assets. But to cash-strapped school districts, some of the properties are prime real estate that could be developed into homes and shopping centers.

Those conflicting visions are creating strife in a city where nearly a third of the 67 public school campuses are closed. At least five of those sites are now being considered for development.

For years, Huntington Beach has grappled with the issue of what to do with the closed sites. Debate heated up earlier this month when two council members proposed a citywide recreation tax that would be used in part to buy some closed schools.

"There's a real need in this city for sites like these," said community activist Chuck Beauregard, who supports the increased tax. "They're important to us."

Beauregard chairs a community group called Save Our Kids, which promotes youth activities and services. He maintains that neither children nor other residents are served by bulldozing vacant campuses, which offer precious open space and recreation facilities to the city's far-flung neighborhoods.

Educators say they have little choice but to consider selling surplus properties. The sale or long-term lease of even one campus could generate millions of dollars that school officials would use to repair aging but still operating schools and sustain educational programs.

City officials, too, would like to keep the open spaces for the neighborhoods.

"It breaks your heart to lose a school site," said Huntington Beach Councilman Ralph Bauer, one of two council members who support the tax measure.

"People identify their neighborhoods through them. They are important to us," he said. "When you shut them down, you take away a little of the vitality of the community."

Though passage of the tax proposal is not assured, it has stirred up the strong loyalties that residents feel for their local schools.

During the dramatic development boom of the 1950s and '60s, most Orange County planners followed the so-called neighborhood concept when selecting school sites. Instead of building a few big regional schools, they opted instead for smaller sites within walking distance for most children. On weekends, schoolyards doubled as parks.

Cities considered the campuses a form of open space, allowing builders who included several schools in their developments to provide fewer parks, said Ron Hagan, Huntington Beach's community services director.

"The assumption always was that the schools would be there to serve the residents' open-space needs," Hagan said.

But in the 1970s, school districts began to see enrollment declines as the city's population aged, and rising real estate prices prevented many young families from buying homes in the area.

Tracy Pellman, a trustee at Ocean View School District, said the home that her parents bought for about \$35,000 in 1965 is now worth at least \$365,000, indicative of how much property values have risen.

The Ocean View district desperately needs money, Pellman said, to pay for repairs and improvements at its aging schools, where playground blacktops are cracked, roofs are dilapidated and some buildings haven't been painted in years.

Exhibit # 4

Gandall-8

Losses in Orange County's investment pool late last year drained Ocean View's reserves, heightening the need for new revenue.

Ocean View has nearly a dozen closed campuses but is considering development of only a couple at the moment. The district is now evaluating its assets to determine which could be leased or sold.

Her priority, Pellman said, is providing students with top-notch instruction at campuses that are safe and well maintained. Supplying residents with recreational services is the city's job, while "our primary role is education," she added.

To some city officials, however, the dichotomy is not that clear. Bauer and other Huntington Beach leaders have urged a team approach in which the city and its five school districts would work together to preserve school properties.

The tax proposal that he and Councilman Tom Harman unveiled earlier this month would cost the average household \$30 a year. The tax, which would generate \$3 million annually for 10 years, would be used not only to buy some vacant schools but also build youth athletic complexes and a senior center.

Whatever the fate of the tax, officials say, it is vital to adopt a unified strategy.

"Hopefully, this won't turn into a civil war," Hagan said. "The big fear is, if the districts sell off the sites one by one without a master plan, that would be losing an opportunity."

Gandall-8



Looking down Pioneer
from Magnolia



Looking towards
Magnolia from
Pioneer



Magnolia Street

Exhibit #

5 ATTACHMENT NO. 5.119

Gandall-8



Crosswalk
at
Magnolia
and
Pioneer



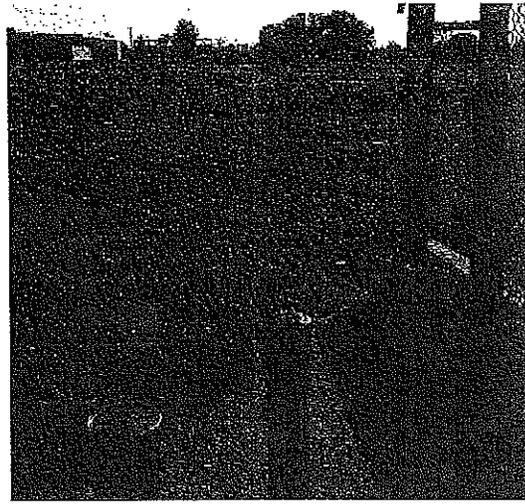
Crosswalk
at
Magnolia
and
Pioneer



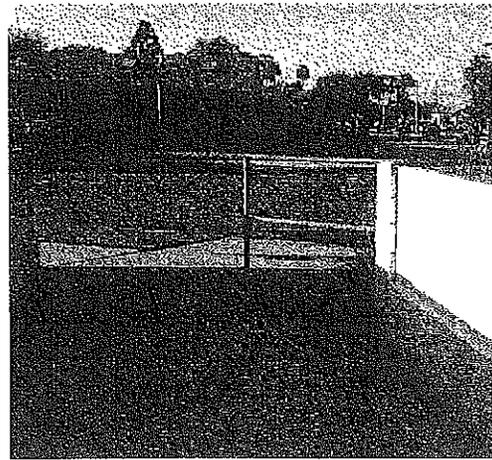
Baseball
games

Exhibit #5B

ATTACHMENT NO. 5.120



walkway from Madeline Dr
to Wardlow site.



Gandall -
8

Families currently use this walk
way to access baseball fields.
People also park on Madeline during
baseball games.

Exhibit # **b** ATTACHMENT NO. 5.121

Letter 5-
Johnson

Lori Johnson

(714) 965-8003 • johnson.lori9@gmail.com
9102 Pioneer Drive • Huntington Beach, CA 92646

September 11, 2012

City of Huntington Beach
Planning and Building Department
2000 Main Street
Huntington Beach, CA 92648

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

Attn: Andrew Gonzales, Associate Planner

RE: Draft Mitigated Negative Declaration for the Wardlow Residential Subdivision

Mr. Gonzales;

I have been a owned my home on Pioneer Drive for the past 20 years raising my three children and have been impacted by the many changes over the years in my neighborhood. I have reviewed The City Notice of Intent including The City's environmental Studies which has created a great deal of concern to me as a current homeowner. There has been misleading and contradictory information regarding this project presented to the surrounding homeowners.

Johnson-1

- Originally, the new homes were to proportionate to the existing homes, which they are substantially larger then the few 2 story homes currently in the neighborhood.
- The report of 2.5 per household seems unrealistic to the square footage and bedrooms, an accurate figure would be using new housing projects competed within the last year.
- The Institute of Transportation Engineers (2008 Edition) is completely skewed and inaccurate to the current flow of traffic during the weekdays especially the weekends.
- There has been a continually increase annually of players to HVLL, which has Spring and Winter Leagues including practices/games daily for the 6 fields.
- On game days there can be a minimum of 3 cars per player driving on Pioneer, this is a huge impact on for residents. The traffic can be backed up all the way down Pioneer and on Magnolia trying to drive in or out of the neighborhood.

Johnson-2

Johnson-3

Johnson-4

Johnson-5

Johnson-6

ATTACHMENT NO. 5.122

- There is also pedestrian traffic in and out of the neighborhood either to visit the park, baseball fields, walking dogs, going to the shopping areas or the surrounding elementary/middle schools. There is not a crossing guard or a signal to assist with the crossing of Magnolia Street, which has limited streetlights.

Johnson-7

- The major impact of the traffic is on Pioneer Drive and with the addition of 49 new homes (minimum of 3 cars per household) this will be a disaster. There is already a parking problem and numerous arguments due to the issue of the current amount of cars traveling in and out, including how dangerous it is not to be hit by a car speeding down the residential streets.

Johnson-8

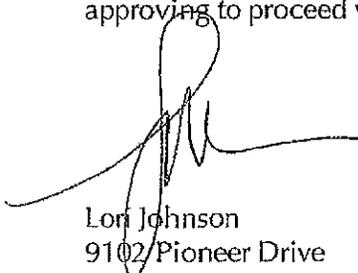
Before going forward with this project a current traffic study needs to be completed on the daily, weekend cars and pedestrian usage for accurate figures. As well as, occupied residential projects completed in the last year (if needed use FV PUD) for occupancy and number of cars per household. With mostly single story homes in our neighborhood the size of these 2 story homes will greatly impact our homes and values.

Johnson-9

Johnson-10

A lot of reconsideration to the existing neighborhood needs to be studied before approving to proceed with TRI Pointe Homes.

Johnson-11



Lori Johnson
9102 Pioneer Drive

9/9/2012

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Letter 6 -
Anonymous

Wardlow School (closed)

SEP 12 2012

Anonymous-1

We are against the project as proposed.

Dept. of Planning
& Building

- Parking

Parking was no problem when Wardlow School was here. The students walked to school. There was a foot bridge across the draining ditch so the children didn't have to walk to Adams or Yorktown streets to get to school from the housing track east of the school. There were a few days a year when there were special activities such as Graduation when parking was a problem. It was only a few times a year. Parking is a very big problem now with the Little League. This proposed housing project will only make it much worse.

Anonymous-2

- Traffic (local)

Traffic was not a problem when Wardlow School was there. Children walked to school except on rainy days.

Anonymous-3

Traffic was a big problem when the Boys and Girls club was here. Parents would bring their children to the club in the morning. The Boys and Girls Club would bus them to their schools and then bus them back to the club after school. Their parents would pick them up after they got off work late in the afternoon. Most of the cars drove fast because they were in a hurry to get to work or home. The Boys and Girls Club busses were parked in the school parking lot at night. Many complaints to the city and even the news papers came out to see the problem.

The proposed project of adding 49 large 4 bedroom homes would have a large impact on existing local traffic.

Anonymous-4

- Traffic (Adams and Magnolia access)

Traffic will continue to increase as the city grows and it will get more difficult to get in and out of the GlenMar track onto Adams and Magnolia Streets. Should consider adding traffic lights on Adams and or Magnolia

Anonymous-5

- Water drainage down lotus lane to existing pumps.

Existing pumps are adequate for existing conditions however lotus lane backs up during heavy rain.

Consider adding pumps or adding a new pumping station

- Property values

Anonymous-6

9/9/2012

Parking and traffic problems will make this GlenMar track a less desirable place to live and lower property values

- Conflict with little league activities

Expect complaints when The Huntington Valley Little League has major events.

- Access for emergency vehicles during major emergencies.

Review access for potential blockage of road to development

- Recommendations

City should take advantage of opportunity to increase the size of Wardlow Park. The city of Huntington Beach has previously obtained part of the Wardlow School property for the Huntington Valley Little League ball fields. The City of Huntington Beach's population is projected to grow to 217,822 persons by 2015. Parks and Recreation facilities needs keep up with the population expansion. I feel it would be unfortunate if we missed this golden opportunity to add this adjacent property to our city park system

The City may never be able get park property for less money.

It would make good sense to add to an existing of a small city park.

Anonymous-6
Cont.

Anonymous-7

Anonymous-8

Anonymous-9

Mr. Gonzales;

RECEIVED

SEP 12 2012

Dept. of Planning
& Building

As a resident/homeowner on Pioneer Dr. I am concerned with the proposal for creating a new housing development within our neighborhood. I am apprehensive about the negative impact that it will have on our existing residents. Because of the number of homes that are projected to be built is too many. I feel traffic and parking will become rather large issues. Decreasing the number of homes would surely help to ease the minds of the families in which this expansion will have an effect on. Is this whole issue really on making more money for the city of Huntington Beach and the County of Orange.

Thanks,

[Signature]

9152 Pioneer Dr.

Anonymous
(name
was
unrecognizable) -
9152
Pioneer - 1

RECEIVED

SEP 12 2012

Letter 8 -
Bush/Pantoja

September 11, 2012

Andrew Gonzales
Associate Planner, City of Huntington Beach
Planning and Building Department
200 Main Street
Huntington Beach, CA 92648

Dept. of Planning
& Building

Dear Mr. Gonzales:

In response to the Draft Mitigated Negative Declaration for the Wardlow Residential subdivision located at 9191 Pioneer Drive, Huntington Beach with Tri Pointe Homes, we disagree with their findings. How can they say only 590 cars will be on Pioneer Drive after the homes are built? There will be more cars going up and down Pioneer Drive not less. The entrance to the new homes Tri Pointe wants to build is on Pioneer Drive. They aren't taking in to consideration Little League and visitors to the new home owners. We have probably more than 840 cars on Pioneer Drive during Little League. There is no parking for residents or visitors during Little League and we don't get our mail until after 5:00 PM because the mail person can't park. We can't have gatherings at the house because of Little League and no parking. This isn't a win win situation for the people on Pioneer Drive and surrounding streets.

Bush/Pantoja-1

Bush/Pantoja-2

Where did their figures come from? Wardlow School was designed as a walk to school for students. I was one of those students and I remember very little traffic on Pioneer. I lived across the street and left for school when the first bell rang. There was a bridge built for students in surrounding tracks to walk across to go to Wardlow School. No cars were needed. At that time, most moms were home and families had one car.

Bush/Pantoja-3

The report says that only 2.5 people per household will be living in the new homes that range in size from 2800 to 3200. How do they know how many people will be living in the new homes? Their report of 2.5 people is two adults and one child. If people are going to buy a home of that size, there is a possibility that more than one family could be living in the new homes. Plus these homes could have more than two cars per household.

Bush/Pantoja-4

Tri Pointe isn't being honest with the people living on Pioneer and surrounding streets. I was at the last council meeting and was upset by what they said. I now don't trust Tri Pointe Homes and don't think they have the home owners and residents of Pioneer Drive and surrounding streets best interest at heart. They are here to make money for Tri Pointe at no matter the cost. How can they make these homes public parking when they are having a Home Owners Association? Don't the new home owners have a say about parking and Little League? Also, we are very concerned about the project for the storm drain replacement and lighting improvements. Tri Pointe hasn't been very clear on how this will affect the home owners and people living on Pioneer Drive.

Bush/Pantoja-5

Bush-Pantoja-6

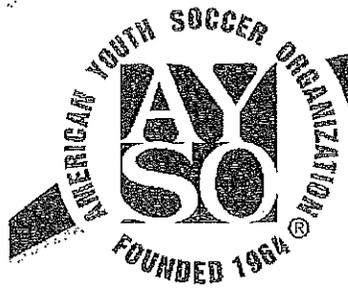
I plan on attending the next council meeting on September 25, 2012.

Sincerely,

Joan Bush
Patti Pantoja
9112 Pioneer Drive
Huntington Beach, CA 92646

Joan Bush
Patti Pantoja

Letter 9-
AYSO



American Youth Soccer Organization

RECEIVED

SEP 12 2012

Dept. of Planning
& Building

September 12, 2012

To: Andrew Gonzales
Associate Planner
City of Huntington Beach Planning Department
2000 Main Street
Huntington Beach, CA 92648

From: Alan Gandall
ASYO Region 117 Commissioner
30 Year Resident of the Warlow Site
9082 Pioneer Drive
Huntington Beach, CA 92646

Comments on Draft Mitigated Negative Declaration from the Wardlow-Lamb sites
Residential Subdivision Project

Mr. Gonzales,

The purpose of this letter is to comment about both of the above sites. I believe the Draft Mitigated Negative Declaration lacks data regarding the communities impact of lost open space at both sites for our youth soccer league. Nor any attempt to mitigate its loss.

AYSO-1

I am the Commissioner of AYSO Region 117, our Region has used both sites for practice and games as part of our Youth Soccer Program. These sites have been used for many years. Region 117 members range is from 850 to 1200 players during our standard season.

AYSO-2

First, the Lamb site currently services two fields for our under 8 years of age division, and one large field for players under 14 years of age division. Should this site be granted to build homes, the two under 8 years of age fields will be lost. Wardlow services one under 12 years of age field, this open space would be completely lost. These fields provide for open space currently utilized for soccer practice, training, special clinics and game fields.

AYSO-3

The Huntington Beach city owns the under 14 field at the Lamb site. The current plan does not take into account the actual functions of a live league soccer field. Best sample would be the HVLL baseball field purchase by the city of Huntington Beach, whereas the council took into consideration entering, warm-ups, leaving field

AYSO-4

areas. Youth Soccer fields have the same dynamic which the Lamb site concept does not take into consideration different team transitions, entering, warm up and leaving dynamics.

AYSO-4
Cont.

Currently, south east Huntington Beach already has a shortage of open space for our resident citizens and children to enjoy. The 1975 Quimby Act of California was enacted in general, Cities are to maintain open space, depending on the number resident citizens and children in a given area.

AYSO-5

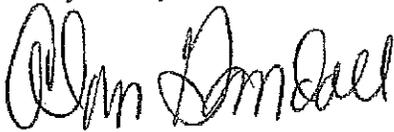
Bottom line here is my Region contains mostly your resident citizens and their children and grandchildren all whom have an expectation to a standard of living the Huntington Beach life style.

AYSO-6

I ask, and seek that the Draft Mitigated Negative Declaration from the Wardlow-Lamb sites be updated to include the AYSO soccer impact as it is very much part of these sites which will be negatively impacted.

AYSO-7

Thank you for your consideration in this matter.



Alan Gandall
714-350-2946
AYSO Region 117 Commissioner

Letter 10 -
HB Env Board

To: Rosemary Medel
From: HB Environmental Board
Subject: Former Lamb and Wardlow School Site Residential Development
Date: September 12, 2012

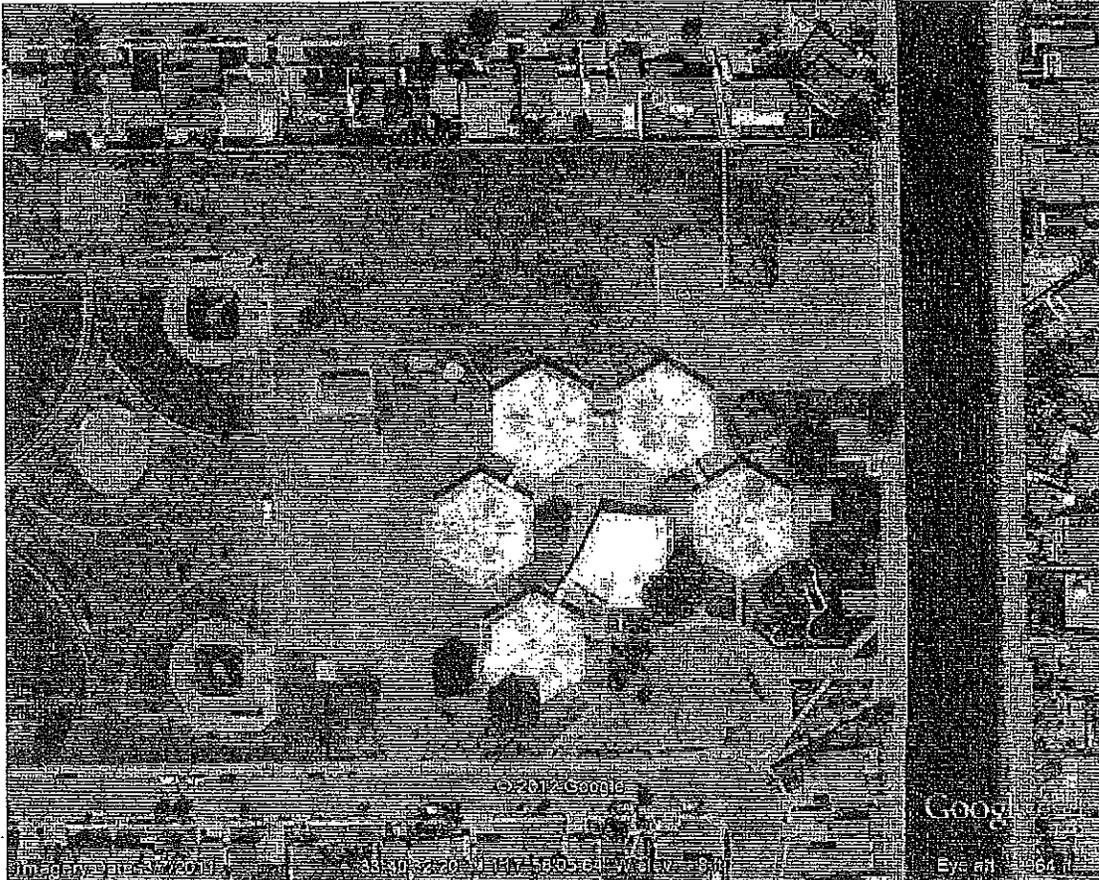
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SEP 12 2012
Dept. of Planning
& Building

Former Lamb School Project Site:



HB Env
Board-1

Former Wardlow School Project Site:



HB Env
Board - 1
Cont.

Dear Ms. Medel:

The Huntington Beach Environmental Board Reviewed the proposed Draft Mitigated Negative Declarations (MND's) for the proposed "Tri-Pointe Homes-Lamb Residential Subdivision" and "Tri-Pointe Homes-Wardlow Residential Subdivision" at its September 6, 2012 meeting. The Board understands that these former school sites are zoned for residential use and will provide much-needed funds for the community stakeholders. However, the board sees fundamental concerns regarding the proposed developments and accompanying proposed MND's, and urges serious attention to such concerns.

HB Env
Board - 2

Classification as "Planned Unit Development"

The board notes that the foundational character of the Lamb project (81 28-foot tall, two-story homes on 3600 square-foot lots with 45-foot widths, surrounded on three sides by a ten-foot perimeter wall) and the Wardlow project (49 30-foot tall, two-story homes on 4,250 square foot lots with 50 foot widths) are both based upon a special designation as a "Planned Unit Development" (PUD). Without

HB Env
Board - 3

this special designation, the projects violate ordinances concerning minimum lot size requirements and setbacks, and are not possible as presently conceived. The draft MND appears to rely on setback allowances and modest park improvements (in the case of the Lamb development) as the primary justification for the PUD designation. As outlined below, the board is concerned that fundamental zoning requirements are being ignored in this case without proper justification.

HB ENV
Board-3
Cont.

In terms of relationship to the surrounding community, the Wardlow project may at least arguably fit the classification of a separate planned community, as it borders an existing neighborhood on only one side, and does not appear to impact the surrounding community other than to eliminate a public access right of way to what is now open space (please see satellite image above). The proposed Lamb development is far more problematic. This much more dense development would squeeze between an existing community on three sides (see above image), and severely impact the nature of that existing community. The board feels that insufficient attention has been given to the potential consequences of the Lamb development upon that neighborhood.

HB ENV
Board-4

Mitigated Negative Declaration Assessment

With regard to the potential effect of the project on the surrounding community, the draft MND finds that "[i]t is not anticipated that the proposed project will substantially degrade the existing visual character of the project site or its surroundings because it will develop new homes *with landscaping*, which will replace the existing former Lamb school site, which is currently boarded up and vacant." [Emphasis Added.] The allusion to landscaping seems superfluous here, as landscaping would be an essential component to any proposed development. In any case, the board does not consider this enthusiastic endorsement of the proposed project to be a serious or realistic consideration of the potential environmental impacts of the project from the perspective of the surrounding community.

HB ENV
Board-5

Members of the board have visited the Lamb project site. As clearly illustrated by the satellite imagery of the project site contained with this letter, the site is surrounded on three sides by an existing residential community. ~~Most or all of the homes immediately surrounding the project appear to have five to eight foot backing walls or fences adjacent to a large recreational lawn area, and the neighborhood enjoys a pedestrian access point from the residential streets to the open lawn. A casual observance of the site for a brief period of time informs the observer that the community makes frequent and regular use of this large greenbelt, and foot traffic on the pedestrian access is regular.~~ Under the proposed MND, the view of the current greenbelt enjoyed by more than two dozen homes will be replaced by a ten-foot retaining wall, topped by 28 foot high homes. In addition, the pedestrian access point to the surviving community greenbelt will be eliminated entirely, forcing residents to leave the neighborhood and travel out to Yorktown Avenue before re-entering the proposed parkspace. The MND's allegation that the community will actually be enhanced by this action because the new homes will contain "landscaping" is obviously unpersuasive on its face, as the existing community will view only the ten foot retaining wall. The language included here therefore reads as an advocacy document, rather than an impartial study of potentially serious environmental impacts. As this is an environmental planning document, there is no discussion of the potential economic impact on the existing perimeter homes by the erection of a ten foot barrier and densely-packed, 28-foot homes looking down into their

HB ENV
Board-6

respective properties. However, the board recommends these questions be seriously considered before granting approval for the project.

HB Env
Board-6
Cont.

Again, the board recognizes that residential development is suitable for the project sites. The broader question here is whether the project meets the stated requirements of a "Planned Unit Development," namely that "PUD's are required to provide a mutual benefit for residents of the project *as well as the general public.*" [Emphasis Added.] There is no evidence in the draft MND that there has been serious consideration given as to whether the general public and adjacent community is better served with the proposed, very high-density project than with an alternative site plan requiring standard lot sizes. The only difference between the proposed project and an alternative which complies with existing zoning requirements appears to be the maximization of revenues from the site, and such consideration should not, in itself, qualify a proposed project for PUD status. If planning staff is inclined to approve the project based upon projected revenues to all stakeholders, such would be a fair and legitimate finding based on current market conditions and the overall best interests of city residents. However, the project should not be approved based on some purported benefit to the existing neighborhood, when said neighborhood will be clearly disadvantaged by the imposition of the proposed development on the project site.

HB Env
Board-7

In summary, the board is left speculate whether a request for zoning variance should be favored unless mitigating circumstances are persuasive enough to deny it, or whether such a request must overcome a presumption of denial with a specific and identifiable condition which necessitates the variance. The former scenario appears to be at play in this draft MND, and the board is concerned about the broader environmental implications for such a stance in the future.

HB Env
Board-8

Concerns Regarding Lamb Parkspace

HB Env
Board-9

Finally, the board takes notice that the proposed Lamb park "improvements" will include only one picnic table and two benches. This sparse accommodation does not appear to encourage general use by the existing surrounding community. ~~If the planning commission is inclined to approve this MND, the board suggests that the developer be required to provide additional tables and benches for the benefit of the community at large.~~

~~Thank you for the opportunity to be of service in this regard. The board welcomes any additional input or assignment regarding this important milestone in the further development of our city.~~

Respectfully Submitted,

Michael Marshall, Chairperson

HB Environmental Board

HB Env
Board-10

September 11, 2012

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SEP 12 2012

Dept. of Planning
& Building

Letter 11-
Judd

Andrew Gonzales, Associate Planner
City of Huntington Beach
Planning and Building Department
2000 Main Street
Huntington Beach CA 92648

Dear Mr. Gonzales:

This letter refers to the proposed subdivision of the former Wardlow School located at 9191 Pioneer Drive. There are several discrepancies in the information set forth in one of your communiqués.

Judd-1

1. The figure of 840 cars as daily traffic is erroneous. Wardlow was a walk-to school accessed by Pioneer Drive, a walkway from Madeline and a bridge access across the drainage which was closed some time ago. Also, students from other areas were bused to the site.
2. The figure of 2.5 persons per household in the new development is totally irrational, especially in the four bedroom homes being planned.
3. The ingress and egress of only one road leading out to Pioneer drive is totally inadequate for the traffic that can be expected to flow in and out of Pioneer Drive. Why not consider an additional road bordering the rear side of the property and the existing housing tract on Madeline? The flow of traffic would empty out on Magnolia and relieve Pioneer Drive.

Judd-2

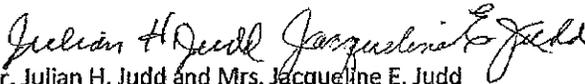
Judd-3

Judd-4

As original owners of our property, we urge your consideration of the above suggestions which are only a few to be considered at this time to relieve the ingress and egress on to Pioneer Drive. I'm sure you will hear more at your forthcoming meeting with the Huntington Beach City Council

Judd-5

Sincerely,


Mr. Julian H. Judd and Mrs. Jacqueline E. Judd
9172 Pioneer Drive
Huntington Beach, CA 92646

ATTACHMENT NO. 5.134

September 3, 2012

Mr. Andrew Gonzales, Associate Planner
City of Huntington Beach Planning and Building Department
2000 Main Street
Huntington Beach, CA 92648

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SEP 12 2012

Dept. of Planning
& Building

*Letter 12-
Penney*

Re: Notice of Intent to Adopt a Mitigated Negative Declaration for the Wardlow Residential Subdivision (9191 Pioneer Street)

Dear Mr. Gonzales,

As the owner of the property at 9092 Gettysburg Drive, one block away from the proposed Wardlow Subdivision, I am opposed to the Wardlow Residential Subdivision. I am strongly in favor of all the property described in the notice being purchased by the city and added to Wardlow Park for the enjoyment and use of the community. Recognizing that this is unlikely to happen, I would like to express my grave concerns about the Conceptual Site Plan for the Wardlow Residential Subdivision.

Penney-1

First, the lots in the proposed plan are too small. My lot is 60 x 100 feet, as are many, if not most, of the lots in the Glen Mar Subdivision adjacent to the proposed development. The proposed average lot size of 50 x 85 feet ensures that the density of housing in the new development will be significantly higher than in the surrounding area. The proposed development does not conform to the developments around it.

Penney-2

Second, any development of the Wardlow property will result in increased traffic on Lotus Lane and Pioneer Drive. Property owners in the Glen Mar tract adjacent to the Wardlow Subdivision will experience increased congestion, noise, and air pollution as well as longer lines forming as cars wait to make left turns onto Adams or Magnolia. The houses on Pioneer opposite the entrance to the new subdivision will have the headlights of all the cars leaving the subdivision shining directly into their windows.

Penney-3

Third, in the event of an emergency, entering and exiting the proposed development will be difficult because there is only one public entrance to the tract. For example, if there were a major fire affecting one of the houses on Lots 1, 2, 3, 4, 33, 34, or 35, firefighting equipment would block the public entrance to the tract so that those at home in the tract would be unable to exit and those returning home would be unable to reach their houses using city streets.

Penney-4

The problems arising from traffic would be lessened if the density of the development were decreased. This could be accomplished by increasing the lot size. Such a change would bring the development into conformity with surrounding properties and help somewhat to alleviate congestion, noise, and air pollution issues. The issue of access in an emergency would remain unresolved.

Penney-5

The total number of houses should be reduced from 49 to 40. This can be accomplished by a series of small changes to the Conceptual Site Plan, Exhibit 3:

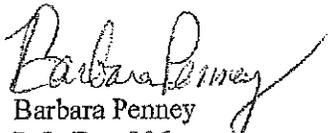
1. On the west side of the development, increase the lot width to approximately 64.4 feet so that there are seven lots instead of nine.
2. Along the north side, increase the lot width to approximately 60 feet so that there are 10 lots instead of 12.
3. On the east side, increase the lot width to approximately 57 feet so that there are seven lots instead of eight.
4. For the lots facing Pioneer Drive and for those on the interior street that back up to them, increase the lot width to approximately 67 feet instead of the dimensions on the plan. The result is four lots instead of five on each of two streets—and the tract will have much greater “curb appeal” along Pioneer Drive.
5. As for the interior island, I suggest eight uniform lots of approximately 60 by 107 feet, arranged so that there are four lots facing each of the east/west streets in the tract, instead of the proposed 10 lots.

Penney-6

According to my calculations, these changes result in 40 good-sized lots and would help the new development conform to the existing neighborhood while reducing traffic and congestion.

Thank you for your attention to my input. I care deeply about the neighborhood in which I raised my children and to which I may return later in life.

Sincerely,


Barbara Penney
P.O. Box 906
Crawfordsville, IN 47933
(765) 361-1763

Letter 13 -
Rakshani

Letter 13 - Rakshani

Rakshani-1

Rakshani-2

Rakshani-3

Rakshani-4

Rakshani-5

Rakshani-6

Rakshani-7

Rakshani-8

Rakshani-9

Rakshani-10

9/10/12
Dear Mr Gonzales:

I have lived on Pioneer Dr. for 50 years. We bought this house because a school & park were planned. It would be a walk to school, for the neighborhood children, with a bridge across the drainage ditch, & a pathway to the school from Madeline. There were no cars driving the children to school, as the report states, with 840 cars. Perhaps if it rained, some of the parents might drop the children off, but that was seldom. Where in the world did those statistics come from?

After many years, the enrollment was down, & they closed the school. It remained vacant for several years, with vandalism, etc. going on. The police were called many, many times, so there are reports from that.

Then the city brought in the boys & girls club, along with Head Start. Then Pioneer became a race track, with parents running late for work, they raced down Pioneer to drop off their children. Along with that, we had 16 wheeler Coca cola trucks, delivering to the site. That along with buses, delivering kids from other places to the location. That closed after awhile. Then they brought in a private school, that lasted less than a year. Guess they didn't pay their rent. The site has been empty since then. In the meantime, the basketball courts were removed, & play equipment was removed by the school site, which all the children in the neighborhood loved. The park was taken over by Little League also, since there was no place to park.

A number of us neighbors called for a meeting with Norm Worthy, trying to stop it, before it grew out of control. We voiced our concerns to no avail.

Soon they were building more fields, more parking problems for everyone, our community was being taken over by Little League. I don't know what they promised the city, but everyone ignored our complaints, & they constructed a brick bldg. When they started laying the bricks, I called Jim Engle, to see what was going on, as none of the neighbors were notified of any construction. I left a message, called again, the next day. He never returned my call. The Bldg. is a snack shop during the day, & looks like drugs during the night. The driveway is right in front of my house, & the head lights in the middle of the night wake me, as they are leaving the site & coming onto Pioneer.

Several of us neighbors went to the city council meeting & spoke about the problems. Mr. Engle said he would get some volunteer neighbors together to see if we could find a solution. I called his office the next morning to volunteer. His secretary asked me to send him an email stating that. I did. I never heard back from him.

Now we want to cram 49 - four bedroom houses into that space, they only expect 2,56 persons per household, in the 2,800 - 3,200 sq foot homes. The only entrance to the fields & homes is Pioneer. Now if the city were to make the last street, closest to Madeline, an in & out street onto Magnolia, that would help alleviate the traffic on Pioneer, which is busy enough servicing our tract, with only Adams & Pioneer as in & out streets. We have a hard enough time getting out on to Magnolia, even without games. Your projection of 590 cars, in & out. On page 29, you show 14.8 - 8 am Peak, & 28.7 D pm. Then they show b/b games, N/A. Along with Sat. N/A. What does N/A mean. Not available, Not Applicable, or what? I have not done a car count, but every bit of space is taken. The grass, in front of the school site, the whole neighborhood. Saturday especially, is impossible to even leave our homes, & if you have to go out you might not be able to get back in your driveway, which has happened to me, due to an ambulance & fire truck, they blocked my drive. This is a serious problem, & the city needs to address & rectify it.

I am in favor of building something, why not a school? With all the baseball players we have, it seems we are in need of a school. Or else cut the fields in half, would would alleviate half the traffic, & make it safer, & more livable for the residents. As it stands now, we can't have our families for birthdays, or any other occasion, from January, till July, it is impossible.

Mr. Gonzales, are you going to be like the others, who haven't returned a call, or answered an email? Or are you going to hear what we have to say, & help us resolve it.

By the way, when I was reading the report, I had some questions, I called your office & left you a message, I am hoping you are going to be different from the others! It appears as if Little League has bought the city out. I pray I am wrong!!!

Sincerely,

Johanna Rakshani

Johanna Rakshani

7/14 9:08.4213

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& Building

ATTACHMENT NO. 5.137

Letter 14-
Krejci-Rodrigues

City of Huntington Beach Department of Planning and Building
Attention: Andrew Gonzales, Associate Planner
2000 Main Street, 3rd Floor
Huntington Beach, CA 92648

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SEP 12 2012
Dept. of Planning
& Building

Re: Draft Mitigated Negative Declaration for the Wardlow Residential Subdivision

September 12, 2012

Dear Mr. Gonzales,

I reside at 9182 Pioneer Drive as a Huntington Beach resident and neighbor of proposed Wardlow Residential Subdivision project. I am writing to share concerns with regards to the Draft Mitigated Negative Declaration that has been shared and the cited environmental impact assessment.

Krejci-
Rodrigues-1

As a resident of this community for the past 7 years, I am not convinced that the assessment and data compiled have provided accurate impact conclusions, thus I share the following concerns and observations:

- Pioneer Drive is accessed as the primary entrance to Glen Mar trac with increased vehicle utilization during early morning for school and business commuters, after school and business hours, and most weekdays and weekends for year round baseball league and seasonal soccer activities.
Impact: Additional homes in Wardlow residential project will increase the traffic to this entrance and increased utilization of the pedestrian cross walk.
- I suggest that the building of new homes will bring more than 2.5 persons per address and will attract a majority of young or small families. The homes are scaled for 4 bedrooms and two stories, and a million dollar price point which will be undesirable and unaffordable for the typical senior citizen.
- With the recent rezoning of Fountain Valley School District any elementary aged children will be zoned for Newland Elementary School in the trac across Magnolia therefore contributing to increased utilization of the Pioneer entrance.
- I have observed increased semi-truck and vehicle traffic on Magnolia as this road has become a major throughfare from the 405 between Brookhurst and beach Blvd.

Krejci-
Rodrigues-2

Krejci-
Rodrigues-3

Krejci-
Rodrigues-4

Krejci-
Rodrigues-5

Propose:

I would like to see stronger city efforts and considerations in your assessment to include increased safety of pedestrian walkway and Pioneer entrance utilization stress.

Krejci-
Rodrigues-6

We would like a flashing light and pedestrian signal installed for walkway so our neighbors and children can safely cross Magnolia traffic.

Slower traffic speeds on Magnolia in our city block to help limit risk to entering exiting traffic during peak hours and crosswalk usage.

Krejci-Rodrigues-7

An alley road to be developed along back wall of field and in between new housing and Glen Mar trac to allow for another entrance to/from new homes and ball park parking.

Krejci-Rodrigues-8

Keep the walkway to back field from Madeline Street available to again support pedestrian access to ball fields and parking.

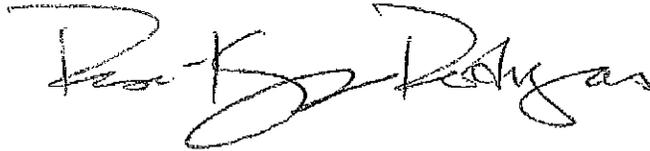
Krejci-Rodrigues-9

Our community while attempting to embrace the positive changes, also require considerations for the negative impact and our safety.

Krejci-Rodrigues-10

Sincerely,

Rise' Krejci-Rodrigues



9182 Pioneer Drive
Huntington Beach CA 92646

Letter IS
k-Rodriguez

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SEP 12 2012
Dept. of Planning
& Building

City of Huntington Beach Department of Planning and Building
Attention: Andrew Gonzales, Associate Planner
2000 Main Street, 3rd Floor
Huntington Beach, CA 92648

Re: Draft Mitigated Negative Declaration for the Wardlow Residential Subdivision

September 12, 2012

Dear Mr. Gonzales,

I reside at 9182 Pioneer Drive as a Huntington Beach resident and neighbor of proposed Wardlow Residential Subdivision project. I am writing to share concerns with regards to the Draft Mitigated Negative Declaration that has been shared and the cited environmental impact assessment.

k-Rodriguez-1

As a resident of this community for the past 7 years, I am not convinced that the assessment and data compiled have provided accurate impact conclusions, thus I share the following concerns and observations:

- Pioneer Drive is accessed as the primary entrance to Glen Mar tract with increased vehicle utilization during early morning for school and business commuters, after school and business hours, and most weekdays and weekends for year round baseball league and seasonal soccer activities.
Impact: Additional homes in Wardlow residential project will increase the traffic to this entrance and increased utilization of the pedestrian cross walk.
- Adams Rd is another primary artery into HB area which negatively impacts our entrance/exit utilization into our tract from that road. Additional homes and vehicles will provide negative impact.
- I suggest that the building of new homes will bring more than 2.5 persons per address and will attract a majority of young or small families. The homes are scaled for 4 bedrooms and two stories, and a million dollar price point which will be undesirable and unaffordable for the typical senior citizen.
- With the recent rezoning of Fountain Valley School District any elementary aged children residing in the new homes will be zoned for Newland Elementary School in the tract across Magnolia, therefore contributing to increased utilization of the Pioneer Drive entrance.
- I have observed increased semi-truck and vehicle traffic on Magnolia as this road has become a major thoroughfare to the beach and downtown area for vehicles coming from the 405, and wanting to avoid Brookhurst and Beach Blvd traffic flow.

k-Rodriguez-2

k-Rodriguez-3

k-Rodriguez-4

k-Rodriguez-5

k-Rodriguez-6

Propose:

I would like to see stronger city efforts and considerations for our community in your assessment to include increased safety of pedestrian walkway and Pioneer Drive entrance and utilization stress.

k-Rodriguez-7

We would like a flashing light and pedestrian signal installed for walkway so our neighbors and children can safely cross Magnolia traffic.

K-Rodriguez-7
cont.

Slower traffic speeds on Magnolia in our city block to help limit risk to entering/exiting traffic and crosswalk during peak hours.

K-Rodriguez-8

An alley road to be developed along back wall of field, and in between new housing and Glen Mar tract, to allow for another entrance to/from new homes and ball park parking.

K-Rodriguez-9

Keep the walkway to back field from Madeline Street available to again support pedestrian access to ball fields and parking.

K-Rodriguez-10

Our community, while attempting to embrace some of the positive changes, also requires more consideration and solutions for the negative impact and our safety.

K-Rodriguez-11

Sincerely,

Rise' Krejci-Rodriguez



9182 Pioneer Drive
Huntington Beach CA 92646

RECEIVED

SEP 12 2012

Dept. of Planning
& Building

Letter 16-
Truong

September 11, 2012

Dear Mr. Andrew Gonzalez,

As a homeowner of 9132 Pioneer Dr. I want to clarify the reasons of why I decided to rent out the property. First and foremost, I did not like the noise and commotion that was caused due to the Little League activities that went on constantly. Another reason was the traffic due to bad construction and no consideration in placing a parking outlet directly across from my driveway, causing unnecessary stress and inconvenience, let alone property value depreciation. As a result, I had to move to a different more convenient location. In conclusion, I would like to somehow envision a new neighborhood of homes without the stress and chaos that Little League has caused for the past 15 years or more. Thank you for your time.

Truong-1

Sincerely,

Michael Truong

ATTACHMENT NO. 5.142

TRAFFIC IMPACT ANALYSIS
FOR THE PROPOSED
RESIDENTIAL DEVELOPMENT AT THE WARDLOW SCHOOL SITE
9191 PIONEER DRIVE EAST OF MAGNOLIA STREET
TRACT NO. 17239
HUNTINGTON BEACH

Prepared for
MICHAEL BRANDMAN ASSOCIATES
&
CITY OF HUNTINGTON BEACH

Prepared by
GARLAND ASSOCIATES
16787 Beach Boulevard, Suite 234
Huntington Beach, CA 92647
714-840-9742

MAY 2012

ATTACHMENT NO. 5.143

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8. Project Generated Traffic – AM Peak Hour
9. Project Generated Traffic – PM Peak Hour
10. 2014 Traffic Volumes With Project – AM Peak Hour
11. 2014 Traffic Volumes With Project – PM Peak Hour

I.
INTRODUCTION AND PROJECT DESCRIPTION

This report summarizes the results of a traffic impact analysis that was conducted for a 49-unit single-family residential development proposed by TRI Pointe Homes at 9191 Pioneer Drive in Huntington Beach. The project site, which is located on the north side of Pioneer Drive east of Magnolia Street, is currently occupied by a closed school site (Wardlow School). Wardlow Park, an existing City-owned park with sports fields, is located immediately west of the project site between the project site and Magnolia Street.

The methodology for the traffic study, in general, was to 1) establish the existing traffic conditions, 2) develop the projected future baseline conditions without the project by considering the cumulative effects of regional growth and traffic generated by other development projects in the study vicinity, 3) estimate the levels of traffic that would be generated by the proposed project, 4) conduct a comparative analysis of traffic conditions with and without the project, and 5) identify potential mitigation measures/roadway improvements. The analysis is based on the weekday morning and afternoon peak hour traffic volumes on the streets and intersections in the project vicinity. The levels of service at the following nine intersections were analyzed.

- Magnolia Street at Garfield Avenue (signalized)
- Magnolia Street at Yorktown Avenue (signalized)
- Magnolia Street at Adams Avenue (signalized)
- Newland Street at Yorktown Avenue (signalized)
- Newland Street at Adams Avenue (signalized)
- Bushard Street at Yorktown Avenue (signalized)
- Bushard Street at Adams Avenue (signalized)
- Magnolia Street at Pioneer Drive (stop sign on Pioneer Drive)
- Adams Avenue at Shorewood Circle (stop signs on Shorewood Circle)

A site plan for the proposed residential development is provided in Appendix A. As shown, vehicular access would be provided by a new north-south street that would intersect with Pioneer Drive west of Lotus Lane. This internal street would be a loop street that runs in a "P"-shaped configuration.

II. EXISTING TRAFFIC CONDITIONS

The street network in the project vicinity, the existing traffic volumes, and the levels of service at the affected study area intersections are described below.

Street Network

The streets that provide access to the project vicinity include Pioneer Drive, Lotus Lane, Magnolia Street, Yorktown Avenue, Adams Avenue, Newland Street, Bushard Street, and Garfield Avenue. Pioneer Drive is a two lane east-west street that abuts the south side of the project site. It intersects with Magnolia Street approximately 300 feet west of the project site at the southwest corner of Wardlow Park. Lotus Lane is a two lane north-south street that intersects with Pioneer Drive at the southeast corner of the project site. It provides a link between the project site and Adams Avenue.

Magnolia Street is a four lane north-south street that abuts the west side of Wardlow Park. Yorktown Avenue is a four lane east-west street located approximately one-quarter mile north of the project site. Adams Avenue is a six lane east-west street located approximately one-quarter mile south of the project site. Newland Street is a four lane north-south street located approximately one-half mile west of the project site. Bushard Street is a four lane north-south street located approximately one-quarter mile east of the project site. Garfield Avenue is a four lane east-west street located approximately three-quarters mile north of the project site.

Nine intersections in the project vicinity have been analyzed for this traffic study, as listed in the Introduction. Eight of these intersections are within the jurisdiction of the City of Huntington Beach, while the intersection of Magnolia Street and Garfield Avenue is on the boundary of Huntington Beach and Fountain Valley. A sketch that shows the existing roadway characteristics and lane configuration for the study area streets and intersections is included as Figure 1 in Appendix B.

Existing Baseline Traffic Volumes

Manual traffic counts were taken at the nine study area intersections in February, 2009, during the weekday morning and afternoon peak periods on days when the local schools were in session. As these traffic counts are three years old, sample traffic counts were taken at several locations in January, 2012, to determine if conditions had changed since 2009. As the 2012 counts were slightly lower than the 2009 counts, it was determined that it would be acceptable to use the 2009 traffic counts to represent existing conditions. The results of the traffic count program for the nine intersections are provided in Appendix B on Figures 2 and 3 for the morning and afternoon peak hours, respectively. The exhibits show the existing peak hour traffic volumes and turning movements at each intersection. Although the weekday traffic counts were taken from 7:00 to 9:00 a.m. and from 4:00 to 6:30 p.m., the traffic volumes shown on the exhibits represent the peak one-hour interval of traffic flow at each intersection, which generally occurred from 7:00 to 8:00 a.m. and from 5:00 to 6:00 p.m.

Traffic counts were also taken on Thursday, May 14 and Saturday, May 16, 2009, at the intersection of Magnolia Street and Pioneer Drive during times when baseball games were in progress at Wardlow Park.

Intersection Levels of Service

To quantify the existing baseline traffic conditions, the nine study area intersections were analyzed to determine their operating conditions during the weekday morning and afternoon peak hours. The seven signalized intersections were analyzed by calculating the intersection capacity utilization (ICU) values and corresponding levels of service (LOS), which are based on the peak hour traffic volumes, the turning movement counts, and the existing number of lanes at each intersection. The ICU values are essentially a comparison of the volume of traffic passing through the intersection to the overall capacity of the intersection. The ICU calculations are based on an assumed capacity of 1,700 vehicles per lane per hour of green time and a clearance interval of 0.05, as specified by staff at the City of Huntington Beach.

The levels of service for the two unsignalized intersections were determined by using the Highway Capacity Software’s two-way stop methodology, which calculates the average approach delay for vehicles waiting at the stop signs and relates the delay value to a level of service.

Level of service is a qualitative indicator of an intersection's operating conditions that is used to represent various degrees of congestion and delay. It is measured from LOS A (excellent conditions) to LOS F (extreme congestion), with LOS A through D considered to be acceptable per the City of Huntington Beach General Plan. The relationship between ICU values and levels of service for the signalized intersections and the relationship between delay values and levels of service for the intersections with stop signs are shown in Table 1.

**TABLE 1
RELATIONSHIP BETWEEN ICU VALUES, DELAYS, AND LEVELS OF SERVICE**

Level of Service	ICU Value	Delay Value (seconds per vehicle)
	At Signalized Intersections	At Stop Signs
A	0.000 to 0.600	0.0 to 10.0
B	> 0.600 to 0.700	> 10.0 to 15.0
C	> 0.700 to 0.800	> 15.0 to 25.0
D	> 0.800 to 0.900	> 25.0 to 35.0
E	> 0.900 to 1.000	> 35.0 to 50.0
F	> 1.000	> 50.0

The results of the level of service analysis are shown in Table 2 for existing traffic conditions. As shown, all nine of the study area intersections currently operate at acceptable levels of service (LOS A, B, C, or D) during the weekday morning and afternoon peak hours and the Saturday afternoon peak hour. The level of service calculation sheets are included in Appendix C.

**TABLE 2
EXISTING INTERSECTION LEVELS OF SERVICE**

Intersection	Level of Service	
	AM Peak Hour	PM Peak Hour
SIGNALIZED INTERSECTIONS (ICU value & LOS)		
Magnolia Street at Garfield Avenue	0.593 – A	0.552 – A
Magnolia Street at Yorktown Avenue	0.523 – A	0.556 – A
Magnolia Street at Adams Avenue	0.618 – B	0.749 – C
Newland Street at Yorktown Avenue	0.494 – A	0.555 – A
Newland Street at Adams Avenue	0.471 – A	0.607 – B
Bushard Street at Yorktown Avenue	0.418 – A	0.433 – A
Bushard Street at Adams Avenue	0.593 – A	0.673 – B
UNSIGNALIZED INTERSECTIONS (approach delay in seconds & LOS)		
Magnolia Street at Pioneer Drive Without Baseball Games in Progress	14.8 – B	28.7 – D
With Baseball Games (Weekday)	N/A	26.5 – D
With Baseball Games (Saturday)	N/A	26.7 – D
Adams Avenue at Shorewood Circle	29.1 – D	18.5 – C

**III.
FUTURE BASELINE TRAFFIC CONDITIONS**

The future baseline traffic conditions without the project for the target year of completion (2014) were estimated by considering the effects of general ambient regional growth and the cumulative increase in traffic volumes that would be generated by other development projects proposed in the vicinity of the project site. The first step in estimating the future baseline traffic volumes was to expand the existing traffic volumes by a factor of two percent, which represents a growth rate of one percent per year for two years. This growth factor accounts for the traffic increases associated with general regional growth and development projects not in the immediate vicinity of the project site.

The second step in estimating the future baseline traffic volumes was to estimate the increased levels of traffic that would occur at the study area streets and intersections as a result of the traffic that would be generated by other proposed development projects; i.e., those that are within a one-mile radius of the project site. The list of development projects was obtained from the Huntington Beach Planning Department ("Planning Applications – 2012," updated February 2012). The volumes of traffic that would be generated by these projects were estimated for the morning and afternoon peak hours.

The development projects that were included in the cumulative traffic analysis are presented in Table 3. As shown, there are three other development projects proposed in the vicinity of the project site.

**TABLE 3
DEVELOPMENT PROJECTS FOR CUMULATIVE ANALYSIS**

Project/Land Use	Location	Size
1. Apartments	19891 Beach Blvd. (west side south of Utica Avenue)	174 units
2. Lamb School Site – Single Family Residential Development	10251 Yorktown Avenue	81 units
3. Hoag Medical Office Building Expansion	19582 Beach Blvd.	52,177 sq. ft.

The estimated volumes of traffic that would be generated by the three proposed development projects are shown in Table 4. The table shows the trip generation rates for each land use type and the volumes of traffic that each project would generate during the peak hours on a typical weekday. The table indicates that the projects, in total, would generate an estimated 270 vehicle trips during the morning peak hour (128 inbound and 142 outbound), 371 trips during the afternoon peak hour (171 inbound and 200 outbound), and 4,020 vehicle trips per day. The trip generation rates shown in Table 4 are from the Institute of Transportation Engineers *Trip Generation* manual (8th Edition, 2008), except that the daily rate for the single family residential use is 12.0 trips per unit as directed by City staff instead of the manual's rate of 9.57 trips per unit.

**TABLE 4
TRAFFIC GENERATED BY OTHER PROPOSED DEVELOPMENT PROJECTS**

Project/ Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
TRIP GENERATION RATES							
Apartments (per unit)	6.65	0.51	20%	80%	0.62	65%	35%
Single Family Residential (per unit)	12.0	0.75	25%	75%	1.01	63%	37%
Medical Offices (per 1,000 sq. ft.)	36.13	2.30	79%	21%	3.46	27%	73%
GENERATED TRAFFIC							
1. Apartments (174 units)	1,160	89	18	71	108	70	38
2. Lamb Residential (81 units)	970	61	15	46	82	52	30
3. Hoag Med Offices (52,177 sq. ft.)	1,890	120	95	25	181	49	132
TOTAL	4,020	270	128	142	371	171	200

The traffic from the other proposed development projects was geographically distributed onto the street network to quantify the cumulative impacts at each study area intersection. Figures 4 and 5 in Appendix B show the estimated cumulative increases in traffic that would occur at each intersection as a result of the related projects for the morning and afternoon peak hours, respectively.

The projected future baseline traffic volumes without the proposed project, which accounts for general area-wide growth and the cumulative volumes of traffic that would be generated by the other proposed development projects, are shown on Figures 6 and 7 in Appendix B for the morning and afternoon peak hours, respectively.

Based on the peak hour traffic volumes, the turning movement counts, and the lane configuration at each intersection, the future (year 2014) baseline ICU values (for the signalized intersections), delay values (for the unsignalized intersections), and levels of service were calculated for the nine study area intersections for each peak period, as summarized in Table 5. As shown, all nine of the study area intersections are projected to operate at acceptable levels of service (LOS A, B, C, or D) during the weekday morning and afternoon peak hours and the Saturday afternoon peak hour for the year 2014 scenario without the proposed project.

TABLE 5
YEAR 2014 BASELINE INTERSECTION LEVELS OF SERVICE
WITHOUT PROJECT

Intersection	Level of Service	
	AM Peak Hour	PM Peak Hour
SIGNALIZED INTERSECTIONS (ICU value & LOS)		
Magnolia Street at Garfield Avenue	0.609 – B	0.568 – A
Magnolia Street at Yorktown Avenue	0.542 – A	0.576 – A
Magnolia Street at Adams Avenue	0.633 – B	0.767 – C
Newland Street at Yorktown Avenue	0.515 – A	0.581 – A
Newland Street at Adams Avenue	0.483 – A	0.624 – B
Bushard Street at Yorktown Avenue	0.429 – A	0.445 – A
Bushard Street at Adams Avenue	0.607 – B	0.688 – B
UNSIGNALIZED INTERSECTIONS (approach delay in seconds & LOS)		
Magnolia Street at Pioneer Drive Without Baseball Games in Progress	15.0 – C	30.1 – D
With Baseball Game (Weekday)	N/A	28.3 – D
With Baseball Game (Saturday)	N/A	28.5 – D
Adams Avenue at Shorewood Circle	31.6 – D	19.1 – C

**IV.
TRAFFIC IMPACT ANALYSIS**

The following sections summarize the analysis of the project's impacts on study area traffic conditions. First is a discussion of project generated traffic volumes. This is followed by an analysis of the impacts of the proposed project on traffic volumes and intersection levels of service.

Project Generated Traffic

The volumes of traffic that would be generated by the proposed project were determined in order to estimate the impacts of the project on the study area streets and intersections. Table 6 shows the estimated volume of project generated traffic for an average weekday and for the morning and afternoon peak hours for the proposed 49-unit residential development. The trip generation rates (vehicle trips per dwelling unit) represent values from the Institute of Transportation Engineers *Trip Generation* manual (8th Edition, 2008) for the single-family detached housing residential land use category, except that the daily rate for the single family residential use is 12.0 trips per unit as directed by City staff instead of the manual's rate of 9.57 trips per unit. For purposes of comparison, Table 6 also shows the estimated volumes of traffic that were generated by the elementary school that formerly occupied the project site.

**TABLE 6
PROJECT GENERATED TRAFFIC**

Land Use	AM Peak Hour			PM Peak Hour			Daily Traffic
	Total	In	Out	Total	In	Out	
TRIP GENERATION RATES							
Single Family Residential (trips per dwelling unit)	0.75	25%	75%	1.01	63%	37%	12.0
Elementary School (trips per student)	0.45	55%	45%	0.28	45%	55%	1.29
PROJECT GENERATED TRAFFIC							
Wardlow Residential Project (49 units)	37	9	28	49	31	18	590
Former Wardlow School (650 students)	293	161	132	182	82	100	840

Table 6 indicates that the proposed residential development would generate 37 vehicle trips during the morning peak hour (9 inbound and 28 outbound), 49 trips during the afternoon peak hour (31 inbound and 18 outbound), and a total of 590 vehicle trips per day. As a comparison, the former elementary school generated 293 trips during the morning peak hour, 182 trips during the afternoon peak hour, and 840 trips per day. The proposed residential development would, therefore, generate less traffic than the former elementary school use.

To quantify the increases in traffic that would occur at each intersection as a result of the proposed project, the project generated traffic was geographically distributed onto the street

network using the directional percentages shown on Figure 8 in Appendix B. This distribution assumption is based on the layout of the existing street network and the existing travel patterns observed during the peak periods.

The volumes of project traffic on each access street and at each study area intersection were determined by using the generated traffic volumes shown in Table 6 and the geographical distribution assumptions shown on Figure 8. The volumes of traffic that would be added to each intersection as a result of the new residential development are shown on Figures 8 and 9 in Appendix B for the morning and afternoon peak hours, respectively.

The projected traffic volumes for the year 2014 with the project are shown on Figures 10 and 11 for the morning and afternoon peak hours. These traffic volumes represent the 2014 baseline traffic volumes plus the traffic that would be generated by the proposed project.

Significance Criteria

According to the City of Huntington Beach General Plan, a transportation impact at a signalized intersection shall be deemed significant in accordance with the criteria outlined in Table 7. Although the City does not have adopted significance criteria for unsignalized intersections, it has been assumed that an unsignalized intersection would be significantly impacted if the project would change the level of service from an acceptable LOS A through D to an unacceptable LOS E or F. The intersection would not be significantly impacted if the intersection's level of service would remain at LOS D or better.

**TABLE 7
SIGNIFICANCE CRITERIA FOR TRAFFIC IMPACTS**

Level of Service	Final ICU Value	Project-Related Increase in ICU
E, F	> 0.900	Equal to or greater than 0.010

Intersection Impact Analysis

An analysis of traffic impacts was conducted by quantifying the before-and-after traffic volumes, then determining the ICU values, average delay values, and levels of service at the study area intersections for the "without project" and "with project" scenarios. The before-and-after ICU values (for the signalized intersections), delay values (for the intersections with stop signs), and levels of service at each of the study area intersections are summarized in Table 8 for the morning peak hour and Table 9 for the afternoon peak hour. The tables show the existing traffic conditions, the existing plus project conditions, the future baseline traffic conditions without the project for the year 2014, the 2014 traffic conditions with the addition of the project traffic, and the change in ICU values and average delay values associated with the project. The last columns of Tables 8 and 9 indicate if the intersection would be significantly impacted by the proposed project. As shown, the proposed residential project would not have a significant impact at any of the study area intersections during the morning or afternoon peak hours.

**TABLE 8
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE – AM PEAK HOUR**

Intersection	Level of Service					
	Existing Conditions	Existing Plus Project	2014 Without Project	2014 With Project	Project Impact	Significant Impact
SIGNALIZED INTERSECTIONS (ICU value & LOS)						
Magnolia/Garfield	0.593 – A	0.596 – A	0.609 – B	0.612 – B	0.003	No
Magnolia/Yorktown	0.523 – A	0.527 – A	0.542 – A	0.546 – A	0.004	No
Magnolia/Adams	0.618 – B	0.620 – B	0.633 – B	0.635 – B	0.002	No
Newland/Yorktown	0.494 – A	0.496 – A	0.515 – A	0.517 – A	0.002	No
Newland/Adams	0.471 – A	0.471 – A	0.483 – A	0.483 – A	0.000	No
Bushard/Yorktown	0.418 – A	0.419 – A	0.429 – A	0.430 – A	0.001	No
Bushard/Adams	0.593 – A	0.594 – A	0.607 – B	0.607 – B	0.000	No
UNSIGNALIZED INTERSECTIONS (average vehicle delay in seconds & LOS)						
Magnolia/Pioneer	14.8 – B	16.7 – C	15.0 – C	17.1 – C	2.1	No
Adams/Shorewood	29.1 – D	29.7 – D	31.6 – D	31.9 – D	0.3	No

Table 8 indicates that the intersection of Magnolia Street at Garfield Avenue, for example, would operate at an ICU value of 0.593 and LOS A for existing conditions during the AM peak hour and at an ICU value of 0.596 and LOS A for the existing plus project scenario. The table indicates that this intersection would operate at an ICU value of 0.609 and LOS B for the year 2014 without project scenario and at an ICU value of 0.612 and LOS B in 2014 with the project, which represents an increase in the ICU value of 0.003. The last column indicates that the intersection would not be significantly impacted. Tables 8 and 9 indicate that none of the study area intersections would be significantly impacted by the project and that all of the intersections would continue to operate at acceptable conditions (LOS A through D) during the AM and PM peak hours for the existing conditions and year 2014 analysis scenarios.

It should be noted that the traffic impact analysis is based on the traffic that would be generated by the 49 proposed residential units. Although Wardlow Park is located adjacent to the project site, the park would not result in an increase in traffic volumes because it is an existing recreational facility that would continue operating under current conditions regardless of the status of the proposed residential development project. As shown on Table 9, the intersection of Magnolia Street and Pioneer Drive was evaluated for typical conditions (without a baseball game) and for times when baseball games were occurring at Wardlow Park. Weekday afternoon and Saturday afternoon time periods were addressed in the analysis.

**TABLE 9
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE – PM PEAK HOUR**

Intersection	Level of Service					
	Existing Conditions	Existing Plus Project	2014 Without Project	2014 With Project	Project Impact	Significant Impact
SIGNALIZED INTERSECTIONS (ICU value & LOS)						
Magnolia/Garfield	0.552 – A	0.556 – A	0.568 – A	0.570 – A	0.002	No
Magnolia/Yorktown	0.556 – A	0.566 – A	0.576 – A	0.585 – A	0.009	No
Magnolia/Adams	0.749 – C	0.754 – C	0.767 – C	0.772 – C	0.005	No
Newland/Yorktown	0.555 – A	0.556 – A	0.581 – A	0.582 – A	0.001	No
Newland/Adams	0.607 – B	0.609 – B	0.624 – B	0.624 – B	0.000	No
Bushard/Yorktown	0.433 – A	0.435 – A	0.445 – A	0.446 – A	0.001	No
Bushard/Adams	0.673 – B	0.673 – B	0.688 – B	0.689 – B	0.001	No
UNSIGNALIZED INTERSECTIONS (average vehicle delay in seconds & LOS)						
Magnolia/Pioneer Without Baseball	28.7 – D	32.7 – D	30.1 – D	34.9 – D	4.8	No
W Baseball (Weekday)	26.5 – D	31.8 – D	28.3 – D	34.3 – D	6.0	No
W Baseball (Saturday)	26.7 – D	32.6 – D	28.5 – D	34.9 – D	6.4	No
Adams/Shorewood	18.5 – C	18.6 – C	19.1 – C	19.1 – C	0.0	No

Signal Warrant Analysis

A signal warrant analysis was conducted to determine if a traffic signal would be justified at the intersection of Magnolia Street and Pioneer Drive. The signal warrant worksheets for the AM and PM peak hours are provided at the end of Appendix C for the year 2014 scenario with the proposed project. As the plot of the major street (Magnolia Street) and minor street (Pioneer Drive) traffic volumes falls below the curves on the charts, a traffic signal would not be warranted at this intersection. The worksheets are from the California Manual on Uniform Traffic Control Devices (MUTCD, January 13, 2012).

Year 2030 Analysis

An analysis has been conducted to determine the impacts of the project on the intersection levels of service for the long-range future (year 2030) scenario. The projected baseline traffic volumes, lane configuration, ICU values, and levels of service for the year 2030, as provided by City staff, are represented in the level of service calculation sheets from the traffic analysis for the Beach/Edinger Specific Plan (Appendix C). The project generated traffic was added to the projected baseline traffic volumes and the levels of service were re-calculated to quantify the project's impacts at each intersection. The results of the 2030 analysis are shown in Table 10. As shown, the project would not result in a significant impact at any of the study area intersections for the year 2030 analysis scenario.

**TABLE 10
PROJECT IMPACT ON YEAR 2030 INTERSECTION LEVELS OF SERVICE**

Intersection	Year 2030 ICU Values & Levels of Service			
	Without Project	With Project	Project Impact	Significant Impact
AM PEAK HOUR				
Magnolia/Garfield	0.73 – C	0.73 – C	0.00	No
Magnolia/Yorktown	0.65 – B	0.65 – B	0.00	No
Magnolia/Adams	0.88 – D	0.88 – D	0.00	No
Newland/Yorktown	0.70 – C	0.70 – C	0.00	No
Newland/Adams	0.68 – B	0.68 – B	0.00	No
Bushard/Yorktown	0.64 – B	0.64 – B	0.00	No
Bushard/Adams	0.77 – C	0.77 – C	0.00	No
PM PEAK HOUR				
Magnolia/Garfield	0.79 – C	0.79 – C	0.00	No
Magnolia/Yorktown	0.65 – B	0.65 – B	0.00	No
Magnolia/Adams	0.81 – D	0.81 – D	0.00	No
Newland/Yorktown	0.86 – D	0.86 – D	0.00	No
Newland/Adams	0.73 – C	0.73 – C	0.00	No
Bushard/Yorktown	0.64 – B	0.64 – B	0.00	No
Bushard/Adams	0.82 – D	0.82 – D	0.00	No

Parking Analysis

The Wardlow School site currently has a total of 70 parking spaces, which is comprised of 42 spaces in the lot adjacent to the Wardlow Park ball fields and 28 spaces in the lot in front of the school buildings. These 70 parking spaces would be displaced as a result of the proposed development. To compensate for the loss of existing parking spaces, the project would provide 80 spaces in a parking lot at the southwest corner of the project site. This parking lot would be available to patrons of Wardlow Park. In addition, the park users could continue to park in the on-street parking spaces adjacent to the park on Pioneer Drive and Magnolia Street. As the project would result in an increase in the number of parking spaces available to park patrons, it would not have an adverse parking impact.

Observations during times of peak utilization at the park (i.e., when multiple little league baseball games were in session) indicated that up to 98 vehicles were parked in the parking lots and 94 vehicles were parked along the streets, which included Pioneer Drive, Gettysburg Drive, Magnolia Street, and Madeline Drive, for a total parking demand of 192 vehicles. Although the on-site parking lots have 70 spaces, 98 vehicles were parked because motorists were using grass areas and aisles as parking spaces. As the overall parking demand of 192 vehicles exceeds the existing supply of 70 on-site parking spaces by 122 vehicles, events and activities at the park result in substantial parking intrusion on the residential streets in the vicinity of the park.

While the proposed residential development would displace the existing on-site parking spaces at the school site, the project's parking impacts would not be significant because the 70 spaces that would be displaced by the project would be replaced with 80 new parking spaces. The parking demands that would be generated by the residential development would be accommodated within the project boundaries in the private garages and driveways and along the internal streets. The project would not, therefore, result in a significant parking impact.

Recommendations

As the proposed project would not result in a significant traffic impact at any of the study area intersections, no capacity-related mitigation measures would be necessary. As the proposed project would result in an increase in the number of parking spaces available for the adjacent park and would accommodate the project's parking demands on site, no parking-related mitigation measures would be necessary.

V.
SUMMARY OF IMPACTS AND CONCLUSIONS

The key findings of the traffic impact analysis are presented below.

- The proposed 49-unit residential development would generate 37 vehicle trips during the morning peak hour (9 inbound and 28 outbound), 49 trips during the afternoon peak hour (31 inbound and 18 outbound), and a total of 590 vehicle trips per day.
- An analysis of nine intersections in the vicinity of the proposed project indicates that the additional traffic generated by the development would not result in a significant impact at any of the intersections according to the City of Huntington Beach's significance criteria.
- As there would be no significant traffic impacts, no capacity-related mitigation measures would be necessary.
- Although the project would displace 70 existing parking spaces at the school site, a new parking lot with 80 parking spaces would be provided at the southwest corner of the project site. The project would not, therefore, result in a significant parking impact relative to parking for the park.
- The parking demands generated by the proposed project would be accommodated on site in garages, driveways, and on the internal streets.
- As there would be no significant parking impacts, no parking-related mitigation measures would be necessary.

APPENDIX A

SITE PLAN

ATTACHMENT NO. 5.160

Site Summary

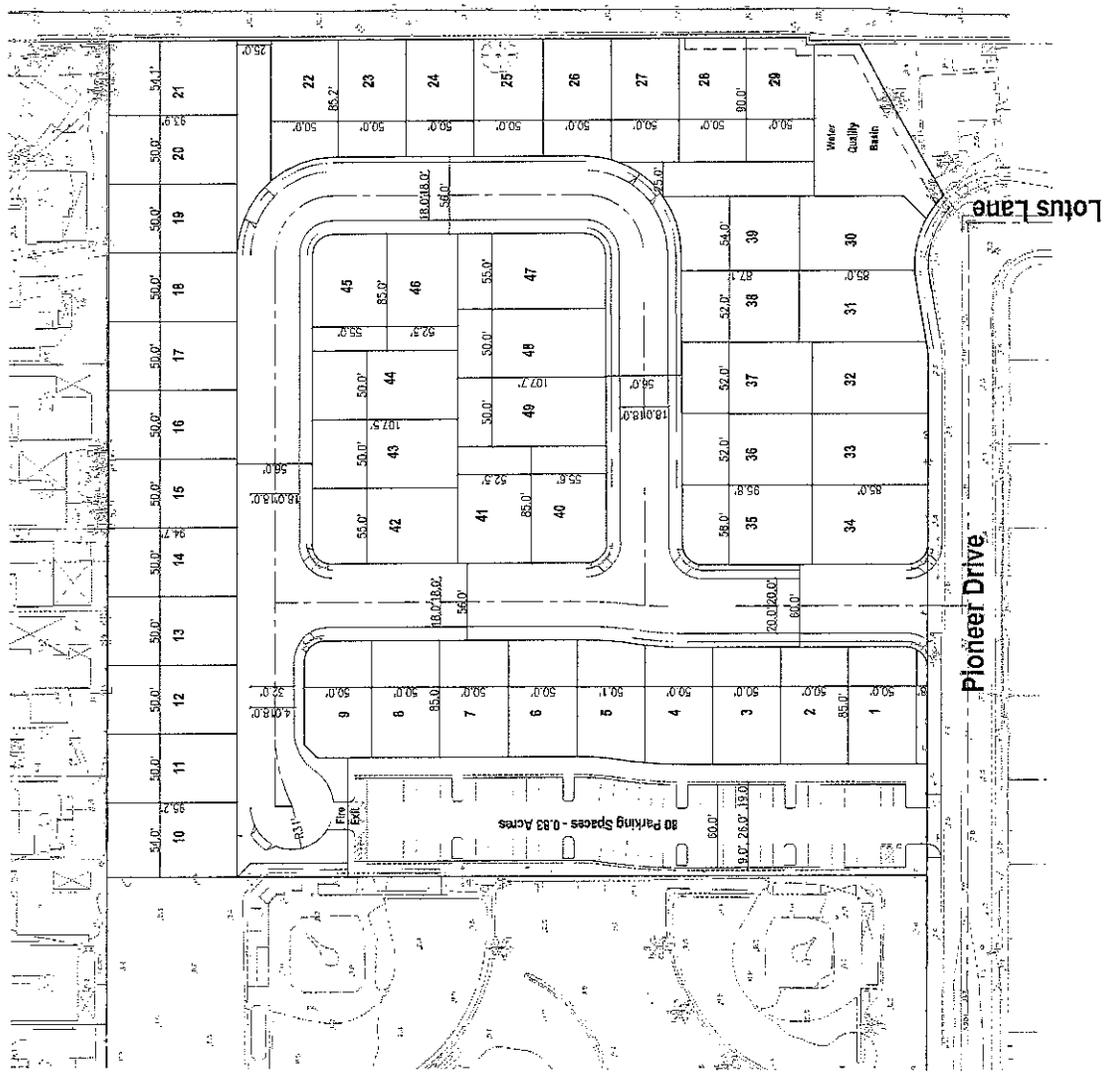
- Total Homes : 49
- Gross Site Area : ±8.35 Acres
- Future Park Dedication : ±0.83 Acres
- Net Site Area : ±7.52 Acres
- Density : ±6.5 Homes/Acre Minimum
- Minimum Lot Size : 50'x85' (4,250 s.f.)

Owner/Developer
Pointe HOMES, L.L.C.
 19520 Jamboree, Suite 200
 Irvine, CA 92612

Civil Engineer
WALTON & ASSOCIATES
 CIVIL ENGINEERS
 LANDSCAPE ARCHITECTS
 PLANNERS
 2552 White Road, Suite B
 Irvine, CA 92614

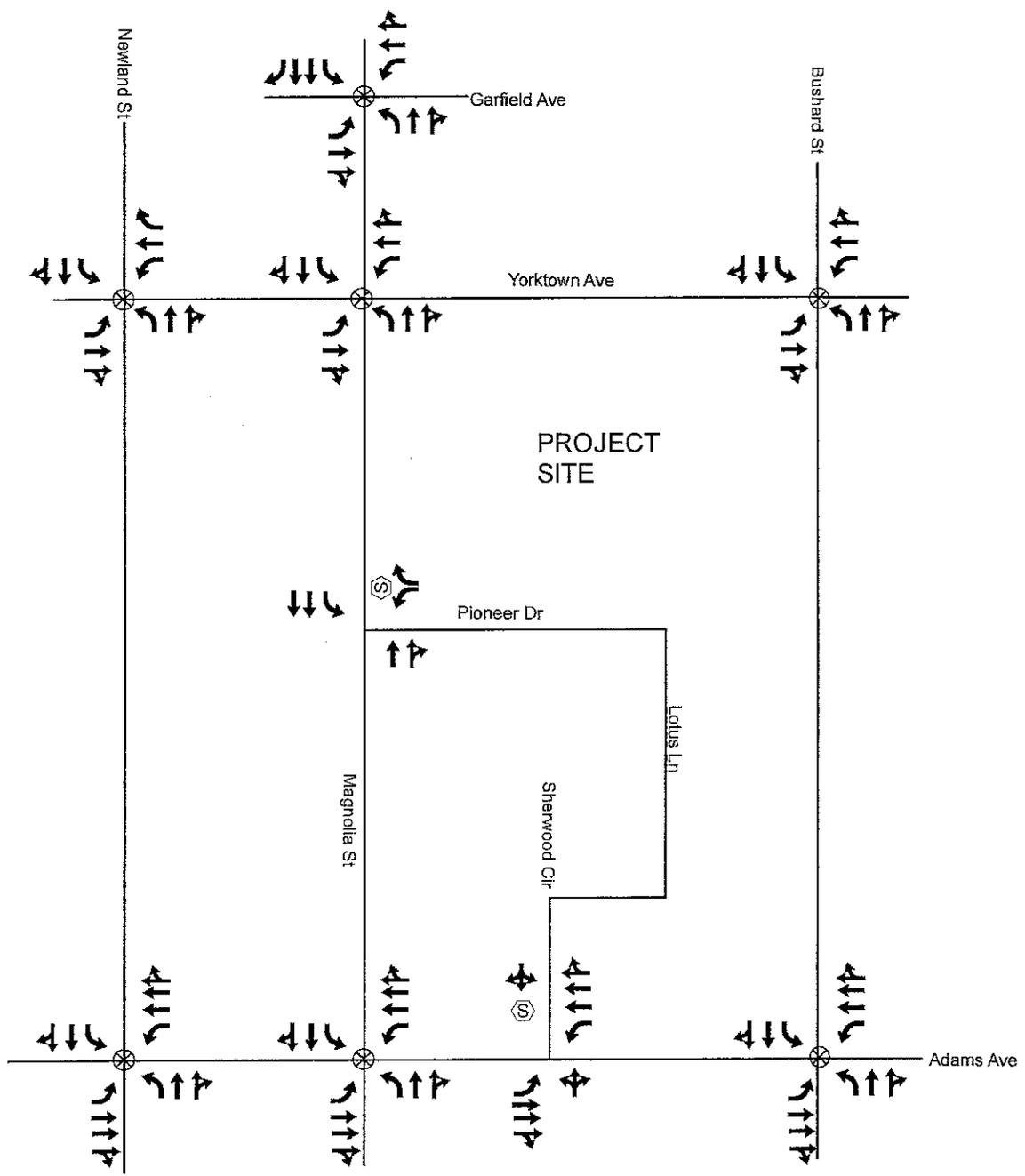
Architect
Bassenian | Lagoni
 ARCHITECTURE • PLANNING • INTERIOR
 2033 Orchard Drive, Suite 100
 Newport Beach, CA 92660

Conceptual Site Plan
 Fountain Valley School District Site
 Tract 17239 - Pioneer (Wardlow)
 56' Street ROW
 Huntington Beach, California
 April 30, 2012



APPENDIX B

TRAFFIC VOLUME FIGURES



⊗ = Signalized Intersection

Ⓢ = Stop Sign



FIGURE 1
 EXISTING ROADWAY CHARACTERISTICS & LANE CONFIGURATION
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT

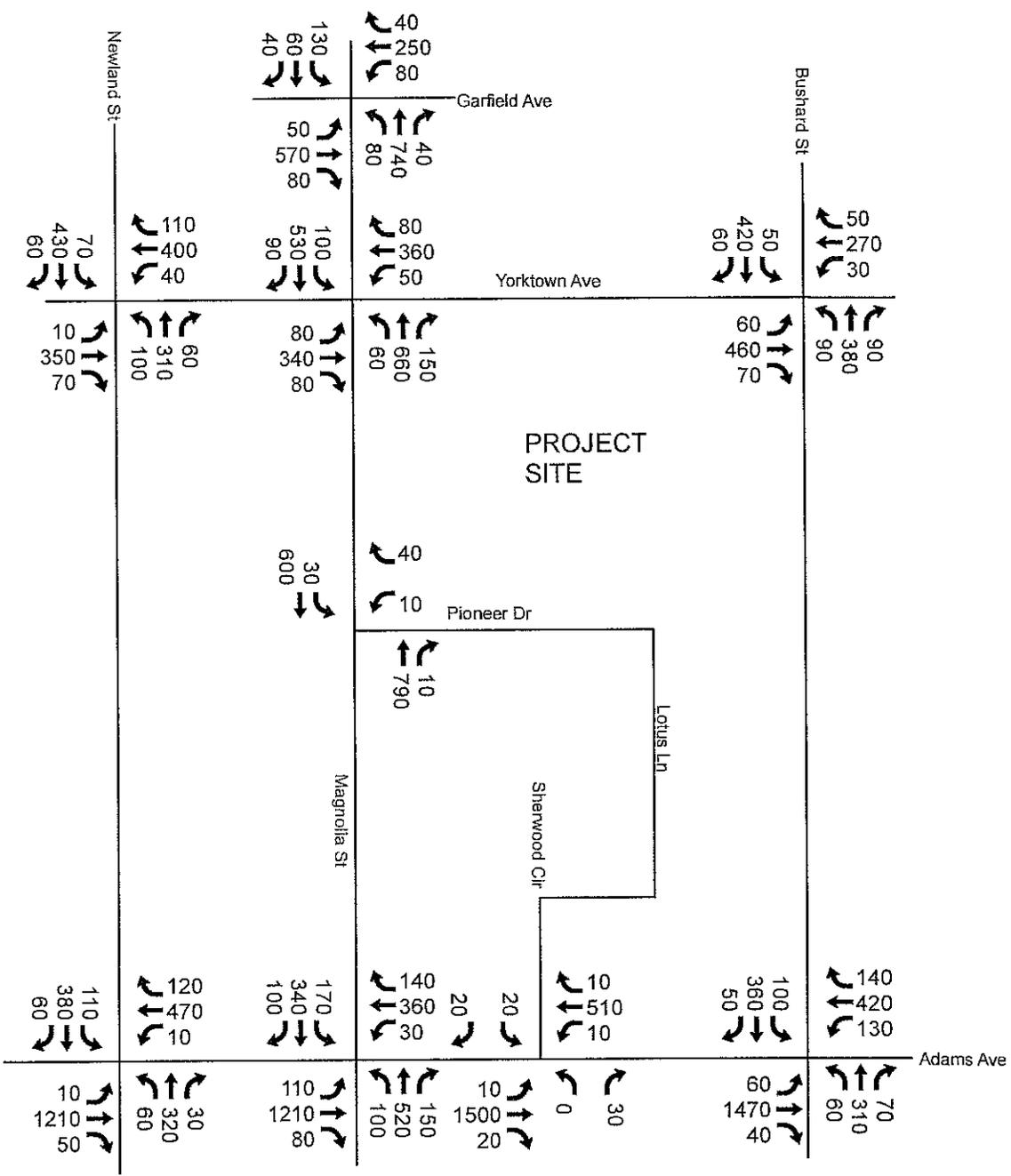


FIGURE 2
 EXISTING TRAFFIC VOLUMES - AM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT



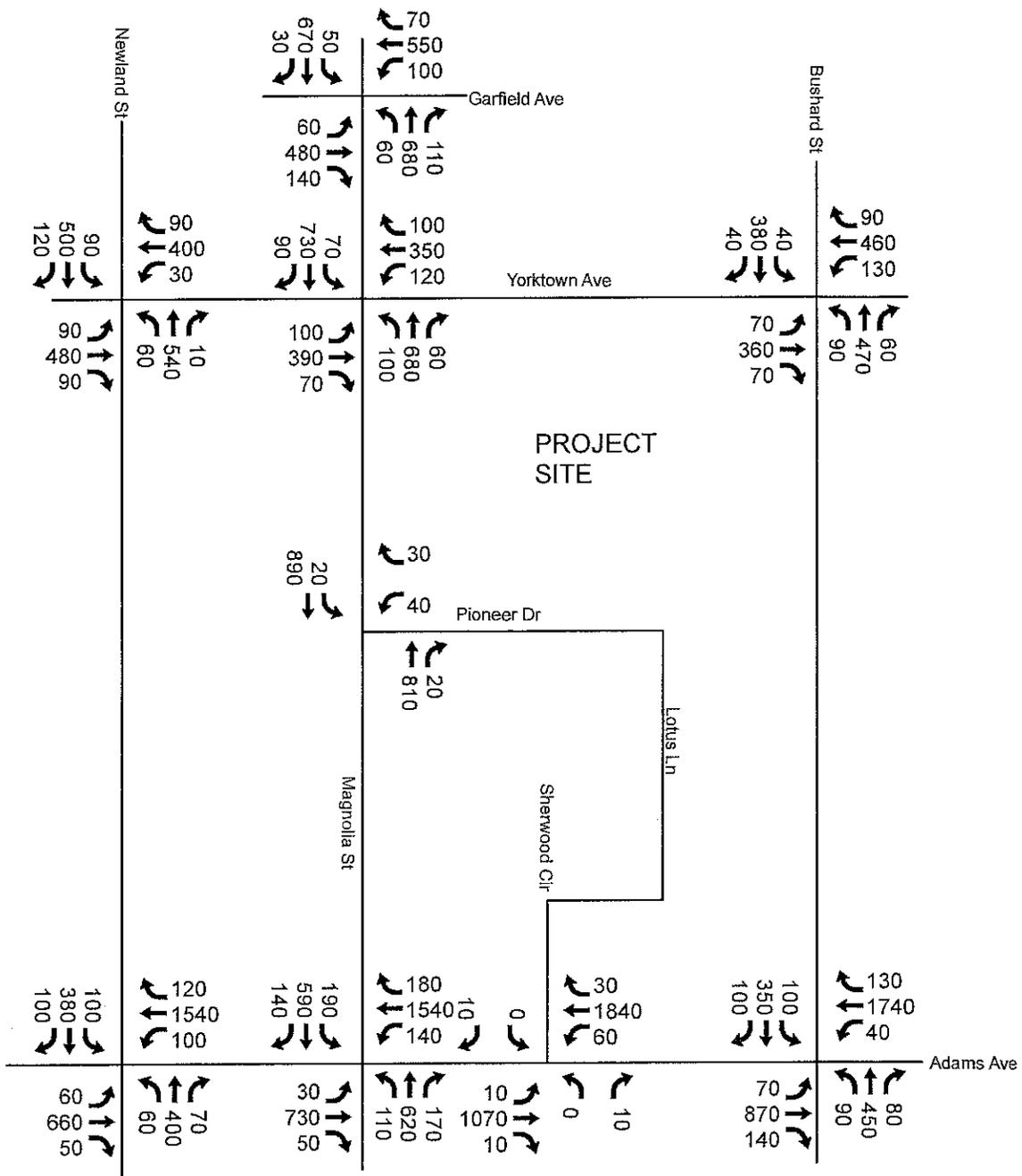


FIGURE 3
 EXISTING TRAFFIC VOLUMES - PM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT



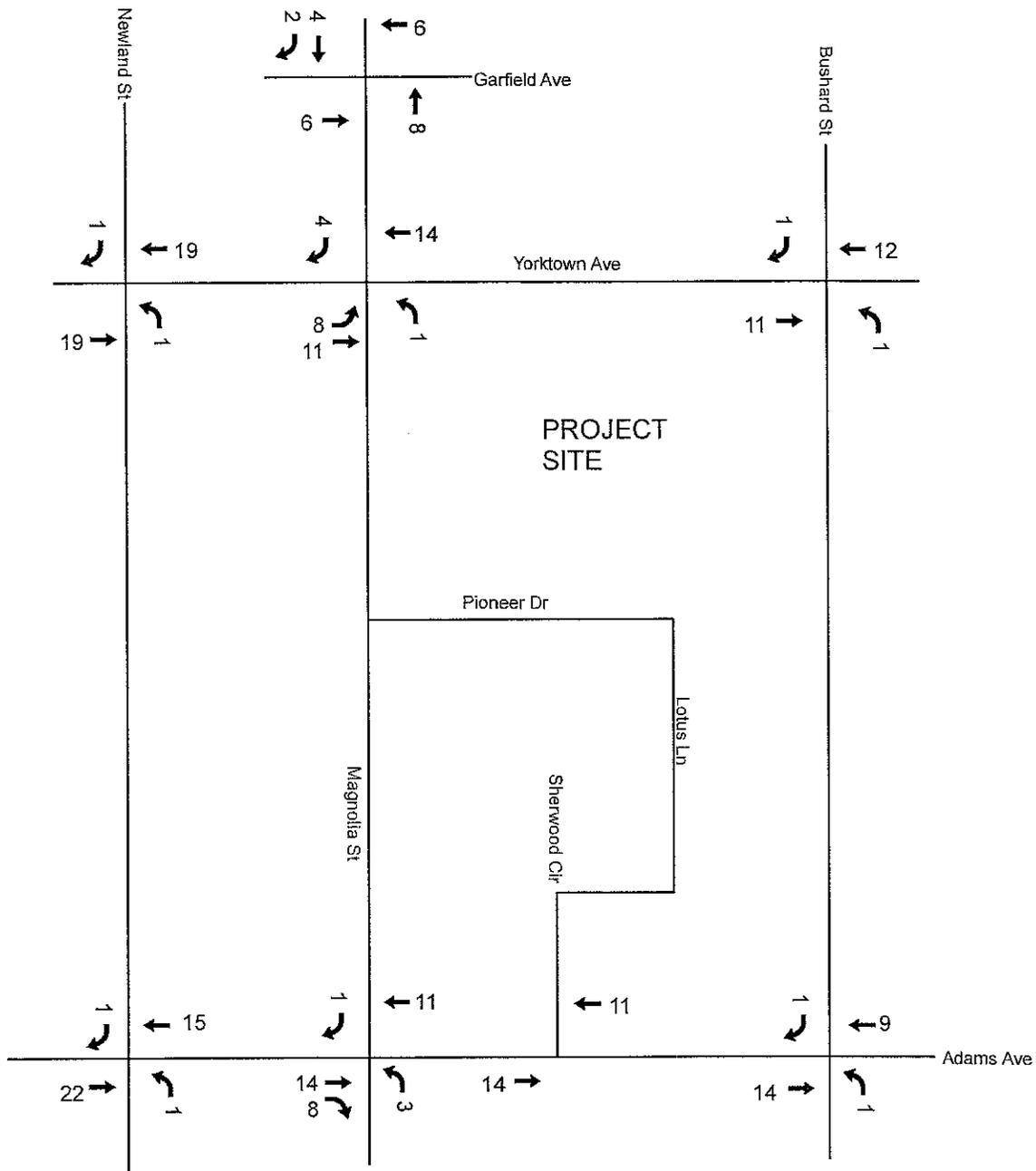


FIGURE 4
 CUMULATIVE TRAFFIC FROM PROPOSED DEVELOPMENT
 PROJECTS - AM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT



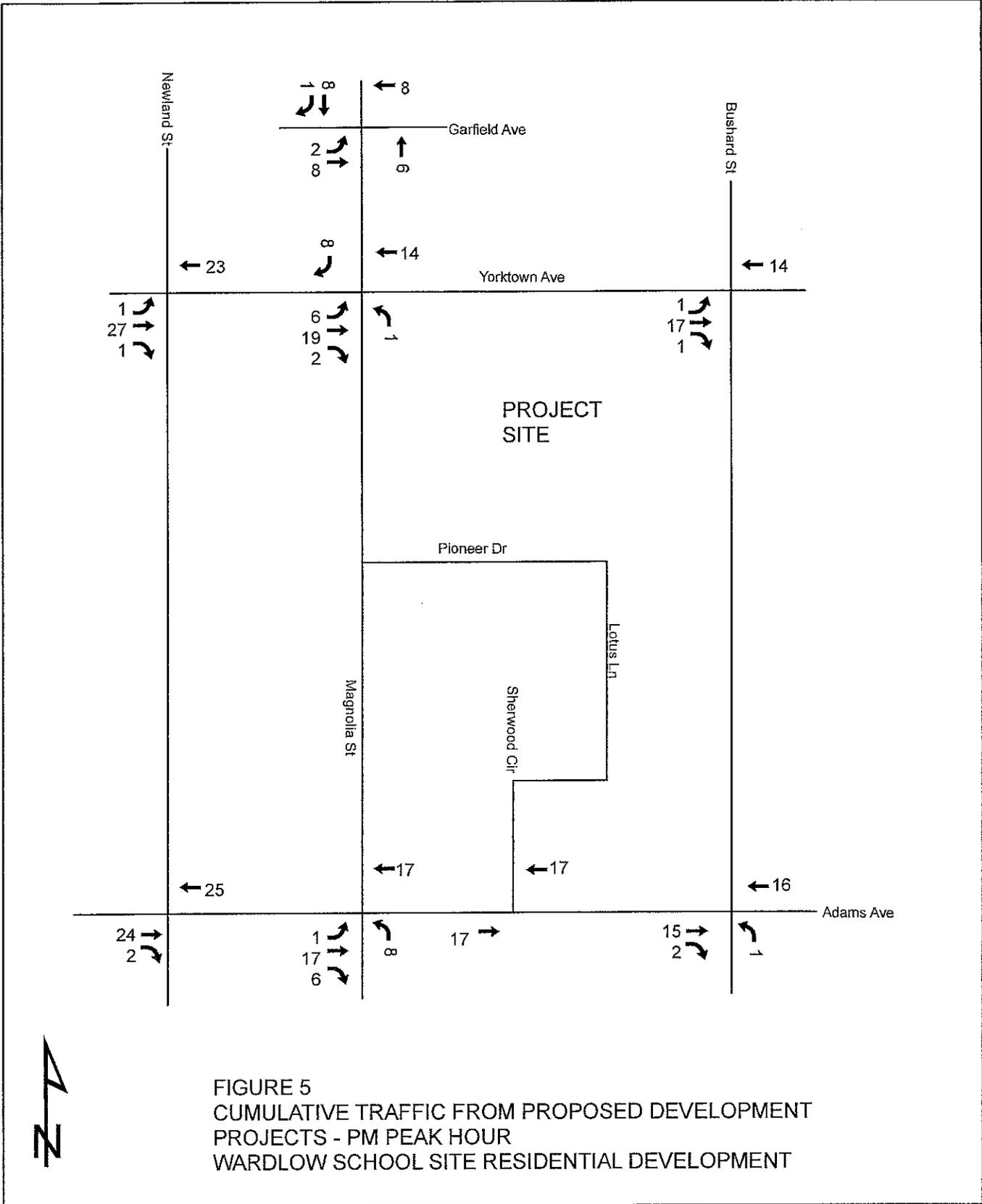


FIGURE 5
 CUMULATIVE TRAFFIC FROM PROPOSED DEVELOPMENT
 PROJECTS - PM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT

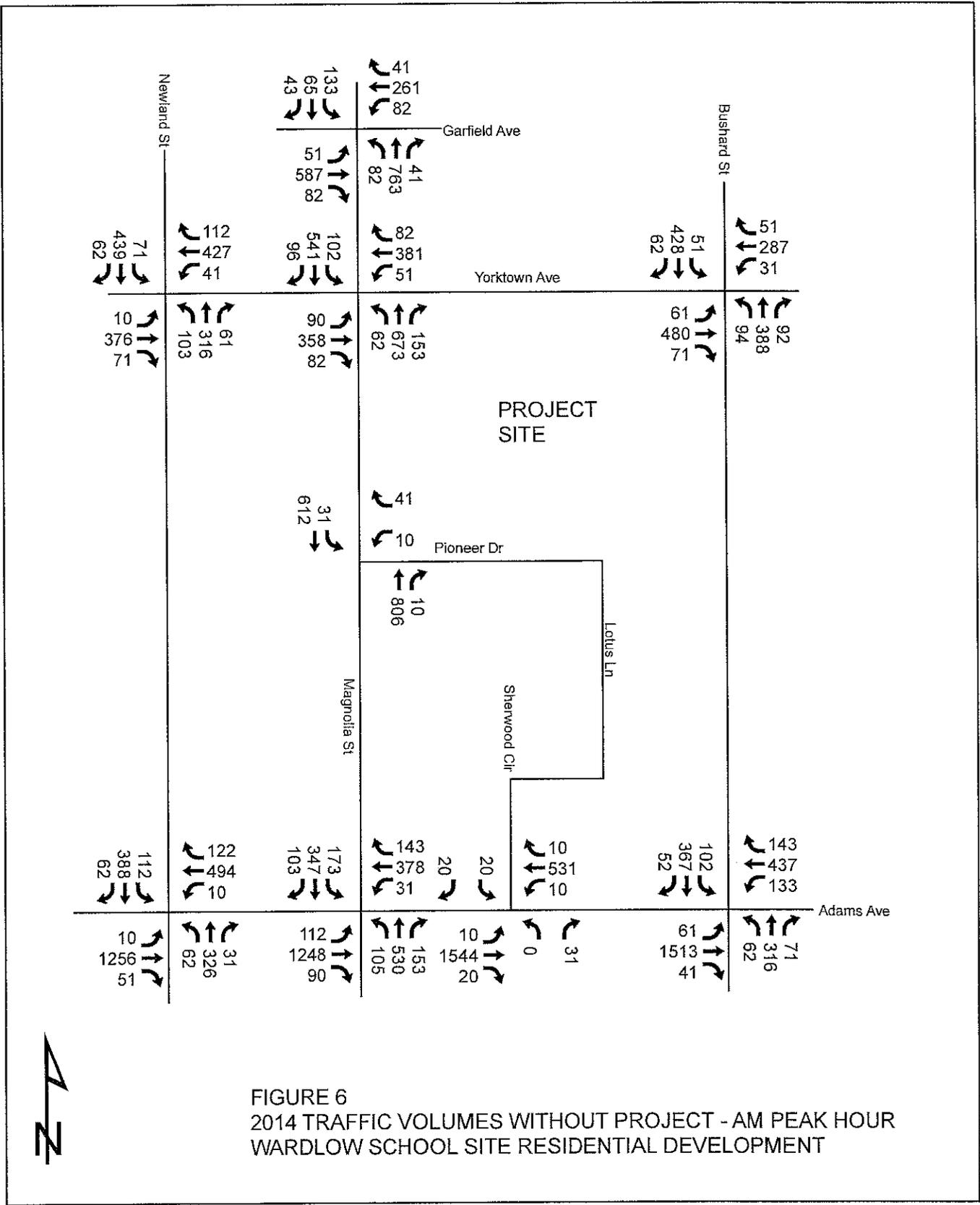


FIGURE 6
 2014 TRAFFIC VOLUMES WITHOUT PROJECT - AM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT

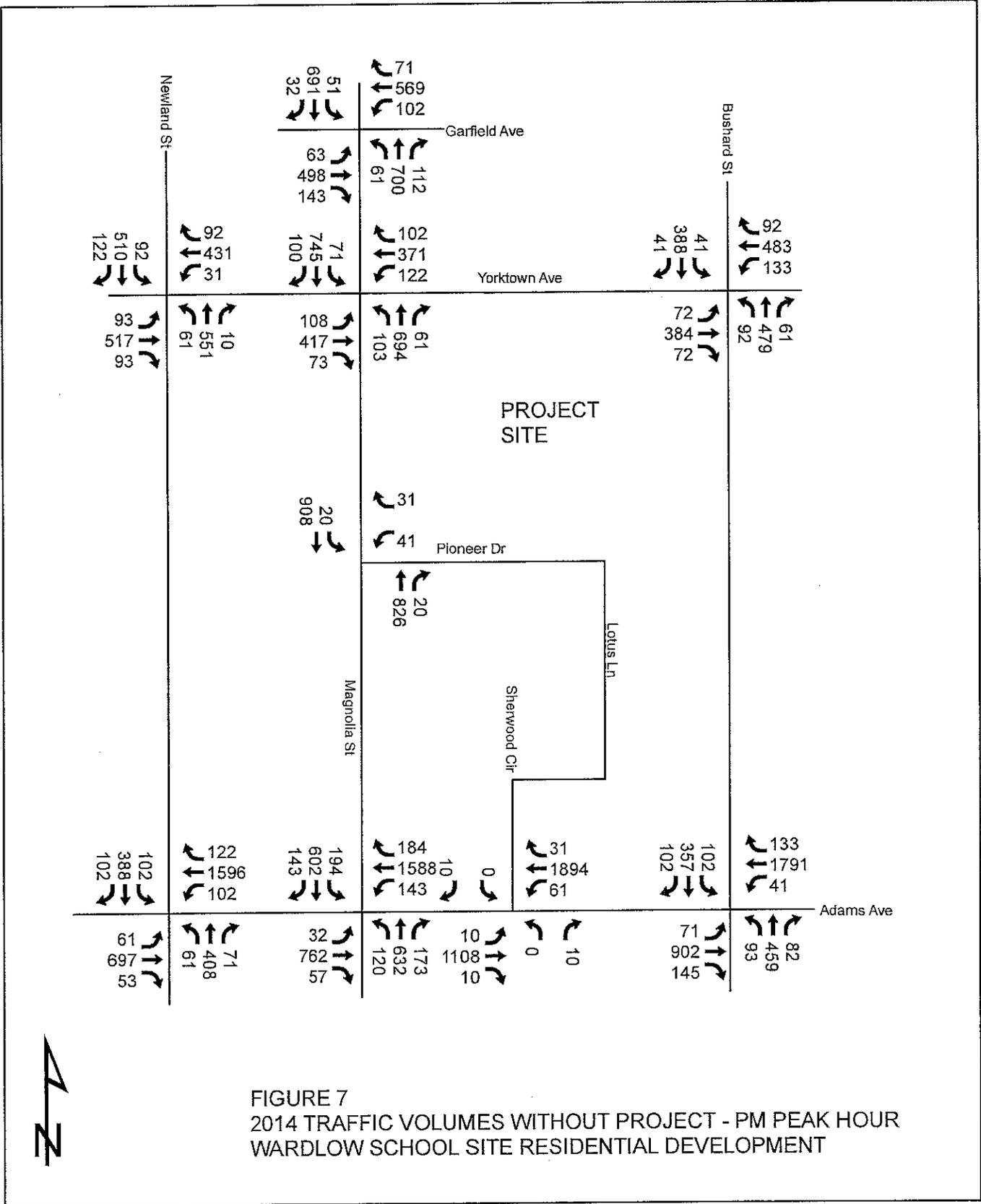


FIGURE 7
 2014 TRAFFIC VOLUMES WITHOUT PROJECT - PM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT

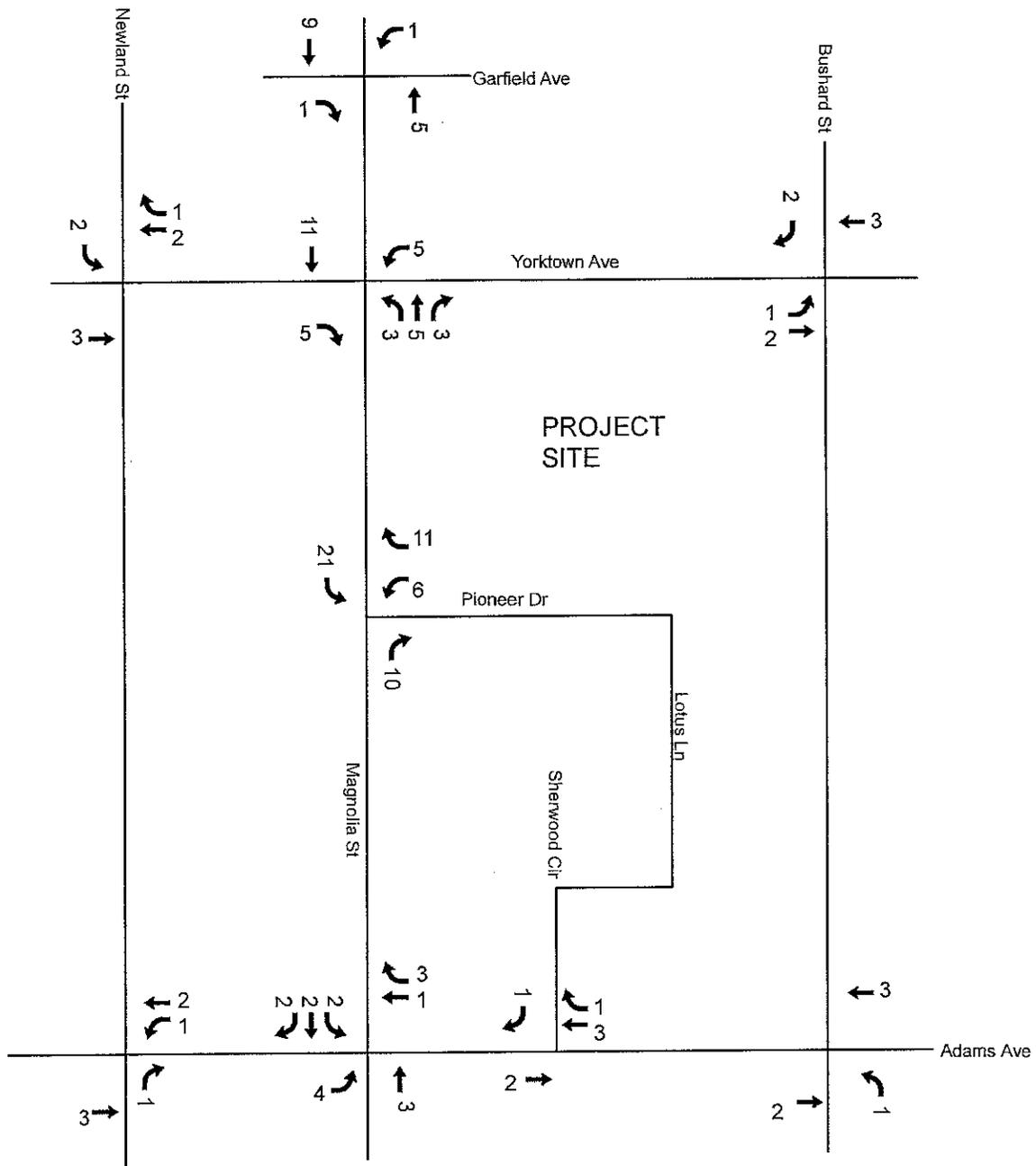


FIGURE 9
 PROJECT GENERATED TRAFFIC - PM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT

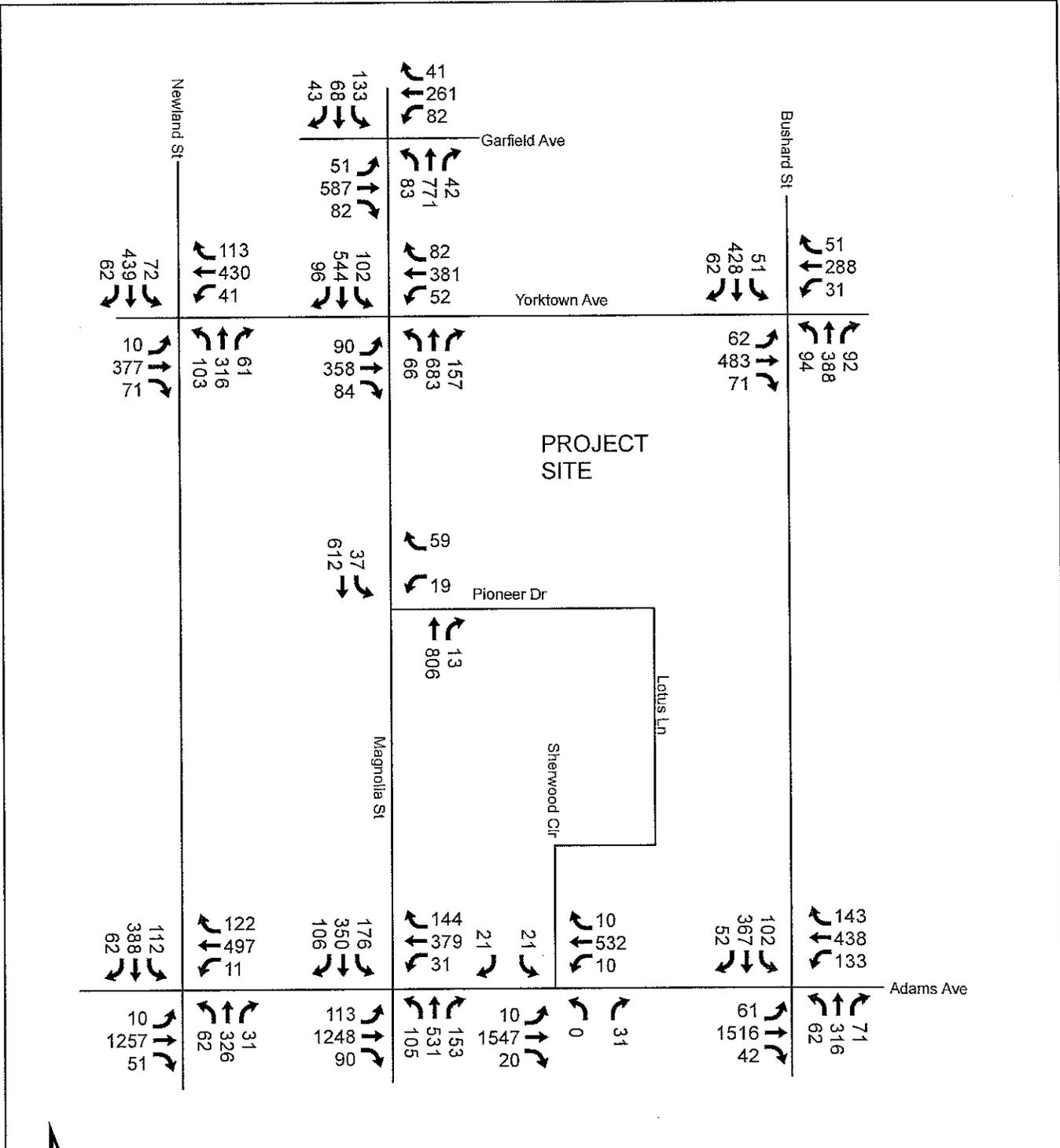
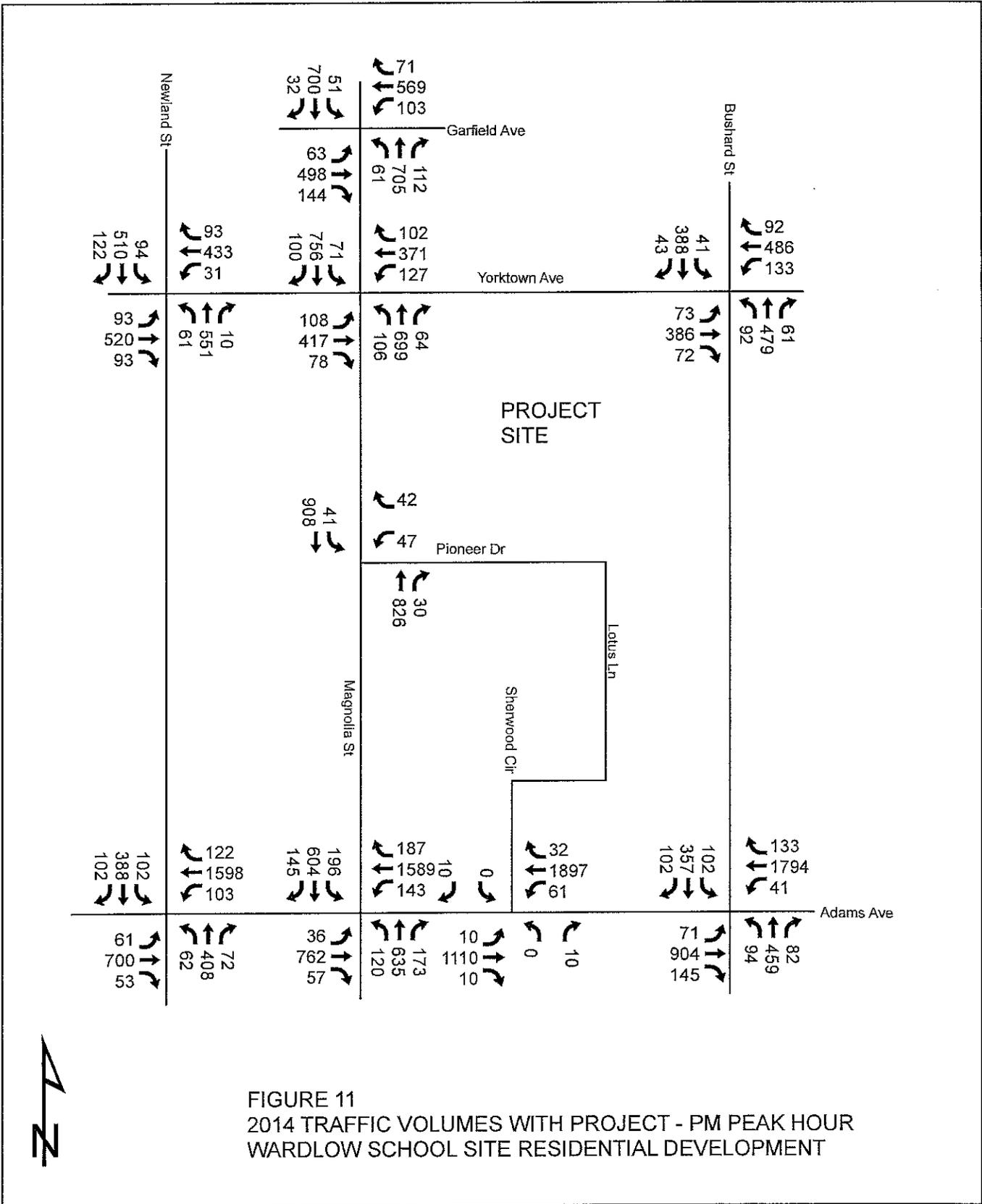


FIGURE 10
 2014 TRAFFIC VOLUMES WITH PROJECT - AM PEAK HOUR
 WARDLOW SCHOOL SITE RESIDENTIAL DEVELOPMENT





APPENDIX C
LEVEL OF SERVICE CALCULATIONS

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Magnolia Street/Garfield Avenue

Time Period: AM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions		Existing Plus Project		2014 Without Project		2014 With Project	
			Peak Hour Traffic Volume	Volume/ Capacity Ratio						
NBL	1	1700	80	0.047	81	0.048	82	0.048	83	0.049
NBT	2	3400	740	0.229*	748	0.232*	763	0.236*	771	0.239*
NBR	S	S	40	S	41	S	41	S	42	S
SBL	1	1700	130	0.076*	130	0.076*	133	0.078*	133	0.078*
SBT	2	3400	60	0.018	63	0.019	65	0.019	68	0.020
SBR	1	1700	40	0.024	40	0.024	43	0.025	43	0.025
EBL	1	1700	50	0.029	50	0.029	51	0.030	51	0.030
EBT	2	3400	570	0.191*	570	0.191*	587	0.197*	587	0.197*
EBR	S	S	80	S	80	S	82	S	82	S
WBL	1	1700	80	0.047*	80	0.047*	82	0.048*	82	0.048*
WBT	2	3400	250	0.085	250	0.085	261	0.089	261	0.089
WBR	S	S	40	S	40	S	41	S	41	S
Sum of Critical V/C Ratios				0.543		0.546		0.559		0.562
Clearance Interval				0.050		0.050		0.050		0.050
ICU Value				0.593		0.596		0.609		0.612
Level of Service				A		A		B		B

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach
Project: Wardlow School Site Residential Development
Intersection: Magnolia Street/Yorktown Avenue
Time Period: AM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	60	0.035	64	0.036	62	0.036	66	0.039				
NBT	2	3400	660	0.238*	670	0.242*	673	0.243*	683	0.247*				
NBR	S	S	150	S	154	S	153	S	157	S				
SBL	1	1700	100	0.059*	100	0.059*	102	0.060*	102	0.060*				
SBT	2	3400	530	0.182	533	0.183	541	0.187	544	0.188				
SBR	S	S	90	S	90	S	96	S	96	S				
EBL	1	1700	80	0.047*	80	0.047*	90	0.053*	90	0.053*				
EBT	2	3400	340	0.124	340	0.124	358	0.129	358	0.129				
EBR	S	S	80	S	82	S	82	S	84	S				
WBL	1	1700	50	0.029	51	0.030	51	0.030	52	0.031				
WBT	2	3400	360	0.129*	360	0.129*	381	0.136*	381	0.136*				
WBR	S	S	80	S	80	S	82	S	82	S				
Sum of Critical V/C Ratios				0.473		0.477		0.492		0.496				
Clearance Interval				0.050		0.050		0.050		0.050				
ICU Value				0.523		0.527		0.542		0.546				
Level of Service				A		A		A		A				

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Magnolia Street/Adams Avenue

Time Period: AM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	100	0.059	100	0.059	105	0.062	105	0.062	105	0.062		
NBT	2	3400	520	0.197*	521	0.197*	530	0.201*	531	0.201*	531	0.201*		
NBR	S	S	150	S	150	S	153	S	153	S	153	S		
SBL	1	1700	170	0.100*	173	0.102*	173	0.102*	176	0.104*	176	0.104*		
SBT	2	3400	340	0.129	343	0.131	347	0.132	350	0.134	350	0.134		
SBR	S	S	100	S	103	S	103	S	106	S	106	S		
EBL	1	1700	110	0.065	111	0.065	112	0.066	113	0.066	113	0.066		
EBT	3	5100	1210	0.253*	1210	0.253*	1248	0.262*	1248	0.262*	1248	0.262*		
EBR	S	S	80	S	80	S	90	S	90	S	90	S		
WBL	1	1700	30	0.018*	30	0.018*	31	0.018*	31	0.018*	31	0.018*		
WBT	3	5100	360	0.098	361	0.098	378	0.102	379	0.103	379	0.103		
WBR	S	S	140	S	141	S	143	S	144	S	144	S		
Sum of Critical V/C Ratios				0.568		0.570		0.583		0.585		0.585		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.618		0.620		0.633		0.635		0.635		
Level of Service				B		B		B		B		B		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Newland Street/Yorktown Avenue

Time Period: AM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	100	0.059*	100	0.059*	103	0.061*	103	0.061*	103	0.061*		
NBT	2	3400	310	0.109	310	0.109	316	0.111	316	0.111	316	0.111		
NBR	S	S	60	S	60	S	61	S	61	S	61	S		
SBL	1	1700	70	0.041	71	0.042	71	0.042	71	0.042	72	0.042		
SBT	2	3400	430	0.144*	430	0.144*	439	0.147*	439	0.147*	439	0.147*		
SBR	S	S	60	S	60	S	62	S	62	S	62	S		
EBL	1	1700	10	0.006*	10	0.006*	10	0.006*	10	0.006*	10	0.006*		
EBT	2	3400	350	0.124	351	0.124	376	0.131	377	0.132	377	0.132		
EBR	S	S	70	S	70	S	71	S	71	S	71	S		
WBL	1	1700	40	0.024	40	0.024	41	0.024	41	0.024	41	0.024		
WBT	1	1700	400	0.235*	403	0.237*	427	0.251*	430	0.253*	430	0.253*		
WBR	1	1700	110	0.065	111	0.065	112	0.066	113	0.066	113	0.066		
Sum of Critical V/C Ratios				0.444		0.446		0.465		0.467		0.467		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.494		0.496		0.515		0.517		0.517		
Level of Service				A		A		A		A		A		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Newland Street/Adams Avenue

Time Period: AM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	60	0.035	60	0.035	62	0.036	62	0.036	62	0.036		
NBT	2	3400	320	0.103*	320	0.103*	326	0.105*	326	0.105*	326	0.105*		
NBR	S	S	30	S	30	S	31	S	31	S	31	S		
SBL	1	1700	110	0.065*	110	0.065*	112	0.066*	112	0.066*	112	0.066*		
SBT	2	3400	380	0.129	380	0.129	388	0.132	388	0.132	388	0.132		
SBR	S	S	60	S	60	S	62	S	62	S	62	S		
EBL	1	1700	10	0.006	10	0.006	10	0.006	10	0.006	10	0.006		
EBT	3	5100	1210	0.247*	1211	0.247*	1256	0.256*	1257	0.256*	1257	0.256*		
EBR	S	S	50	S	50	S	51	S	51	S	51	S		
WBL	1	1700	10	0.006*	11	0.006*	10	0.006*	11	0.006*	11	0.006*		
WBT	3	5100	470	0.116	473	0.116	494	0.121	497	0.121	497	0.121		
WBR	S	S	120	S	120	S	122	S	122	S	122	S		
Sum of Critical V/C Ratios				0.421		0.421		0.433		0.433		0.433		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.471		0.471		0.483		0.483		0.483		
Level of Service				A		A		A		A		A		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Bushard Street/Yorktown Avenue

Time Period: AM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	90	0.053*	90	0.053*	94	0.055*	94	0.055*	94	0.055*		
NBT	2	3400	380	0.138	380	0.138	388	0.141	388	0.141	388	0.141		
NBR	S	S	90	S	90	S	92	S	92	S	92	S		
SBL	1	1700	50	0.029	50	0.029	51	0.030	51	0.030	51	0.030		
SBT	2	3400	420	0.141*	420	0.141*	428	0.144*	428	0.144*	428	0.144*		
SBR	S	S	60	S	60	S	62	S	62	S	62	S		
EBL	1	1700	60	0.035	61	0.036	61	0.036	61	0.036	62	0.036		
EBT	2	3400	460	0.156*	463	0.157*	480	0.162*	483	0.163*	483	0.163*		
EBR	S	S	70	S	70	S	71	S	71	S	71	S		
WBL	1	1700	30	0.018*	30	0.018*	31	0.018*	31	0.018*	31	0.018*		
WBT	2	3400	270	0.094	271	0.094	287	0.099	288	0.100	288	0.100		
WBR	S	S	50	S	50	S	51	S	51	S	51	S		
Sum of Critical V/C Ratios				0.368		0.369		0.379		0.380		0.380		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.418		0.419		0.429		0.430		0.430		
Level of Service				A		A		A		A		A		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Bushard Street/Adams Avenue

Time Period: AM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	60	0.035	60	0.035	62	0.036	62	0.036	62	0.036		
NBT	2	3400	310	0.112*	310	0.112*	316	0.114*	316	0.114*	316	0.114*		
NBR	S	S	70	S	70	S	71	S	71	S	71	S		
SBL	1	1700	100	0.059*	100	0.059*	102	0.060*	102	0.060*	102	0.060*		
SBT	2	3400	360	0.121	360	0.121	367	0.123	367	0.123	367	0.123		
SBR	S	S	50	S	50	S	52	S	52	S	52	S		
EBL	1	1700	60	0.035	60	0.035	61	0.036	61	0.036	61	0.036		
EBT	3	5100	1470	0.296*	1473	0.297*	1513	0.305*	1516	0.305*	1516	0.305*		
EBR	S	S	40	S	41	S	41	S	42	S	42	S		
WBL	1	1700	130	0.076*	130	0.076*	133	0.078*	133	0.078*	133	0.078*		
WBT	3	5100	420	0.110	421	0.110	437	0.114	438	0.114	438	0.114		
WBR	S	S	140	S	140	S	143	S	143	S	143	S		
Sum of Critical V/C Ratios				0.543		0.544		0.557		0.557		0.557		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.593		0.594		0.607		0.607		0.607		
Level of Service				A		A		B		B		B		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Magnolia Street/Garfield Avenue

Time Period: PM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	60	0.035	60	0.035	61	0.036	61	0.036	61	0.036		
NBT	2	3400	680	0.232*	685	0.234*	700	0.239*	705	0.240*	705	0.240*		
NBR	S	S	110	S	110	S	112	S	112	S	112	S		
SBL	1	1700	50	0.029*	50	0.029*	51	0.030*	51	0.030*	51	0.030*		
SBT	2	3400	670	0.197	679	0.200	691	0.203	700	0.207	700	0.207		
SBR	1	1700	30	0.018	30	0.018	32	0.019	32	0.019	32	0.019		
EBL	1	1700	60	0.035	60	0.035	63	0.037	63	0.037	63	0.037		
EBT	2	3400	480	0.182*	480	0.183*	498	0.189*	498	0.189*	498	0.189*		
EBR	S	S	140	S	141	S	143	S	144	S	144	S		
WBL	1	1700	100	0.059*	101	0.060*	102	0.060*	103	0.061*	103	0.061*		
WBT	2	3400	550	0.182	550	0.182	569	0.188	569	0.188	569	0.188		
WBR	S	S	70	S	70	S	71	S	71	S	71	S		
Sum of Critical V/C Ratios				0.502		0.506		0.518		0.520		0.520		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.552		0.556		0.568		0.570		0.570		
Level of Service				A		A		A		A		A		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach
Project: Wardlow School Site Residential Development
Intersection: Magnolia Street/Yorktown Avenue
Time Period: PM Peak Hour
Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	100	0.059*	103	0.061*	103	0.061*	106	0.062*				
NBT	2	3400	680	0.217	685	0.220	694	0.222	699	0.224				
NBR	S	S	60	S	63	S	61	S	64	S				
SBL	1	1700	70	0.041	70	0.041	71	0.042	71	0.042				
SBT	2	3400	730	0.241*	741	0.244*	745	0.249*	756	0.252*				
SBR	S	S	90	S	90	S	100	S	100	S				
EBL	1	1700	100	0.059	100	0.059	108	0.064	108	0.064				
EBT	2	3400	390	0.135*	390	0.137*	417	0.144*	417	0.146*				
EBR	S	S	70	S	75	S	73	S	78	S				
WBL	1	1700	120	0.071*	125	0.074*	122	0.072*	127	0.075*				
WBT	2	3400	350	0.132	350	0.132	371	0.139	371	0.139				
WBR	S	S	100	S	100	S	102	S	102	S				
Sum of Critical V/C Ratios				0.506		0.516		0.526		0.535				
Clearance Interval				0.050		0.050		0.050		0.050				
ICU Value				0.556		0.566		0.576		0.585				
Level of Service				A		A		A		A				

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Magnolia Street/Adams Avenue

Time Period: PM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	110	0.065	110	0.065	120	0.071	120	0.071	120	0.071		
NBT	2	3400	620	0.232*	623	0.233*	632	0.237*	635	0.238*	635	0.238*		
NBR	S	S	170	S	170	S	173	S	173	S	173	S		
SBL	1	1700	190	0.112*	192	0.113*	194	0.114*	196	0.115*	196	0.115*		
SBT	2	3400	590	0.215	592	0.216	602	0.219	604	0.220	604	0.220		
SBR	S	S	140	S	142	S	143	S	145	S	145	S		
EBL	1	1700	30	0.018*	34	0.020*	32	0.019*	36	0.021*	36	0.021*		
EBT	3	5100	730	0.153	730	0.153	762	0.161	762	0.161	762	0.161		
EBR	S	S	50	S	50	S	57	S	57	S	57	S		
WBL	1	1700	140	0.082	140	0.082	143	0.084	143	0.084	143	0.084		
WBT	3	5100	1540	0.337*	1541	0.338*	1588	0.347*	1589	0.348*	1589	0.348*		
WBR	S	S	180	S	183	S	184	S	187	S	187	S		
Sum of Critical V/C Ratios				0.699		0.704		0.717		0.722		0.722		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.749		0.754		0.767		0.772		0.772		
Level of Service				C		C		C		C		C		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Newland Street/Yorktown Avenue

Time Period: PM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	60	0.035*	60	0.035*	61	0.036*	61	0.036*	61	0.036*		
NBT	2	3400	540	0.162	540	0.162	551	0.165	551	0.165	551	0.165		
NBR	S	S	10	S	10	S	10	S	10	S	10	S		
SBL	1	1700	90	0.053	92	0.054	92	0.054	92	0.054	94	0.055		
SBT	2	3400	500	0.182*	500	0.182*	510	0.186*	510	0.186*	510	0.186*		
SBR	S	S	120	S	120	S	122	S	122	S	122	S		
EBL	1	1700	90	0.053*	90	0.053*	93	0.055*	93	0.055*	93	0.055*		
EBT	2	3400	480	0.168	483	0.169	517	0.179	520	0.180	520	0.180		
EBR	S	S	90	S	90	S	93	S	93	S	93	S		
WBL	1	1700	30	0.018	30	0.018	31	0.018	31	0.018	31	0.018		
WBT	1	1700	400	0.235*	402	0.236*	431	0.254*	433	0.255*	433	0.255*		
WBR	1	1700	90	0.053	91	0.054	92	0.054	93	0.055	93	0.055		
Sum of Critical V/C Ratios				0.505		0.506		0.531		0.532		0.532		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.555		0.556		0.581		0.582		0.582		
Level of Service				A		A		A		A		A		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Newland Street/Adams Avenue

Time Period: PM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	60	0.035	60	0.035	61	0.036	61	0.036	61	0.036		
NBT	2	3400	400	0.138*	400	0.139*	408	0.141*	408	0.141*	408	0.141*		
NBR	S	S	70	S	71	S	71	S	72	S	72	S		
SBL	1	1700	100	0.059*	100	0.059*	102	0.060*	102	0.060*	102	0.060*		
SBT	2	3400	380	0.141	380	0.141	388	0.144	388	0.144	388	0.144		
SBR	S	S	100	S	100	S	102	S	102	S	102	S		
EBL	1	1700	60	0.035*	60	0.035*	61	0.036*	61	0.036*	61	0.036*		
EBT	3	5100	660	0.139	663	0.140	697	0.147	700	0.148	700	0.148		
EBR	S	S	50	S	50	S	53	S	53	S	53	S		
WBL	1	1700	100	0.059	101	0.059	102	0.060	103	0.061	103	0.061		
WBT	3	5100	1540	0.325*	1542	0.326*	1596	0.337*	1598	0.337*	1598	0.337*		
WBR	S	S	120	S	120	S	122	S	122	S	122	S		
Sum of Critical V/C Ratios				0.557		0.559		0.574		0.574		0.574		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.607		0.609		0.624		0.624		0.624		
Level of Service				B		B		B		B		B		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Bushard Street/Yorktown Avenue

Time Period: PM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	90	0.053	90	0.053	92	0.054	92	0.054	92	0.054		
NBT	2	3400	470	0.156*	470	0.156*	479	0.159*	479	0.159*	479	0.159*		
NBR	S	S	60	S	60	S	61	S	61	S	61	S		
SBL	1	1700	40	0.024*	40	0.024*	41	0.024*	41	0.024*	41	0.024*		
SBT	2	3400	380	0.124	380	0.124	388	0.126	388	0.127	388	0.127		
SBR	S	S	40	S	42	S	41	S	43	S	43	S		
EBL	1	1700	70	0.041*	71	0.042*	72	0.042	73	0.043	73	0.043		
EBT	2	3400	360	0.126	362	0.127	384	0.134*	386	0.135*	386	0.135*		
EBR	S	S	70	S	70	S	72	S	72	S	72	S		
WBL	1	1700	130	0.076	130	0.076	133	0.078*	133	0.078*	133	0.078*		
WBT	2	3400	460	0.162*	463	0.163*	483	0.169	486	0.170	486	0.170		
WBR	S	S	90	S	90	S	92	S	92	S	92	S		
Sum of Critical V/C Ratios				0.383		0.385		0.395		0.396		0.396		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.433		0.435		0.445		0.446		0.446		
Level of Service				A		A		A		A		A		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

LEVEL OF SERVICE CALCULATIONS INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Jurisdiction: City of Huntington Beach

Project: Wardlow School Site Residential Development

Intersection: Bushard Street/Adams Avenue

Time Period: PM Peak Hour

Scenarios: Existing Conditions, Existing plus Project, 2014 Without Project, & 2014 With Project

Direction/ Movement	Number Of Lanes	Capacity	Existing Conditions			Existing Plus Project			2014 Without Project			2014 With Project		
			Peak Hour Traffic Volume	Volume/ Capacity Ratio										
NBL	1	1700	90	0.053	91	0.054	92	0.055	94	0.055	94	0.055		
NBT	2	3400	450	0.156*	450	0.156*	459	0.159*	459	0.159*	459	0.159*		
NBR	S	S	80	S	80	S	82	S	82	S	82	S		
SBL	1	1700	100	0.059*	100	0.059*	102	0.060*	102	0.060*	102	0.060*		
SBT	2	3400	350	0.132	350	0.132	357	0.135	357	0.135	357	0.135		
SBR	S	S	100	S	100	S	102	S	102	S	102	S		
EBL	1	1700	70	0.041*	70	0.041*	71	0.042*	71	0.042*	71	0.042*		
EBT	3	5100	870	0.198	872	0.198	902	0.205	904	0.206	904	0.206		
EBR	S	S	140	S	140	S	145	S	145	S	145	S		
WBL	1	1700	40	0.024	40	0.024	41	0.024	41	0.024	41	0.024		
WBT	3	5100	1740	0.367*	1743	0.367*	1791	0.377*	1794	0.378*	1794	0.378*		
WBR	S	S	130	S	130	S	133	S	133	S	133	S		
Sum of Critical V/C Ratios				0.623		0.623		0.638		0.639		0.639		
Clearance Interval				0.050		0.050		0.050		0.050		0.050		
ICU Value				0.673		0.673		0.688		0.689		0.689		
Level of Service				B		B		B		B		B		

NOTE: "S" indicates shared lane. "*" indicates critical movement.

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Adams Ave/Shorewood Cir			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	3/6/2009			Analysis Year	Existing			
Analysis Time Period	AM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Adams Avenue</i>				North/South Street: <i>Shorewood Circle</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1500	20	10	510	10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1500	20	10	510	10		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		30	20		20		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	30	20	0	20		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR			LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LR			LR		
v (veh/h)	10	10	30			40		
C (m) (veh/h)	1056	445	358			189		
v/c	0.01	0.02	0.08			0.21		
95% queue length	0.03	0.07	0.27			0.77		
Control Delay (s/veh)	8.4	13.3	16.0			29.1		
LOS	A	B	C			D		
Approach Delay (s/veh)	-	-	16.0			29.1		
Approach LOS	-	-	C			D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Adams Ave/Shorewood Cir			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	2/3/2012			Analysis Year	Existing plus Project			
Analysis Time Period	AM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Adams Avenue</i>				North/South Street: <i>Shorewood Circle</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1503	20	10	511	10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1503	20	10	511	10		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		30	21		21		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	30	21	0	21		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR			LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LR			LR		
v (veh/h)	10	10	30			42		
C (m) (veh/h)	1056	444	357			187		
v/c	0.01	0.02	0.08			0.22		
95% queue length	0.03	0.07	0.27			0.83		
Control Delay (s/veh)	8.4	13.3	16.0			29.7		
LOS	A	B	C			D		
Approach Delay (s/veh)	-	-	16.0			29.7		
Approach LOS	-	-	C			D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Adams Ave/Shorewood Cir			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	5/14/2012			Analysis Year	2014 Without Project			
Analysis Time Period	AM Peak Hour							
Project Description: Wardlow School Site Residential Development								
East/West Street: Adams Avenue				North/South Street: Shorewood Circle				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1544	20	10	531	10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1544	20	10	531	10		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		31	20		20		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	31	20	0	20		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR			LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR			LR	
v (veh/h)	10	10		31			40	
C (m) (veh/h)	1038	428		347			175	
v/c	0.01	0.02		0.09			0.23	
95% queue length	0.03	0.07		0.29			0.85	
Control Delay (s/veh)	8.5	13.6		16.4			31.6	
LOS	A	B		C			D	
Approach Delay (s/veh)	--	--	16.4			31.6		
Approach LOS	--	--	C			D		

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	R Garland				Intersection	Adams Ave/Shorewood Cir		
Agency/Co.	Garland Associates				Jurisdiction	City of Huntington Beach		
Date Performed	5/14/2012				Analysis Year	2014 With Project		
Analysis Time Period	AM Peak Hour							
Project Description: <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Adams Avenue</i>					North/South Street: <i>Shorewood Circle</i>			
Intersection Orientation: <i>East-West</i>					Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments								
Major Street		Eastbound			Westbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1547	20	10	532	10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1547	20	10	532	10		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street		Northbound			Southbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		31	21		21		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	31	21	0	21		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR			LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LR			LR		
v (veh/h)	10	10	31			42		
C (m) (veh/h)	1037	427	346			175		
v/c	0.01	0.02	0.09			0.24		
95% queue length	0.03	0.07	0.29			0.90		
Control Delay (s/veh)	8.5	13.6	16.4			31.9		
LOS	A	B	C			D		
Approach Delay (s/veh)	-	-	16.4			31.9		
Approach LOS	-	-	C			D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Adams Ave/Shorewood Cir			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	3/6/2009			Analysis Year	Existing			
Analysis Time Period	PM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Adams Avenue</i>				North/South Street: <i>Shorewood Circle</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1070	10	60	1840	30		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1070	10	60	1840	30		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		10	0		10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	10	0	0	10		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach	N			N				
Storage	0			0				
RT Channelized	0			0				
Lanes	0	0	0	0	0	0		
Configuration	LR			LR				
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LR			LR		
v (veh/h)	10	60	10			10		
C (m) (veh/h)	326	653	495			277		
v/c	0.03	0.09	0.02			0.04		
95% queue length	0.09	0.30	0.06			0.11		
Control Delay (s/veh)	16.4	11.1	12.4			18.5		
LOS	C	B	B			C		
Approach Delay (s/veh)	-	-	12.4			18.5		
Approach LOS	-	-	B			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Adams Ave/Shorewood Cir			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	2/3/2012			Analysis Year	Existing plus Project			
Analysis Time Period	PM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Adams Avenue</i>				North/South Street: <i>Shorewood Circle</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1072	10	60	1843	31		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1072	10	60	1843	31		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0					0
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	10	0	0	11			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	10	0	0	11		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR			LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LR			LR		
v (veh/h)	10	60	10			11		
C (m) (veh/h)	325	652	494			276		
v/c	0.03	0.09	0.02			0.04		
95% queue length	0.10	0.30	0.06			0.12		
Control Delay (s/veh)	16.4	11.1	12.4			18.6		
LOS	C	B	B			C		
Approach Delay (s/veh)	--	--	12.4			18.6		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	R Garland				Intersection	Adams Ave/Shorewood Cir		
Agency/Co.	Garland Associates				Jurisdiction	City of Huntington Beach		
Date Performed	5/14/2012				Analysis Year	2014 Without Project		
Analysis Time Period	PM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Adams Avenue</i>					North/South Street: <i>Shorewood Circle</i>			
Intersection Orientation: <i>East-West</i>					Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1108	10	61	1894	31		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1108	10	61	1894	31		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		10	0		10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	10	0	0	10		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR			LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LR			LR		
v (veh/h)	10	61	10			10		
C (m) (veh/h)	311	632	481			266		
v/c	0.03	0.10	0.02			0.04		
95% queue length	0.10	0.32	0.06			0.12		
Control Delay (s/veh)	17.0	11.3	12.6			19.1		
LOS	C	B	B			C		
Approach Delay (s/veh)	--	--	12.6			19.1		
Approach LOS	--	--	B			C		

ATTACHMENT NO. 5.194

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Adams Ave/Shorewood Cir			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	5/14/2012			Analysis Year	2014 With Project			
Analysis Time Period	PM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Adams Avenue</i>				North/South Street: <i>Shorewood Circle</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	1110	10	61	1897	32		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	1110	10	61	1897	32		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	1	1	2	1		
Configuration	L	T	R	L	T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		10	0		10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	10	0	0	10		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR			LR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR			LR	
v (veh/h)	10	61		10			10	
C (m) (veh/h)	310	631		480			265	
v/c	0.03	0.10		0.02			0.04	
95% queue length	0.10	0.32		0.06			0.12	
Control Delay (s/veh)	17.0	11.3		12.7			19.1	
LOS	C	B		B			C	
Approach Delay (s/veh)	--	--		12.7			19.1	
Approach LOS	--	--		B			C	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	3/6/2009			Analysis Year	Existing		
Analysis Time Period	AM Peak Hour						
Project Description <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		790	10	30	600		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	790	10	30	600	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				10		40	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	40	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume (veh/h)		30		50			
Capacity (veh/h)		832		417			
Volume/Capacity		0.04		0.12			
95% queue length		0.11		0.41			
Control Delay (s/veh)		9.5		14.8			
LOS		A		B			
Approach Delay (s/veh)	--	--		14.8			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	2/3/2012			Analysis Year	Existing plus Project		
Analysis Time Period	AM Peak Hour						
Project Description <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		790	13	36	600		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	790	13	36	600	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				19		58	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	58	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		36		77			
C (m) (veh/h)		830		383			
v/c		0.04		0.20			
95% queue length		0.14		0.74			
Control Delay (s/veh)		9.5		16.7			
LOS		A		C			
Approach Delay (s/veh)	-	-		16.7			
Approach LOS	-	-		C			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	2/3/2012			Analysis Year	2014 Without Project		
Analysis Time Period	AM Peak Hour						
Project Description <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		806	10	31	612		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	806	10	31	612	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				10		41	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	41	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	LR				
v (veh/h)		31	51				
C (m) (veh/h)		820	410				
v/c		0.04	0.12				
95% queue length		0.12	0.42				
Control Delay (s/veh)		9.6	15.0				
LOS		A	C				
Approach Delay (s/veh)	--	--	15.0				
Approach LOS	--	--	C				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	2/3/2012			Analysis Year	2014 With Project			
Analysis Time Period	AM Peak Hour							
Project Description: Wardlow School Site Residential Development								
East/West Street: Pioneer Drive				North/South Street: Magnolia Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		806	13	37	612			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	806	13	37	612	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				19		59		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	59		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		37		78				
C (m) (veh/h)		818		376				
v/c		0.05		0.21				
95% queue length		0.14		0.77				
Control Delay (s/veh)		9.6		17.1				
LOS		A		C				
Approach Delay (s/veh)	--	--		17.1				
Approach LOS	--	--		C				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	3/6/2009			Analysis Year	Existing		
Analysis Time Period	PM Peak Hour						
Project Description: <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		810	20	20	890		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	810	20	20	890	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				40		30	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	40	0	30	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		20		70			
C (m) (veh/h)		811		221			
v/c		0.02		0.32			
95% queue length		0.08		1.30			
Control Delay (s/veh)		9.6		28.7			
LOS		A		D			
Approach Delay (s/veh)	--	--		28.7			
Approach LOS	--	--		D			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	5/14/2012			Analysis Year	Existing plus Project		
Analysis Time Period	PM Peak Hour						
Project Description <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		810	30	41	890		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	810	30	41	890	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				46		41	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	46	0	41	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		41		87			
C (m) (veh/h)		804		215			
v/c		0.05		0.40			
95% queue length		0.16		1.83			
Control Delay (s/veh)		9.7		32.7			
LOS		A		D			
Approach Delay (s/veh)	--	--		32.7			
Approach LOS	--	--		D			

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	2/3/2012			Analysis Year	2014 Without Project			
Analysis Time Period	PM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		826	20	20	908			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	826	20	20	908	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	1	2		0	
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				41		31		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	41	0	31		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0				0	
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		20		72				
C (m) (veh/h)		800		214				
v/c		0.03		0.34				
95% queue length		0.08		1.41				
Control Delay (s/veh)		9.6		30.1				
LOS		A		D				
Approach Delay (s/veh)	--	--	30.1					
Approach LOS	--	--	D					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	5/14/2012			Analysis Year	2011 With Project		
Analysis Time Period	PM Peak Hour						
Project Description: Wardlow School Site Residential Development							
East/West Street: Pioneer Drive				North/South Street: Magnolia Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		826	30	41	908		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	826	30	41	908	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				47		43	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	47	0	43	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		41		90			
C (m) (veh/h)		793		208			
v/c		0.05		0.43			
95% queue length		0.16		2.01			
Control Delay (s/veh)		9.8		34.9			
LOS		A		D			
Approach Delay (s/veh)	-	-		34.9			
Approach LOS	-	-		D			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	8/7/09			Analysis Year	Existing w Baseball		
Analysis Time Period	PM Peak Hour						
Project Description: Wardlow School Site Residential Development							
East/West Street: Pioneer Drive				North/South Street: Magnolia Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		840	40	60	870		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	840	40	60	870	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				28		50	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	28	0	50	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		60		78			
C (m) (veh/h)		777		244			
v/c		0.08		0.32			
95% queue length		0.25		1.33			
Control Delay (s/veh)		10.0		26.5			
LOS		B		D			
Approach Delay (s/veh)	--	--		26.5			
Approach LOS	--	--		D			

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	2/3/2012			Analysis Year	Existing w Baseball + Project			
Analysis Time Period	PM Peak Hour							
Project Description: <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		840	50	81	870			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	840	50	81	870	0		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				34		62		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	34	0	62		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		81		96				
C (m) (veh/h)		770		228				
v/c		0.11		0.42				
95% queue length		0.35		1.95				
Control Delay (s/veh)		10.2		31.8				
LOS		B		D				
Approach Delay (s/veh)	-	-		31.8				
Approach LOS	-	-		D				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	2/3/2012			Analysis Year	2014 Wout Project w Baseball		
Analysis Time Period	PM Peak Hour						
Project Description <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		857	41	61	887		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	857	41	61	887	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				29		51	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	29	0	51	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		61		80			
C (m) (veh/h)		765		233			
v/c		0.08		0.34			
95% queue length		0.26		1.46			
Control Delay (s/veh)		10.1		28.3			
LOS		B		D			
Approach Delay (s/veh)	-	-		28.3			
Approach LOS	-	-		D			

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	R Garland				Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates				Jurisdiction	City of Huntington Beach		
Date Performed	2/3/2012				Analysis Year	2014 With Project w Baseball		
Analysis Time Period	PM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Pioneer Drive</i>					North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>					Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		857	51	82	887			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	857	51	82	887	0		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				35		63		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	35	0	63		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LR					
v (veh/h)		82	98					
C (m) (veh/h)		758	218					
v/c		0.11	0.45					
95% queue length		0.36	2.14					
Control Delay (s/veh)		10.3	34.3					
LOS		B	D					
Approach Delay (s/veh)	--	--	34.3					
Approach LOS	--	--	D					

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	R Garland		Intersection	Magnolia St/Pioneer Drive				
Agency/Co	Garland Associates		Jurisdiction	City of Huntington Beach				
Date Performed	8/7/09		Analysis Year	Existing w Baseball				
Analysis Time Period	Saturday PM Peak Hour							
Project Description: Wardlow School Site Residential Development								
East/West Street: Pioneer Drive			North/South Street: Magnolia Street					
Intersection Orientation: North-South			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		750	30	40	740			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	780	30	40	740	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				50		80		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	50	0	80		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		40		130				
C (m) (veh/h)		825		293				
v/c		0.05		0.44				
95% queue length		0.15		2.16				
Control Delay (s/veh)		9.6		26.7				
LOS		A		D				
Approach Delay (s/veh)	--	--		26.7				
Approach LOS	--	--		D				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive			
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach			
Date Performed	2/3/2012			Analysis Year	Existing + Project w Baseball			
Analysis Time Period	Saturday PM Peak Hour							
Project Description <i>Wardlow School Site Residential Development</i>								
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		780	40	61	740			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	780	40	61	740	0		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				56		92		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	56	0	92		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		61		148				
C (m) (veh/h)		818		274				
w/c		0.07		0.54				
95% queue length		0.24		2.97				
Control Delay (s/veh)		9.8		32.6				
LOS		A		D				
Approach Delay (s/veh)	--	--	32.6					
Approach LOS	--	--	D					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	2/3/2012			Analysis Year	2014 Wout Project w Baseball		
Analysis Time Period	Saturday PM Peak Hour						
Project Description <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		796	31	41	755		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	796	31	41	755	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				51		82	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	51	0	82	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0		0
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		41		133			
C (m) (veh/h)		813		283			
v/c		0.05		0.47			
95% queue length		0.16		2.36			
Control Delay (s/veh)		9.7		28.5			
LOS		A		D			
Approach Delay (s/veh)	-	-		28.5			
Approach LOS	-	-		D			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Magnolia St/Pioneer Drive		
Agency/Co.	Garland Associates			Jurisdiction	City of Huntington Beach		
Date Performed	2/3/2012			Analysis Year	2014 W Project w Baseball		
Analysis Time Period	Saturday PM Peak Hour						
Project Description <i>Wardlow School Site Residential Development</i>							
East/West Street: <i>Pioneer Drive</i>				North/South Street: <i>Magnolia Street</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		796	41	62	755		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	796	41	62	755	0	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				57		94	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	57	0	94	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		62		151			
C (m) (veh/h)		806		266			
w/c		0.08		0.57			
95% queue length		0.25		3.22			
Control Delay (s/veh)		9.8		34.9			
LOS		A		D			
Approach Delay (s/veh)	-	-		34.9			
Approach LOS	-	-		D			

77. Newland St & Garfield Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11*	190	.11
NBT	2	3400	560	.16	760	.22*
NBR	d	1700	150	.09	90	.05
SBL	1	1700	90	.05	100	.06*
SBT	2	3400	550	.16*	510	.15
SBR	d	1700	90	.05	110	.06
EBL	1	1700	60	.04	80	.05
EBT	2	3400	740	.22*	800	.24*
EBR	d	1700	200	.12	120	.07
WBL	1	1700	50	.03*	110	.06*
WBT	2	3400	410	.12	700	.21
WBR	d	1700	110	.06	130	.08
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .63

2030 Beach/Edinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	170	.10*	210	.12
NBT	2	3400	530	.16	720	.21*
NBR	d	1700	190	.11	80	.05
SBL	1	1700	90	.05	110	.06*
SBT	2	3400	530	.16*	460	.14
SBR	d	1700	100	.06	110	.06
EBL	1	1700	60	.04	70	.04
EBT	2	3400	760	.22*	710	.21*
EBR	d	1700	220	.13	120	.07
WBL	1	1700	40	.02*	140	.08*
WBT	2	3400	350	.10	580	.20
WBR	d	1700	100	.06	150	.09
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .55 .61

78. Magnolia St & Garfield Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05	170	.10*
NBT	2	3400	940	.28*	820	.24
NBR	d	1700	180	.11	170	.10
SBL	1	1700	140	.08*	110	.06
SBT	2	3400	600	.18	880	.26*
SBR	1	1700	60	.04	170	.10
EBL	1	1700	60	.04	300	.18*
EBT	2	3400	770	.23*	490	.14
EBR	d	1700	110	.06	110	.06
WBL	1	1700	130	.08*	290	.17
WBT	2	3400	340	.10	710	.21*
WBR	d	1700	80	.05	120	.07
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .72 .80

2030 Beach/Edinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	80+1	.05	170	.10*
NBT	2	3400	940	.28*	830	.24
NBR	d	1700	190	.11	160	.09
SBL	1	1700	130	.08*	110	.06
SBT	2	3400	600	.18	880	.26*
SBR	1	1700	40	.02	170	.10
EBL	1	1700	50	.03	270	.16*
EBT	2	3400	830	.24*	450	.13
EBR	d	1700	120	.07	110	.06
WBL	1	1700	140	.08*	270	.16
WBT	2	3400	310	.09	740	.22*
WBR	d	1700	90	.05	110	.06
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .73 .79

Project Traffic → .73
 2030 Without Project → .73
 2030 With Project → .73

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88. Newland St & Yorktown Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05	90	.05
NBT	2	3400	500	.15*	780	.23*
NBR	d	1700	140	.08	40	.02
SBL	1	1700	230	.14*	100	.06*
SBT	2	3400	640	.19	670	.20
SBR	d	1700	100	.06	70	.04
EBL	1	1700	90	.05*	180	.09*
EBT	2	3400	740	.22	660	.19
EBR	d	1700	100	.06	120	.07
WBL	1	1700	60	.04	80	.05
WBT	1	1700	610	.36*	720	.42*
WBR	1	1700	120	.07	180	.11
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .75 .85

2030 Beach/Edinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05	90	.05
NBT	2	3400	500	.15*	790	.23*
NBR	d	1700	110	.06	40	.02
SBL	1	1700	220	.13*	100	.06*
SBT	2	3400	660	.19	650	.19
SBR	d	1700	70	.04	70	.04
EBL	1	1700	70	.04*	130	.08*
EBT	2	3400	780	.23	620	.18
EBR	d	1700	100	.06	120	.07
WBL	1	1700	60	.04	80	.05
WBT	1	1700	560	.33*	740	.44*
WBR	1	1700	120	.07	170	.10
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .70 .86

89. Magnolia St & Yorktown Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11*	90	.05*
NBT	2	3400	690	.20	850	.25
NBR	d	1700	160	.09	70	.04
SBL	1	1700	120	.07	80	.05
SBT	2	3400	570	.17*	960	.28*
SBR	d	1700	160	.09	100	.06
EBL	1	1700	320	.19	90	.05*
EBT	2	3400	730	.21*	650	.19
EBR	d	1700	80	.05	90	.05
WBL	1	1700	170	.10*	90	.05
WBT	2	3400	390	.11	750	.22*
WBR	d	1700	60	.04	70	.04
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .64 .65

2030 Beach/Edinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11*	90	.05*
NBT	2	3400	680	.20	850	.25
NBR	d	1700	160	.09	70	.04
SBL	1	1700	120	.07	90	.05
SBT	2	3400	580	.17*	940	.28*
SBR	d	1700	160	.09	110	.06
EBL	1	1700	310	.18	80	.05*
EBT	2	3400	740	.22*	620	.18
EBR	d	1700	90	.05	90	.05
WBL	1	1700	170	.10*	80	.05
WBT	2	3400	360	.11	760	.22*
WBR	d	1700	60	.04	80	.05
Clearance Interval				.05*	.05*	

TOTAL CAPACITY UTILIZATION .65 .65

90. Bushard St & Yorktown Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	110	.06	260	.15*
NBT	2	3400	740	.22*	710	.21
NBR	d	1700	180	.11	50	.03
SBL	1	1700	120	.07*	40	.02
SBT	2	3400	550	.16	580	.17*
SBR	d	1700	80	.05	140	.08
EBL	1	1700	90	.05	150	.09
EBT	2	3400	860	.25*	500	.15*
EBR	d	1700	170	.10	130	.08
WBL	1	1700	60	.04*	220	.13*
WBT	2	3400	480	.14	580	.17
WBR	d	1700	50	.03	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .63 .65

2030 Beach/Edinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	100	.06	250	.15*
NBT	2	3400	750	.22*	740	.22
NBR	d	1700	190	.11	50	.03
SBL	1	1700	120	.07*	50	.03
SBT	2	3400	560	.16	580	.17*
SBR	d	1700	80	.05	120	.07
EBL	1	1700	100	.06	140	.08
EBT	2	3400	870	.25*	500	.15*
EBR	d	1700	170	.10	140	.08
WBL	1	1700	60	.04*	210	.12*
WBT	2	3400	470	.14	610	.18
WBR	d	1700	50	.03	70	.04
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .64 .64

91. Brookhurst St & Yorktown Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	70	.04	150	.09
NBT	3	5100	1380	.27*	1730	.34*
NBR	d	1700	80	.05	110	.06
SBL	1	1700	50	.03*	90	.05*
SBT	3	5100	950	.19	1390	.27
SBR	d	1700	190	.11	420	.25
EBL	1	1700	260	.15*	220	.13*
EBT	2	3400	480	.14	380	.11
EBR	d	1700	190	.11	160	.09
WBL	1	1700	100	.06	210	.12
WBT	2	3400	260	.08*	390	.11*
WBR	d	1700	70	.04	50	.03
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .58 .68

2030 Beach/Edinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	70	.04	150	.09
NBT	3	5100	1390	.27*	1720	.34*
NBR	d	1700	80	.05	110	.06
SBL	1	1700	50	.03*	80	.05*
SBT	3	5100	930	.18	1400	.27
SBR	d	1700	190	.11	440	.26
EBL	1	1700	260	.15*	210	.12*
EBT	2	3400	490	.14	380	.11
EBR	d	1700	180	.11	170	.10
WBL	1	1700	100	.06	200	.12
WBT	2	3400	250	.07*	390	.11*
WBR	d	1700	70	.04	40	.02
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .67

94. Beach Blvd & Adams Ave

2030 General Plan							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	90	.05	270	.16*	
NBT	3	5100	820	.24*	1100	.25	
NBR	0	0	440	.26	200		
SBL	2	3400	290	.09*	360	.11	
SBT	3	5100	970	.20	1200	.27*	
SBR	0	0	70		190		
EBL	1	1700	250	.15*	150	.09*	
EBT	3	5100	1150	.24	760	.16	
EBR	0	0	50		70		
WBL	1	1700	80	.05	320	.19	
WBT	2	3400	590	.17*	1020	.30*	
WBR	1	1700	350	.21	470	.28	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .70 .87

2030 Beach/Edinger Specific Plan							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	80	.05	280	.16*	
NBT	3	5100	760	.22*	1100	.25	
NBR	0	0	400	.24	200		
SBL	2	3400	330	.10*	360	.11	
SBT	3	5100	1000	.21	1160	.26*	
SBR	0	0	80		180		
EBL	1	1700	260	.15*	160	.09*	
EBT	3	5100	1130	.23	730	.15	
EBR	0	0	50		60		
WBL	1	1700	80	.05	310	.18	
WBT	2	3400	570	.17*	970	.29*	
WBR	1	1700	310	.18	510	.30	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .69 .85

95. Newland St & Adams Ave

2030 General Plan							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	150	.09*	90	.05	
NBT	2	3400	510	.15	610	.18*	
NBR	d	1700	170	.10	100	.06	
SBL	1	1700	170	.10	160	.09*	
SBT	2	3400	600	.18*	590	.17	
SBR	d	1700	50	.03	100	.06	
EBL	1	1700	60	.04	90	.05*	
EBT	3	5100	1790	.35*	1230	.24	
EBR	d	1700	150	.09	110	.06	
WBL	1	1700	40	.02*	120	.07	
WBT	3	5100	830	.16	1870	.37*	
WBR	d	1700	130	.08	280	.16	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .69 .74

2030 Beach/Edinger Specific Plan							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	140	.08*	80	.05	
NBT	2	3400	500	.15	600	.18*	
NBR	d	1700	170	.10	110	.06	
SBL	1	1700	170	.10	160	.09*	
SBT	2	3400	610	.18*	580	.17	
SBR	d	1700	40	.02	100	.06	
EBL	1	1700	70	.04	90	.05*	
EBT	3	5100	1800	.35*	1150	.23	
EBR	d	1700	140	.08	110	.06	
WBL	1	1700	40	.02*	120	.07	
WBT	3	5100	710	.14	1820	.36*	
WBR	d	1700	90	.05	310	.18	
Clearance Interval				.05*		.05*	

TOTAL CAPACITY UTILIZATION .68 .73

96. Magnolia St & Adams Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	190	.11	190	.11
NBT	2	3400	730	.21*	680	.20*
NBR	d	1700	310	.18	130	.08
SBL	1	1700	250	.15*	280	.16*
SBT	2	3400	670	.20	700	.21
SBR	d	1700	60	.04	410	.24
EBL	1	1700	110	.06	130	.08
EBT	3	5100	1980	.39*	1210	.24*
EBR	d	1700	90	.05	120	.07
WBL	1	1700	120	.07*	310	.18*
WBT	3	5100	750	.15	1560	.31
WBR	d	1700	250	.15	370	.22
Clearance Interval					.05*	.05*

TOTAL CAPACITY UTILIZATION .87 .83

2030 Beach/Rdinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	180	.11	200	.12
NBT	2	3400	720	.21*	670	.20*
NBR	d	1700	320	.19	130	.08
SBL	1	1700	250	.15*	240	.14*
SBT	2	3400	660	.19	710	.21
SBR	d	1700	60	.04	390	.23
EBL	1	1700	110	.06	130	.08
EBT	3	5100	2010	.39*	1160	.23*
EBR	d	1700	90	.05	110	.06
WBL	1	1700	130	.08*	320	.19*
WBT	3	5100	630	.12	1570	.31
WBR	d	1700	240	.14	370	.22
Clearance Interval					.05*	.05*

TOTAL CAPACITY UTILIZATION .88 .81

97. Eushard St & Adams Ave

2030 General Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	110	.06	110	.06
NBT	2	3400	500	.15*	490	.14*
NBR	d	1700	140	.08	80	.05
SBL	1	1700	280	.16*	230	.14*
SBT	2	3400	510	.15	330	.10
SBR	d	1700	70	.04	90	.05
EBL	1	1700	130	.08	120	.07*
EBT	3	5100	1890	.37*	1070	.21
EBR	d	1700	140	.08	100	.06
WBL	1	1700	90	.05*	200	.12
WBT	3	5100	970	.19	2120	.42*
WBR	d	1700	80	.05	380	.22
Clearance Interval					.05*	.05*

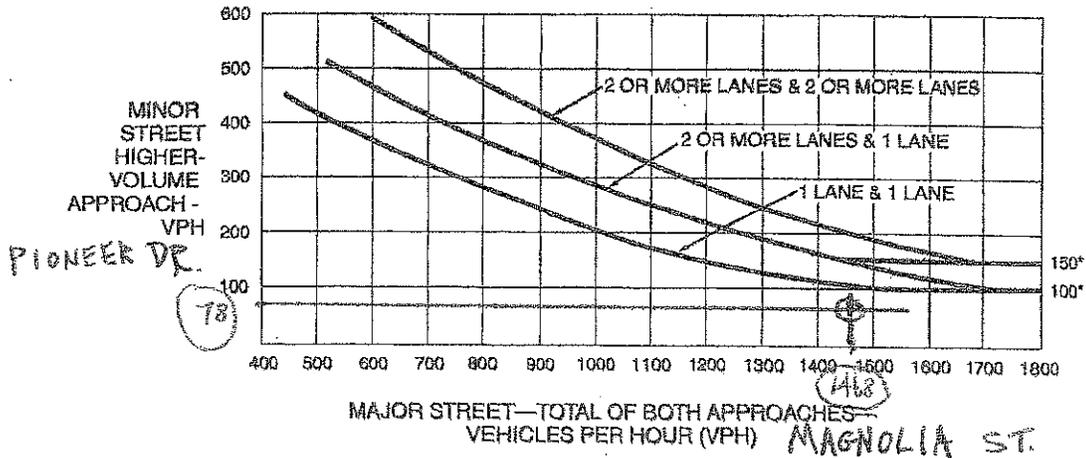
TOTAL CAPACITY UTILIZATION .78 .82

2030 Beach/Rdinger Specific Plan						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	110	.06	110	.06
NBT	2	3400	480	.14*	490	.14*
NBR	d	1700	170	.10	60	.04
SBL	1	1700	280	.16*	230	.14*
SBT	2	3400	510	.15	320	.09
SBR	d	1700	70	.04	100	.06
EBL	1	1700	150	.09	120	.07*
EBT	3	5100	1900	.37*	1010	.20
EBR	d	1700	140	.08	100	.06
WBL	1	1700	90	.05*	190	.11
WBT	3	5100	860	.17	2140	.42*
WBR	d	1700	80	.05	390	.23
Clearance Interval					.05*	.05*

TOTAL CAPACITY UTILIZATION .77 .82

AM

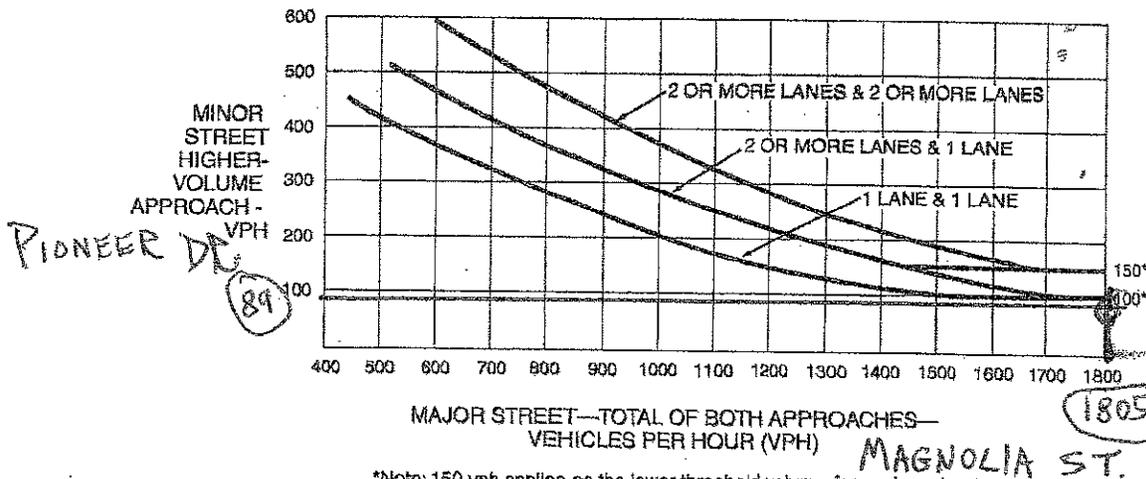
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PM

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**ZONING CONFORMANCE MATRIX
WARDLOW RESIDENTIAL SUBDIVION**

SECTION	ISSUE	CODE PROVISION	PROPOSED
210.06	Lot Area	Min. 6,000 sq. ft.	Interior Lots: Ranges from 4,152 sq. ft. to 5,864 sq. ft. Perimeter Lots: Ranges from 4,697 sq. ft. to 5,146 sq. ft.
	Lot Width Cul-de-sac width	Min. 60 ft. Min. 45 ft.	Ranges from 50 ft. to 58 ft. Ranges from 39 ft. 45 ft. (only one lot is proposed to have less than 45 ft. along terminus of Pioneer Drive and Lotus Lane)
	Density	1 unit/6,000 sq. ft. lot; max. 7 units/net acre	1 unit/4,250 sq. ft. lot (average); max. 6.5 units/net acre
210.06	Building Height	Max. 30 ft. from top of subfloor to roof peak; 35 ft. w/ CUP	Ranges from 27 ft. 2 in. to 30 ft. 1 in.*
210.06	Lot Coverage	Max 50%	Max. 51.3%**
210.06	Setbacks		
	Front	Min. 15 ft.	Complies
	Side	Min. 5 ft.	Complies
	Street Side	Min. 10 ft.	Complies
	Rear	Min. 10 ft.	Complies
	Garage Front entry	Min 20 ft.	Complies
230.70.C	Grading	Max. 3 feet between high and low points of existing grade	Approximately 1 feet 6 in. between high and low points of existing grade
231.04.B	Off-Street Parking - Number of spaces	2 enclosed+2 open/up to 4 BR unit	Complies
210.06 232.08.B	Landscaping	40% front yard setback 1-24" box tree per lot < 45 ft. in width; 1-36" box tree per lot ≥ 45' in width	Complies
230.88	Fences & Walls	Max. 6 ft. high along perimeter of side and rear yards; Max. 8 ft. high along perimeter abutting open space; Max. 6 ft. high interior fencing separating properties	5 ft.6 in. high along perimeter, exterior side, and interior walls of project

*Conditional Use Permit No. 08-25 suggested condition of approval No. 1(b) to reduce the overall height to a maximum of 30 ft.

**Conditional Use Permit No. 08-25 suggested condition of approval No. 1(a) to reduce the overall lot coverage to a maximum 50%.

DRAFT

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF HUNTINGTON BEACH APPROVING
GENERAL PLAN AMENDMENT NO. 08-04

WHEREAS, General Plan Amendment No. 08-04 proposes to amend the Land Use Element designation of the City's General Plan to incorporate a redesignation of the real property consisting of an approximately 8.35-acre parcel of land from P(RL) (Public with an underlying designation of Residential Low Density) to RL-7 (Residential Low Density -7 dwelling units per acre) on a property located at the north side of Pioneer Drive, east of Magnolia Avenue; and

Pursuant to California Government Code Section, the Planning Commission of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 08-04 and recommended approval of said entitlement to the City Council; and

Pursuant to California Government Code, the City Council of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 08-04; and

The City Council finds that said General Plan Amendment No. 08-04 is necessary for the changing needs and orderly development of the community, is necessary to accomplish refinement of the General Plan, and is consistent with other elements of the General Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach as follows:

SECTION 1: That the real property that is the subject of this Resolution (hereinafter referred to as the "Subject Property") is generally located at the north side of Pioneer Drive, east of Magnolia Avenue, and is more particularly described in the legal description and map attached hereto as Exhibits "A" and "B", respectively, and incorporated by this reference as though fully set forth herein.

SECTION 2: That General Plan Amendment No. 08-04, which amends the General Plan Land Use Element designation from Public with an underlying designation of Residential Low Density (P(RL)) to Residential Low Density – 7 dwelling units per acre (RL-7) for the subject site, is hereby approved. The Director of Planning and Building is hereby directed to prepare and file an amended Land Use Map. A copy of said map, as amended, shall be available for inspection in the Planning and Building Department.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the _____ day of _____, 2012.

REVIEWED AND APPROVED:

City Manager

Mayor

INITIATED AND APPROVED:

Director of Planning and Building

APPROVED AS TO FORM:

City Attorney MV-9-29-12

ATTACHMENTS

- Exhibit A: Legal Description
- Exhibit B: Sketch

BEING THAT PORTION OF LOT 86 OF TRACT NO. 4493, AS SHOWN ON A MAP FILED IN BOOK 159, PAGES 7 THROUGH 11 INCLUSIVE, OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ORANGE, STATE OF CALIFORNIA, TOGETHER WITH A PORTION OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 10 WEST, IN THE RANCHO LAS BOLSAS, AS PER MAP FILED IN BOOK 51, PAGE 14 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ORANGE, STATE OF CALIFORNIA, ALL IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 86; THENCE NORTH 89°31'53" EAST ALONG THE SOUTHERLY LINE OF SAID LOT, 433.50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 00°30'50" WEST 603.08 FEET TO THE NORTH LINE OF THE LAND DESCRIBED IN THE DEED RECORDED DECEMBER 28, 1962 IN BOOK 6375, PAGE 253 OF OFFICIAL RECORDS, SAID LINE ALSO BEING THE SOUTH LINE OF TRACT NO. 6080, AS SHOWN ON THE MAP FILED IN BOOK 230, PAGES 3 AND 4, OF MISCELLANEOUS MAPS IN THE OFFICE OF SAID COUNTY RECORDER; THENCE NORTH 89°32'56" EAST ALONG THE NORTH LINE OF SAID DEED, A DISTANCE OF 608.03 FEET TO THE WEST LINE OF THE LAND DESCRIBED IN THE DEED TO THE ORANGE COUNTY FLOOD CONTROL DISTRICT, RECORDED MARCH 16, 1961 IN BOOK 5657, PAGE 674 OF OFFICIAL RECORDS, SAID LINE ALSO BEING THE EAST LINE OF SAID LOT 86; THENCE ALONG SAID WEST AND EAST LINES THE FOLLOWING FOUR COURSES; SOUTH 00°40'18" EAST 193.15 FEET; SOUTH 00°36'08" EAST 319.92 FEET; SOUTH 89°23'52" WEST 5.00 FEET; SOUTH 00°36'08" EAST 39.59 FEET TO THE NORTHERLY CORNER OF LOT 14 OF SAID TRACT NO. 4493; THENCE SOUTH 60°29'58" WEST ALONG THE NORTH LINE OF SAID LOT 14, A DISTANCE OF 125.76 FEET, TO A POINT ON A NON-TANGENT CURVE, CONCAVE SOUTHERLY HAVING A RADIUS OF 70.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 44°52'18" EAST, SAID POINT BEING ON THE SOUTH LINE OF SAID LOT 86, AND THE NORTH RIGHT OF WAY LINE OF PIONEER DRIVE, BEING 60 FEET IN WIDTH; THENCE ALONG SAID SOUTH LINE THE FOLLOWING FOUR COURSES; NORTHWESTERLY ALONG SAID CURVE, HAVING A CENTRAL ANGLE OF 55°02'33", AN ARC DISTANCE OF 67.25 FEET; SOUTH 79°49'45" WEST 50.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 40.00 FEET; SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 09°42'08", AN ARC DISTANCE OF 6.77 FEET; SOUTH 89°31'53" WEST 376.49 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS: 8.354 ACRES MORE OR LESS.

AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.



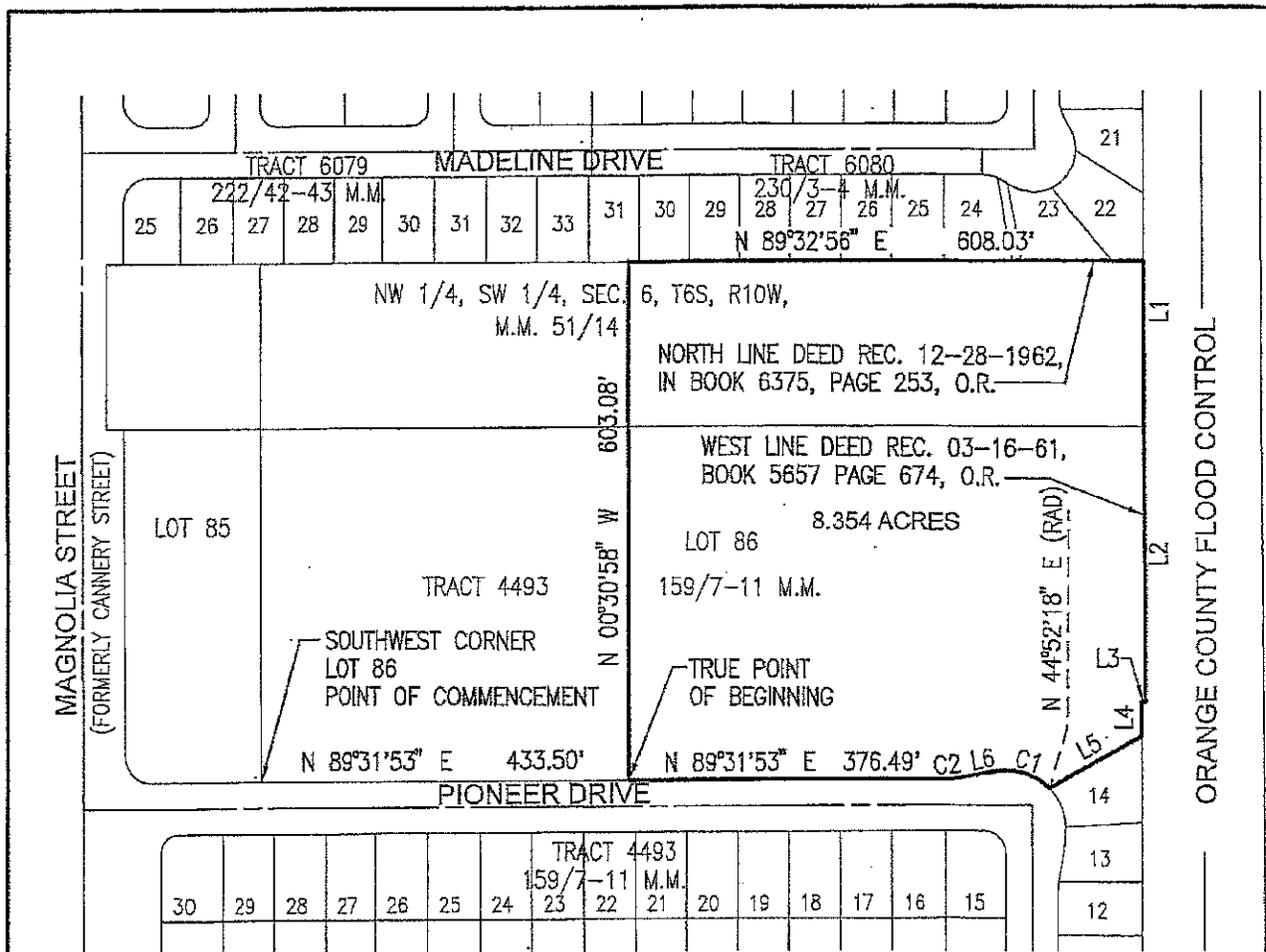
CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
2552 WHITE ROAD, SUITE B • IRVINE, CA 92614-6274
(949)-660-0110 FAX: 650-0418

EXHIBIT "A"
LEGAL DESCRIPTION
TO ACCOMPANY A SKETCH

W.O. No. 1498-844-1PW
Engr. J.W. Chk'd. J.W.

Date: 09/11/2012
Sheet 1 of 1

ATTACHMENT NO. 7.3

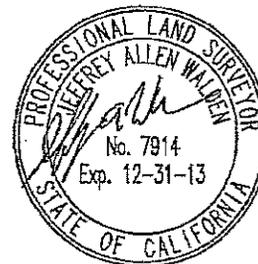


LINE	BEARING	DISTANCE
L1	N 00°40'18" W	193.15'
L2	N 00°36'08" W	319.92
L3	N 89°23'52" E	5.00'
L4	N 00°36'08" W	39.59'
L5	N 60°29'58" E	125.76'
L6	N 79°49'45" E	50.00'

CURVE	DELTA	RADIUS	LENGTH
C1	55°02'33"	70.00'	67.25'
C2	09°42'08"	40.00'	6.77'



SCALE: 1" = 200'



WALDEN & ASSOCIATES
 CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
 2552 WHITE ROAD, SUITE B • IRVINE, CA 92614-6236
 (949) 660-0110 FAX: 660-0418

EXHIBIT "B"

SKETCH TO ACCOMPANY
 A LEGAL DESCRIPTION

W.O. No. 1498-202-001
 Engr. J.W. Chk'd J.W.

Date 09/11/2012
 Sheet 1 Of 1

ORDINANCE NO. _____

DRAFT

AN ORDINANCE OF THE CITY OF HUNTINGTON BEACH
AMENDING THE HUNTINGTON BEACH ZONING AND SUBDIVISION
ORDINANCE BY CHANGING THE ZONING DESIGNATION FROM
PS (PUBLIC-SEMIPUBLIC) TO RL (RESIDENTIAL LOW DENSITY)
ON REAL PROPERTY LOCATED ON THE NORTH SIDE OF PIONEER DRIVE,
EAST OF MAGNOLIA AVENUE (ZONING MAP AMENDMENT NO. 08-04)

WHEREAS, pursuant to the State Planning and Zoning Law, the Huntington Beach Planning Commission and Huntington Beach City Council have held separate public hearings relative to Zoning Map Amendment No. 08-04, wherein both bodies have carefully considered all information presented at said hearings, and after due consideration of the findings and recommendations of the Planning Commission and all evidence presented to said City Council, the City Council finds that such zone change is proper, and consistent with the General Plan.

NOW, THEREFORE, the City Council of the City of Huntington Beach does ordain as follows:

1. That the real property located on the north side of Pioneer Drive, west of Magnolia Avenue, and more particularly described in the legal description and sketch collectively attached hereto as Exhibit A and incorporated by this reference as though fully set forth herein, is hereby changed from PS (Public-Semipublic) to RL (Residential Low Density).

2. That the Director of Planning and Building is hereby directed to amend Sectional District Map 6Z of the Huntington Beach Zoning and Subdivision Ordinance to reflect the changes contained in this ordinance. The Director of Planning and Building is further directed to file the amended map. A copy of such map, as amended, shall be available for inspection in the Office of the City Clerk.

3. This ordinance shall take effect thirty days after its adoption.

ATTEST:

City Clerk

REVIEWED AND APPROVED:

City Manager

Mayor

INITIATED AND APPROVED:

Director of Planning and Building

APPROVED AS TO FORM:

City Attorney *MV-9-28-12*

ATTACHMENTS

- Exhibit A: Legal Description
- Exhibit B: Sketch

BEING THAT PORTION OF LOT 86 OF TRACT NO. 4493, AS SHOWN ON A MAP FILED IN BOOK 159, PAGES 7 THROUGH 11 INCLUSIVE, OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ORANGE, STATE OF CALIFORNIA, TOGETHER WITH A PORTION OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 10 WEST, IN THE RANCHO LAS BOLSAS, AS PER MAP FILED IN BOOK 51, PAGE 14 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ORANGE, STATE OF CALIFORNIA, ALL IN THE CITY OF HUNTINGTON BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 86; THENCE NORTH 89°31'53" EAST ALONG THE SOUTHERLY LINE OF SAID LOT, 433.50 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 00°30'50" WEST 603.08 FEET TO THE NORTH LINE OF THE LAND DESCRIBED IN THE DEED RECORDED DECEMBER 28, 1962 IN BOOK 6375, PAGE 253 OF OFFICIAL RECORDS, SAID LINE ALSO BEING THE SOUTH LINE OF TRACT NO. 6080, AS SHOWN ON THE MAP FILED IN BOOK 230, PAGES 3 AND 4, OF MISCELLANEOUS MAPS IN THE OFFICE OF SAID COUNTY RECORDER; THENCE NORTH 89°32'56" EAST ALONG THE NORTH LINE OF SAID DEED, A DISTANCE OF 608.03 FEET TO THE WEST LINE OF THE LAND DESCRIBED IN THE DEED TO THE ORANGE COUNTY FLOOD CONTROL DISTRICT; RECORDED MARCH 16, 1961 IN BOOK 5657, PAGE 674 OF OFFICIAL RECORDS, SAID LINE ALSO BEING THE EAST LINE OF SAID LOT 86; THENCE ALONG SAID WEST AND EAST LINES THE FOLLOWING FOUR COURSES; SOUTH 00°40'18" EAST 193.15 FEET; SOUTH 00°36'08" EAST 319.92 FEET; SOUTH 89°23'52" WEST 5.00 FEET; SOUTH 00°36'08" EAST 39.59 FEET TO THE NORTHERLY CORNER OF LOT 14 OF SAID TRACT NO. 4493; THENCE SOUTH 60°29'58" WEST ALONG THE NORTH LINE OF SAID LOT 14, A DISTANCE OF 125.76 FEET, TO A POINT ON A NON-TANGENT CURVE, CONCAVE SOUTHERLY HAVING A RADIUS OF 70.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 44°52'18" EAST, SAID POINT BEING ON THE SOUTH LINE OF SAID LOT 86, AND THE NORTH RIGHT OF WAY LINE OF PIONEER DRIVE, BEING 60 FEET IN WIDTH; THENCE ALONG SAID SOUTH LINE THE FOLLOWING FOUR COURSES; NORTHWESTERLY ALONG SAID CURVE, HAVING A CENTRAL ANGLE OF 55°02'33", AN ARC DISTANCE OF 67.25 FEET; SOUTH 79°49'45" WEST 50.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 40.00 FEET; SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 09°42'08", AN ARC DISTANCE OF 6.77 FEET; SOUTH 89°31'53" WEST 376.49 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS: 8.354 ACRES MORE OR LESS.

AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.



WALDEN & ASSOCIATES

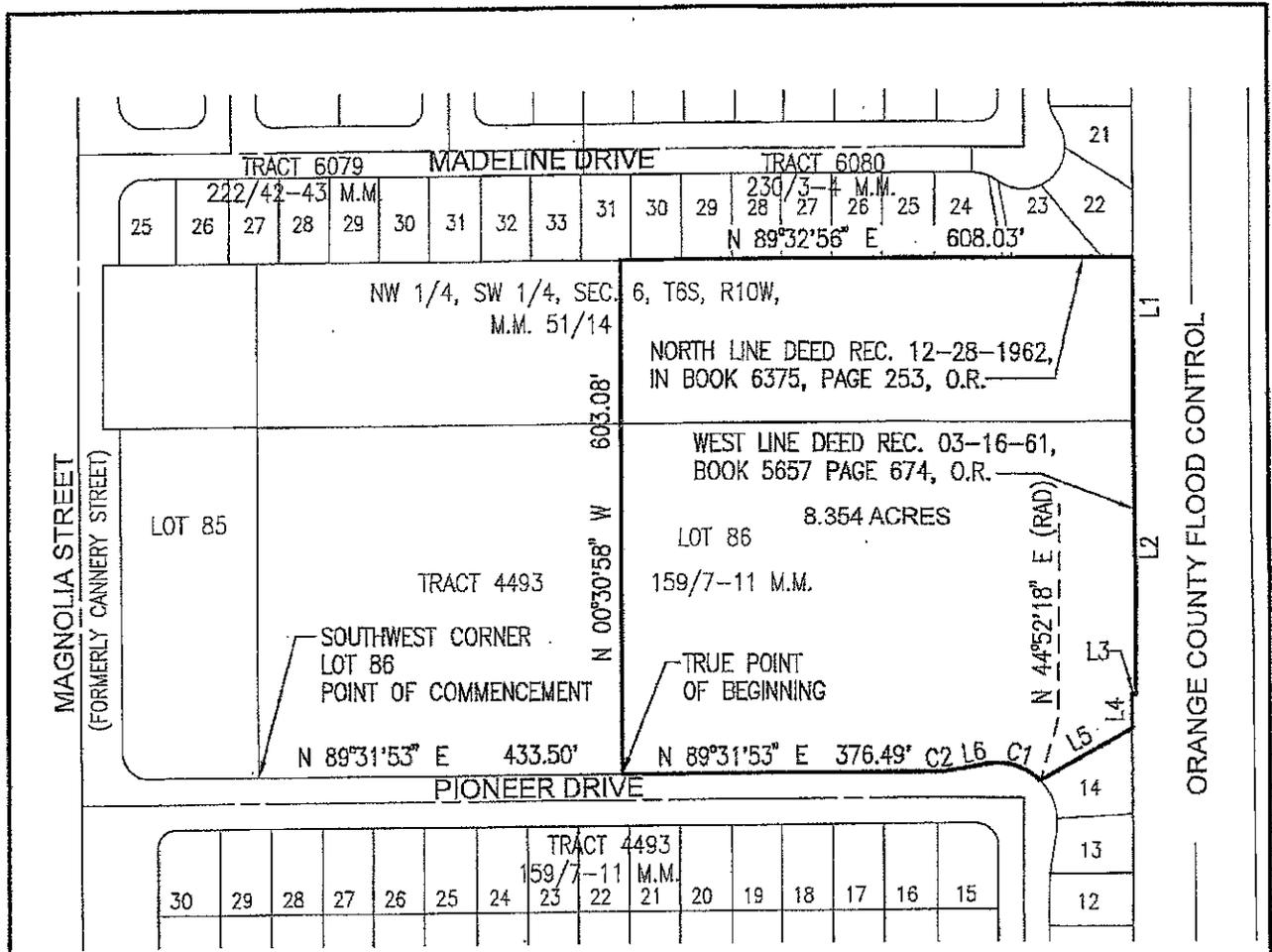
CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
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EXHIBIT "A"
LEGAL DESCRIPTION
TO ACCOMPANY A SKETCH

W.O. No.1498-844-1PW
Engr.J.W. Chk'd. J.W.

Date: 09/11/2012
Sheet 1 of 1

ATTACHMENT NO. 8.3



LINE	BEARING	DISTANCE
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L2	N 00°36'08" W	319.92
L3	N 89°23'52" E	5.00'
L4	N 00°36'08" W	39.59'
L5	N 60°29'58" E	125.76'
L6	N 79°49'45" E	50.00'

CURVE	DELTA	RADIUS	LENGTH
C1	55°02'33"	70.00'	67.25'
C2	09°42'08"	40.00'	6.77'



SCALE: 1" = 200'



WALDEN & ASSOCIATES

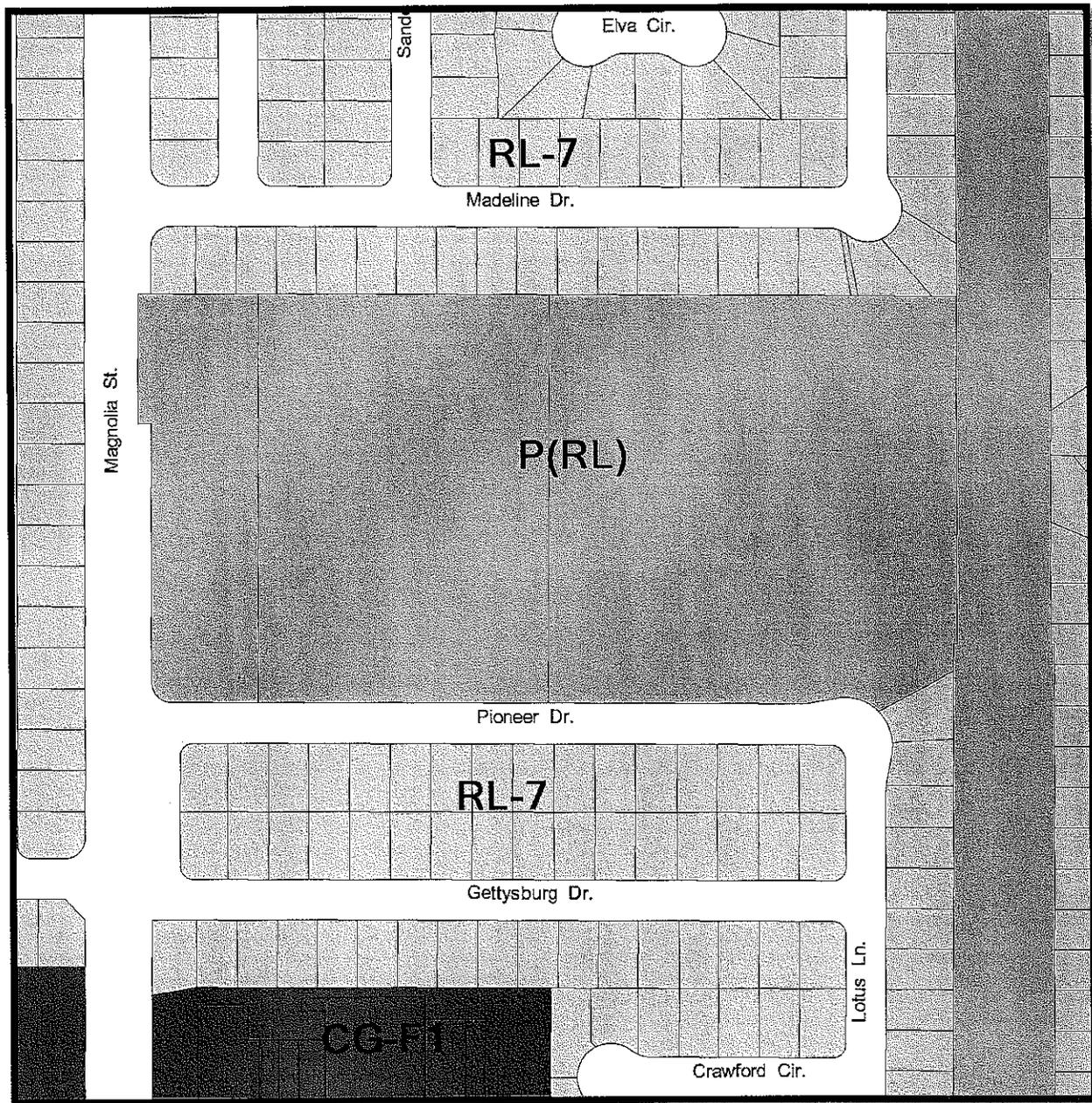
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 (949) 660-0110 FAX: 660-0418

EXHIBIT "B"

SKETCH TO ACCOMPANY
 A LEGAL DESCRIPTION

W.O. No. 1498-202-001 Date 09/11/2012
 Engr. J.W. Chk'd J.W. Sheet 1 Of 1

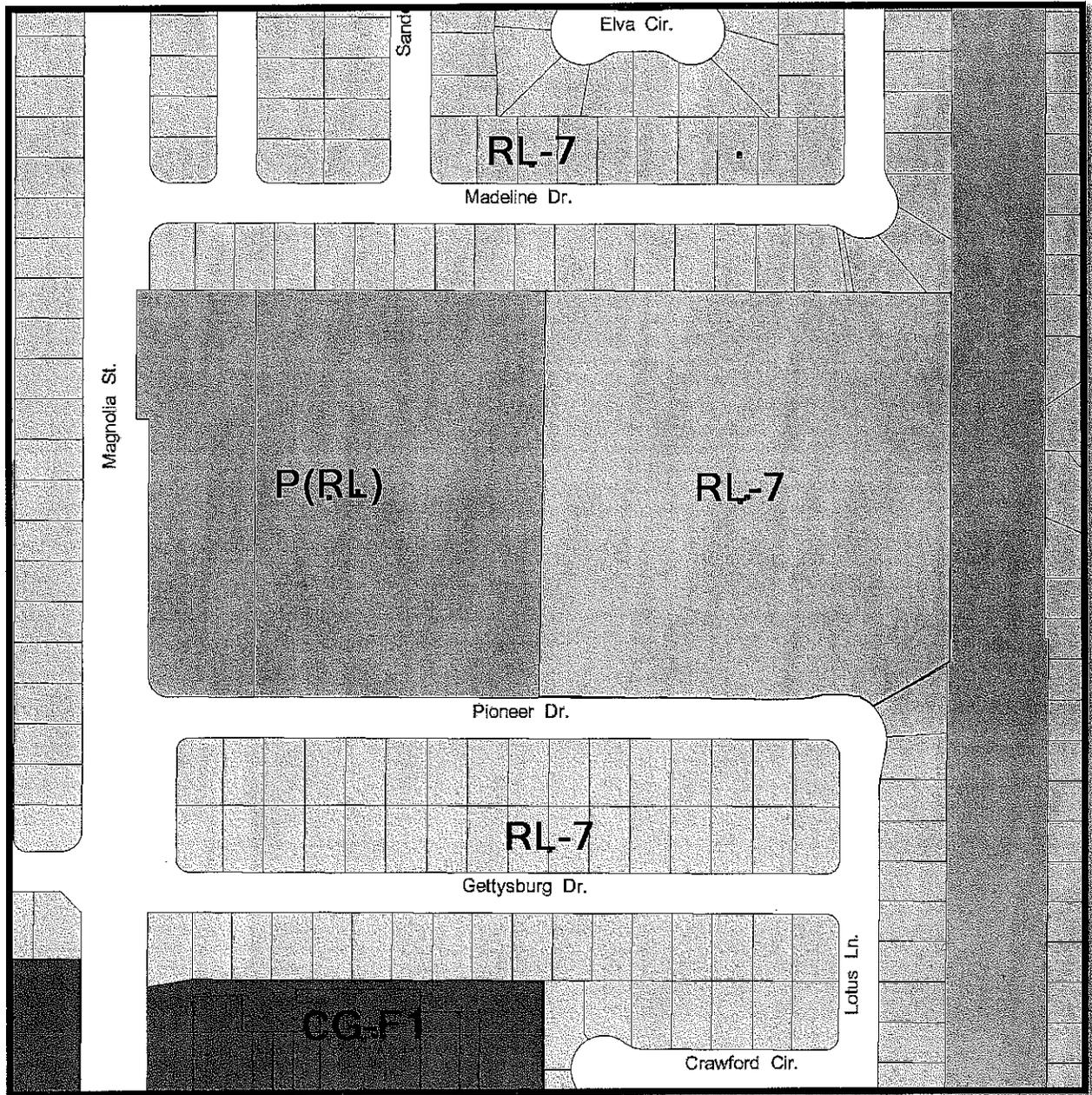
Existing General Plan Land Use Element Designation



Legend

- P(RL): Public with an underlying designation of Residential Low Density
- RL-7: Residential Low Density – 7 dwelling units/acre
- CG-F1: Commercial General – Max. 0.35 Floor Area Ratio

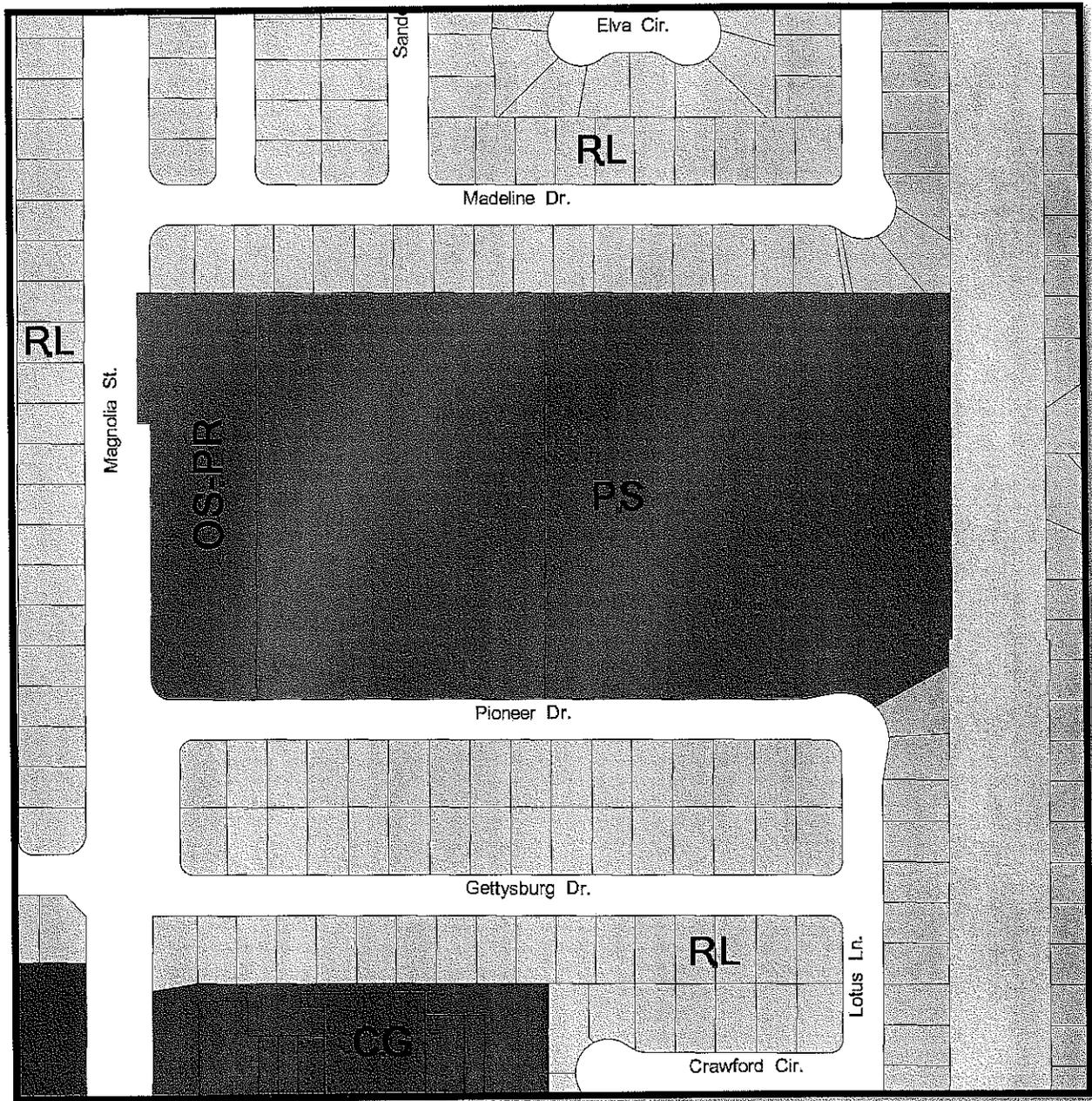
Proposed General Plan Land Use Element Designation



Legend

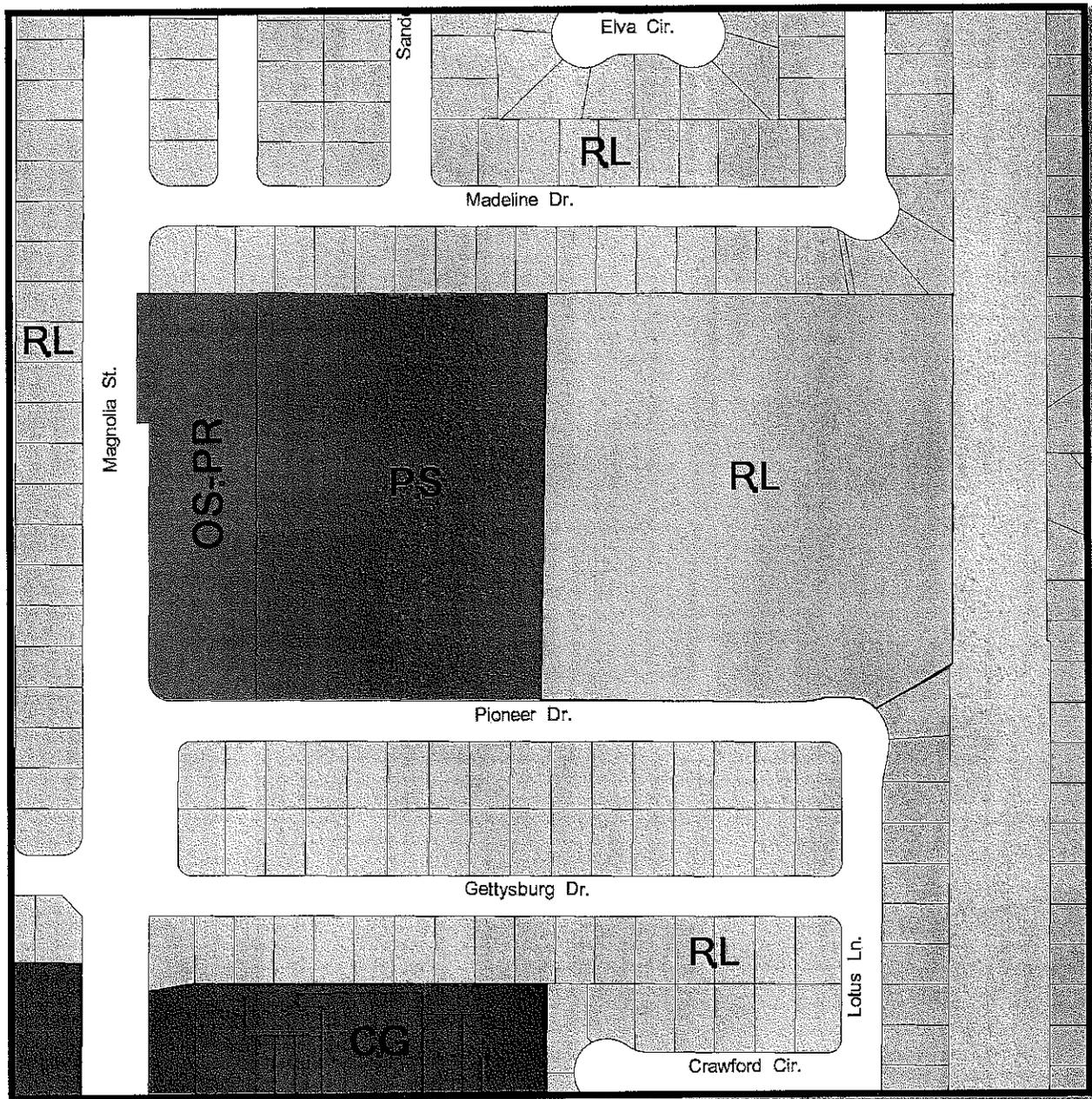
- P(RL): Public with an underlying designation of Residential Low Density
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Existing Zoning Designation



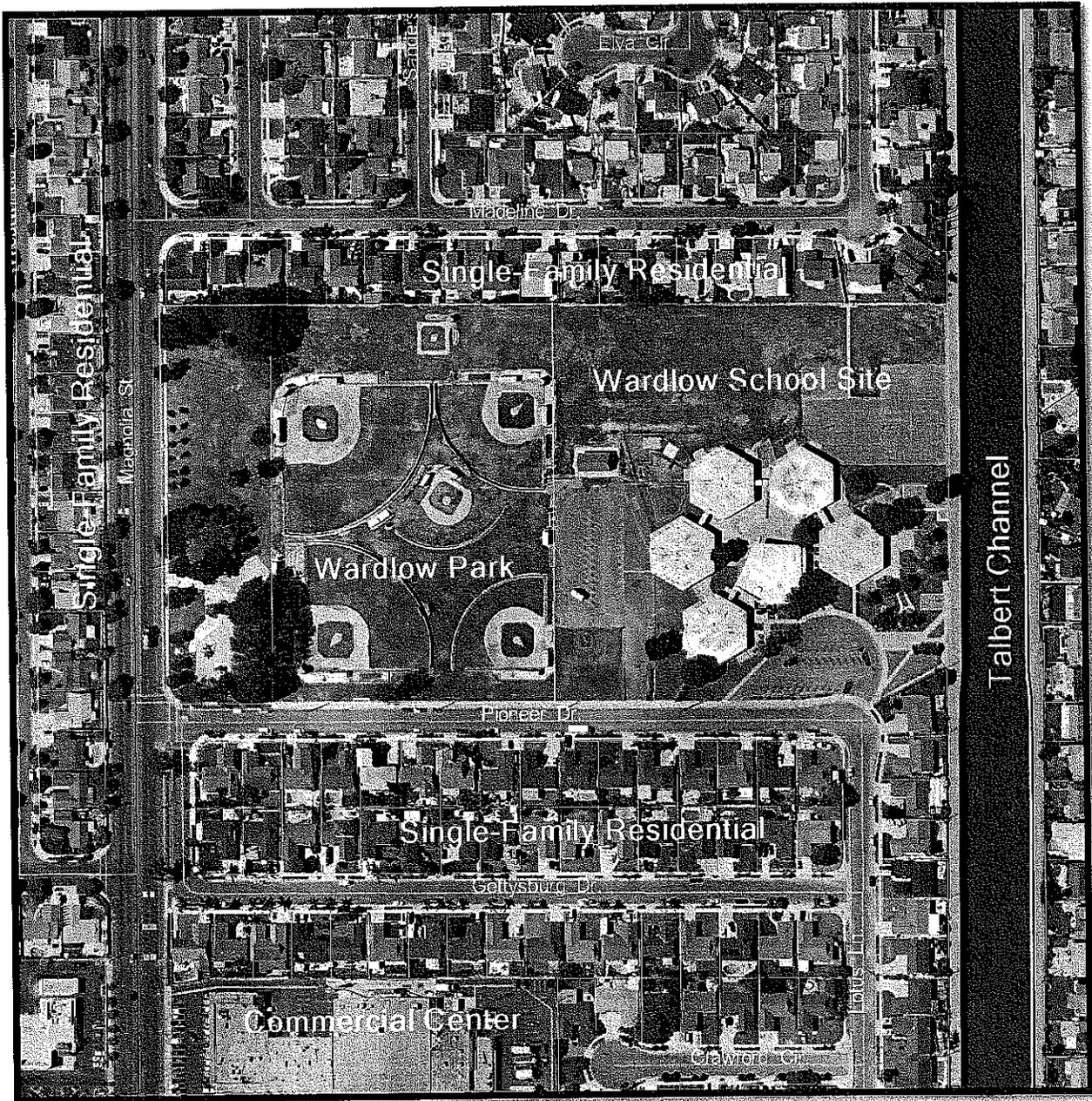
<u>Legend</u>	
PS:	Public - Semipublic
OS-PR:	Parks and Recreation Subdistrict
RL:	Residential Low Density
CG:	Commercial General

Proposed Zoning Designation



Legend	
PS:	Public - Semipublic
OS-PR:	Parks and Recreation Subdistrict
RL:	Residential Low Density
CG:	Commercial General

Existing Land Uses



RECEIVED

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To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1. Signature *Andy Mitchell* Print Name *Andy Mitchell* Phone Number *714 964 8706*
2. Signature *[Signature]* Print Name *Bob Mitchell* Phone Number *714 964-8706*
Address *19291 Mauna Kea HB 92406* Email Address *bmitch66@verizon.net*
3. Signature *[Signature]* Print Name *Bob Mitchell* Phone Number *714 964-8706*
Address *19291 Mauna Kea HB 92406* Email Address *[Blank]*
4. Signature *[Signature]* Print Name *Ann Arvo Gonzalez* Phone Number *714 964-8706*
Address *14302 Hammer Ln #B1 92617* Email Address *[Blank]*
5. Signature *[Signature]* Print Name *Sherry Bardman* Phone Number *714 613-1334*
Address *19382 Rownd Lane* Email Address *SherryIslandgirl@*
Signature *[Signature]* Print Name *Ryan Klopps* Phone Number *714 613-1334*
Address *19401 Mauna Kea* Email Address *rklopps@smail.com*
6. Signature *[Signature]* Print Name *Ryan Klopps* Phone Number *714 613-1334*
Address *[Blank]* Email Address *[Blank]*

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

1. Annette South Signature ANNETTE SOUTH Print Name 714 963-6401 Phone Number
19391 MAUNA, HUNTINGTON BCH Address ANNETTE.SOUTH@VERIZON.NET Email Address
Amelia Briganti Signature Amelia Briganti Print Name 714 4685100 Phone Number

2. 19372 MAUNA LN., HB Address _____ Email Address
 _____ Phone Number

3. _____ Signature _____ Print Name _____ Phone Number
 _____ Address _____ Email Address

4. _____ Signature _____ Print Name _____ Phone Number
 _____ Address _____ Email Address

5. _____ Signature _____ Print Name _____ Phone Number
 _____ Address _____ Email Address

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

RECEIVED
SEP 11 2012
Dept. of Planning
& Building

1. [Signature] Signature Mae Tran Print Name _____ Phone Number _____
_____ Email Address _____

2. 19452 Brookhurst St. Address Huntington Beach CA 92646 Phone Number _____
[Signature] Signature _____ Email Address _____

3. [Signature] Signature Lance Hare Print Name _____ Phone Number _____
_____ Email Address _____

4. 9592 Pollock Drive Address Huntington Beach CA 92646 Phone Number _____
[Signature] Signature _____ Email Address _____

5. [Signature] Signature TERENCE BULON Print Name _____ Phone Number _____
_____ Email Address _____

6. 19342 Brookhurst Address HUNTINGTON BEACH 92646 Phone Number _____
_____ Email Address _____

7. _____ Signature _____ Print Name _____ Phone Number _____
_____ Address _____ Email Address _____

8. _____ Signature _____ Print Name _____ Phone Number _____
_____ Address _____ Email Address _____

9. _____ Signature _____ Print Name _____ Phone Number _____
_____ Address _____ Email Address _____

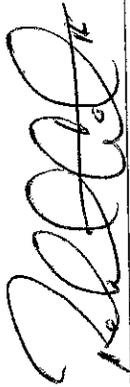
RECEIVED

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**



ROBERT CRIST

Print Name

714/962-3509

Phone Number

10461 COOK CIRCLE HUNTINGTON BEACH, CA 92640

Address

RLCRIST@Msn.com

Email Address



Dawn Baker

Print Name

(714) 964-1991

Phone Number

10422 COOK C. HB 92644

Address

Email Address

Signature

Print Name

Phone Number

Address

Email Address

Signature

Print Name

Phone Number

Address

Email Address

Signature

Print Name

Phone Number

Address

Email Address

RECEIVED
SEP 11 2012
Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: Brad R Garrett Print Name: BRAD R Garrett Phone Number: (714) 968-2850
Address: 10332 CARLSTMS H.B. Ca. 92646 Email Address: bradgarrett@evercom.net

Signature: Aaronz Snyder Print Name: Aaronz Snyder Phone Number: _____
Address: _____ Email Address: _____

Signature: Alex Bonissol Print Name: Alexandre Bonissol Phone Number: 714 965 7503
Address: _____ Email Address: _____

Signature: 10421 Christmas Drive, HB Print Name: _____ Phone Number: _____
Address: _____ Email Address: 33Alexy33@gmail.com

Signature: _____ Print Name: _____ Phone Number: _____

Address: _____ Email Address: _____

Signature: _____ Print Name: _____ Phone Number: _____

Address: _____ Email Address: _____

RECEIVED

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Dept. of Planning
& Building

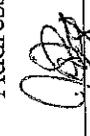
To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1.  Alisha Soukup 714-580-7374
Signature Print Name Phone Number

19322 Maunula Ln HB asoukup@verizon.net
Address Email Address

2.  Jim Soukup 714-580-6108
Signature Print Name Phone Number

19322 Maunula Ln, HB soukupj@verizon.net
Address Email Address

3.  Gloria Chavez (714) 963 1265
Signature Print Name Phone Number

19392 McLaren Lane, HB gloria.chavez33@yahoo.com
Address Email Address

4. _____
Signature Print Name Phone Number

_____ Address Email Address

5. _____
Signature Print Name Phone Number

_____ Address Email Address

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To: The Huntington Beach City Council and Huntington Beach Planning Dept.

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Dept. of Planning & Building

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

Signature: Adam Lindsay, Print Name: Adam Lindsay, Address: 9562 Petalwood Dr, Huntington beach, Phone Number: (914) 400-0297, Email Address:

Signature: Amy Laird, Print Name: Amy Laird, Address: 8901 CRESCENT DR., Phone Number: 714-402-9278, Email Address:

Signature: Sterling Vanves, Print Name: Sterling Vanves, Address: 21292 Antigua Lane, Phone Number: (714) 965-0992, Email Address:

Signature: Eric Thompson, Print Name: Eric Thompson, Address: 17628 San Cardelo F.V., Phone Number: 17141963-2768, Email Address: EIDON714@aol.com

Signature: _____, Print Name: _____, Address: _____, Phone Number: _____, Email Address: _____

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE

714-963-4600

Craig Howell
Signature

Print Name

Phone Number

20561 SUBURBIA LN H.B. 92646

Address

Email Address

Jas Bay
Signature

Print Name

Phone Number

20512 SUBURBIA LN, H.B. 92646

Address

Email Address

jmbay@ycba.com

3.

Signature

Print Name

Phone Number

Address

Email Address

4.

Signature

Print Name

Phone Number

Address

Email Address

5.

Signature

Print Name

Phone Number

Address

Email Address

ATTACHMENT NO. 12.8

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept. SEP 11 2012

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

Dept. of Planning & Building

PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

1. [Signature] Amyson Olama Print Name 714-905-6202 Phone Number

19411 OLANA LN Address 92646 Amyson Olama Print Name AMYSON.OLAMA@HOTMAIL.COM Email Address ewendel@verizon.net 203-240-5181 Phone Number

2. Betty Wendel Signature Betty Wendel Print Name 19431 Olana Lane Address Huntington Beach, CA 92646 Email Address

3. _____ Signature _____ Print Name _____ Phone Number _____ Address _____ Email Address

4. _____ Signature _____ Print Name _____ Phone Number _____ Address _____ Email Address

5. _____ Signature _____ Print Name _____ Phone Number _____ Address _____ Email Address

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Dept. of Planning
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To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Mary Pires Signature Mary Pires Print Name 714-963-2878 Phone Number

19321 Tobago Lane A.B. CA 92646 Address

[Signature] Signature Daniel Pires Print Name 714 963 2878 Phone Number

19321 Tobago Lane Huntington CA 92646 Address

[Signature] Signature JEREMY PIRES Print Name 714 624-3012 Phone Number

19321 Tobago Ln Huntington Beach CA 92646 Address jeremy.pires2011@yahoo Email Address

Signature _____ Print Name _____ Phone Number _____

Address _____ Email Address _____

Signature _____ Print Name _____ Phone Number _____

Address _____ Email Address _____

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

[Signature] Robert Stawiski 714-376-1221
Signature Print Name Phone

15502 Prair Cir Huntington Beach CA 92647 robert@stawiski.com
Address Print Name Email Address Phone

[Signature] Kalman Hutchens 714-743-4201
Signature Print Name Phone

10192 Halawai Dr Huntington Beach CA 92646 kabutchens@comcast.net
Address Print Name Email Address Phone

Signature Print Name Phone

Address Email Address

Signature Print Name Phone

Address Email Address

ATTACHMENT NO. 12-11

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: Terrance Vernon Jewell Print Name: Terrance Vernon Jewell Phone Number: 714 968-2654

Address: 10441 Sunday Drive Huntington Beach Ca 92646 Email Address: [REDACTED]

Signature: Andrea McIntyre Print Name: JANEA MCINTYRE Phone Number: 714 962-7669

Address: 10432 Sunday Drive Huntington Beach, CA 92646 Email Address: [REDACTED]

Signature: Bradley McIntyre Print Name: BRADLEY J. MCINTYRE Phone Number: 714 962 7469

Address: 1622 SUNDAY DRIVE HUNTINGTON BEACH CA 92646 Email Address: [REDACTED]

4. Signature: _____ Print Name: _____ Phone Number: _____

Address: _____ Email Address: _____

5. Signature: _____ Print Name: _____ Phone Number: _____

Address: _____ Email Address: _____

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

714) 9630908

[Signature]

Signature

Print Name

Britta Presko

9381 Molokai Dr. Hunt. Beh. CA 92646

Address

Phone Number

Email Address

[Signature]

Signature

Print Name

James Paulus

420 LAKE ST. # 305 HUNT. BEH. CA 92648

Address

714 292 8799

Phone Number

Email Address

[Signature]

Signature

Print Name

Brandon Gordon

19341 Tobago Ln. Huntington Beach, CA 92646

Address

714-964-1640

Phone Number

Email Address

[Signature]

Signature

Print Name

Erin Gordon

19341 Tobago Lane Huntington Beach, CA 92646

Address

714-964-1640

Phone Number

Email Address

Signature

Print Name

Phone Number

Address

Email Address

RECEIVED
SEP 11 2012
Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**


Signature

MAT CAMPBELL
Print Name

888-602-2481
Phone Number

10442 CHRISTMAS DR. HB CA
Address

MATTHEW CAMPBELL
Email Address

Signature _____
Address _____
Print Name _____
Phone Number _____

Signature _____
Address _____
Print Name _____
Phone Number _____

Signature _____
Address _____
Print Name _____
Phone Number _____

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Print Name _____
Phone Number _____

ATTACHMENT NO. 12.14

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To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

1. Wm A. Shook Signature Wm A R boards Print Name 714 962-4386 Phone Number

10462 Christmas Dr Huntington Beach, CA Address 714 319 5240 Phone Number

2. Brandon Russell Signature BR Print Name 714 319 5240 Phone Number

10432 Christmas Dr Huntington Beach, CA Address _____ Email Address

3. _____ Signature _____ Print Name _____ Phone Number

_____ Address _____ Email Address

4. _____ Signature _____ Print Name _____ Phone Number

_____ Address _____ Email Address

5. _____ Signature _____ Print Name _____ Phone Number

_____ Address _____ Email Address

ATTACHMENT NO. 12.15

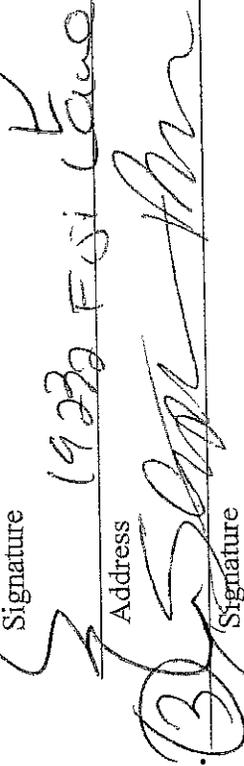
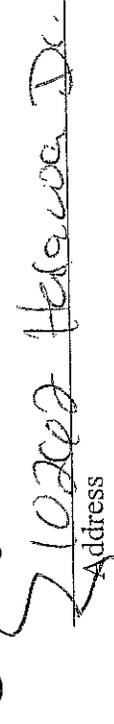
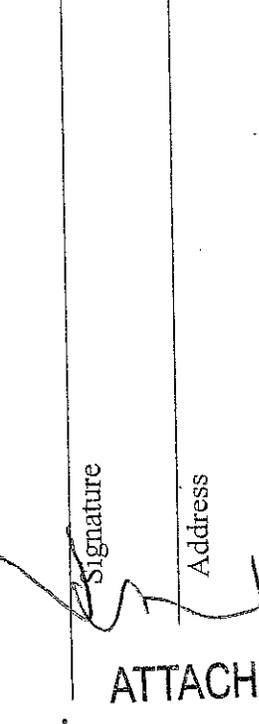
RECEIVED

SEP 11 2012

Dept. of Planning
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To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

714-791-5348

1.		Signature	JEFF WILEY	Print Name	
					Phone Number
					Email Address
2.		Signature	Patricia Santana	Print Name	
	19232 Esplanade	Address			Phone Number
					Email Address
3.		Signature	Stephanie Brandt	Print Name	
	19232 Esplanade	Address			Phone Number
					Email Address
4.		Signature	HB Co. Devel	Print Name	
	10202 Helgason Dr.	Address			Phone Number
					Email Address
5.		Signature		Print Name	
		Address			Phone Number
					Email Address

ATTACHMENT NO. 12.16

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

Antoine Jackson
Signature
Antoine Jackson
Print Name
949-660-3832
Phone Number

10242 Halawa Dr Huntington Beach
Address
Jaxxon38@yahoo.com
Email Address

Chris Stapp
Signature
Chris Stapp
Print Name
(714) 764-9540
Phone Number

10272 Halawa Dr, H.B. CA
Address
Chris Stapp
Signature
rocksrocket@yahoo.com
Email Address

Mark Marshall
Signature
Mark Marshall
Print Name
Phone Number

10282 Halawa HB CA
Address
Email Address

Signature
Print Name
Phone Number

Address
Email Address

Signature
Print Name
Phone Number

Address
Email Address

ATTACHMENT NO. 12.17

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

 Sean Johnson 1 (714) 692-1245
Signature Print Name Phone Number

1935 Keswick Lane Huntington Beach CA 92646 AfnoKenski@gmail.com
Address Print Name Email Address

 Peter Papera (714) 907-5192
Signature Print Name Phone Number

9867 Cermeno Dr Huntington Beach, CA 92646 ~~Sfpeterpapera@gmail.com~~
Address Print Name Email Address

Signature Print Name Phone Number

Address Email Address

Signature Print Name Phone Number

Address Email Address

Signature Print Name Phone Number

Address Email Address

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

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Office of Planning
& Building

Mr. Lane Signature
HAROLD W. NEWLON Print Name
714-398-2793 Phone Number

19257 BROOKHURST ST, SPC #17 H.B. 92646 Address
[Signature] Signature
ALAN WARDLOW Print Name
714/945-4438 Phone Number

20532 SUBURBIA LN. HB 92646 Address
EDWARD X LEVINE Print Name
714 968-4024 Phone Number

20061 CALGATE CIRCLE HB Address
[Signature] Signature
EDYER M S@NETSCAPE.NET Email Address

[Signature] Signature
JOHN ALMANZI Print Name
714.925-0706 Phone Number

19851 BROOKHURST STREET HB, Ca 92646 Address
[Signature] Signature
JALMANZA@CME.COM Email Address

[Signature] Signature
Print Name
Phone Number
Email Address

[Signature] Signature
Print Name
Phone Number
Email Address

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SEP 11 2012

Dept. of Planning
& Building

714) 240-3274

714) 240-3274

Phone Number

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committees

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE


Signature
Tom McFadden
Print Name
714) 240-3274
Phone Number

10162 Valley Forge Dr. HB CA
Address

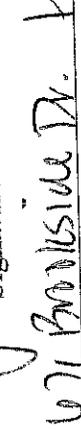
Signature
Brian Colsey
Print Name
714) 968-1969
Phone Number

19691 Lexington Ln, HB
Address

Signature
Elke Day
Print Name
SCLAMP@CSCRE.HOFANSIC.COM
Email Address
elke.day@gmail.com
Phone Number

8871 Cliffside Dr. HB
Address

Signature
Janelle Williamson
Print Name
714) 745-5109
Phone Number

8071 Bonnyside Dr. Hunt Bch, CA
Address

Signature
Country Cottage Binge
Print Name
countrycottagebinge@yahoo.com
Email Address

Signature
Print Name
Phone Number
Email Address

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SEP 11 2012

Dept of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Patricia Leguizamón
Signature
19462 Brockhurst St.
Address
Huntington Beach
Print Name
PATRICIA LEGUIZAMON
714-968-7421
Phone Number
patleguizam@comcast.com
Email Address

Cynthia McKay-Sore
Signature
Cynthia McKay-Sore
Print Name
714-964-4292
Phone Number

19371 MAUNA LANE
Address
HUNTINGTON BEACH
Print Name
mccandy1@aol.com
Email Address
714-964-4292
Phone Number

Brendan Sola
Signature
Brendan Sola
Print Name
brendan.sola@hotmail.com
Email Address
Huntington Beach
Address
714-964-4292
Phone Number

19371 Mauna Lane
Address
Huntington Beach
Print Name
CHARLES SOUTH
Email Address
(714)963-6401
Phone Number

19391 MAUNA LN
Address
HUNTINGTON BEACH
Print Name
Lori South
Email Address
(714)963-6401
Phone Number

Lori South
Signature
19391 Mauna Ln.
Address
Huntington Beach
Print Name
lori4kidsmom@gmail.com
Email Address

ATTACHMENT NO. 12.21

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: *Shannon Almyer* Print Name: Shannon Almyer Phone Number: 714-658-4427
Address: 19321 Maura Ln, HB 92646 Email Address: Shannon-almyer@yahoo.com

Signature: *[Signature]* Print Name: Andy Almyer Phone Number: 714-791-6669
Address: 19321 Maura Ln, HB 92646 Email Address: AndyAlmyer77@gmail.com

Signature: *[Signature]* Print Name: Tom Honrath Phone Number: 76425018
Address: 6512 Abbott Dr A.B. CA 92647 Email Address: thonrath@hotmail.com

Signature: *[Signature]* Print Name: Matthew Smetell Phone Number: 480-334-9078
Address: 19411 Maura Ln HB CA 92646

Signature: *[Signature]* Print Name: Fayeah Fossett Phone Number: 480-553-0111
Address: 19411 Maura Ln HB, CA 92646 Email Address: [Blank]

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Dept of Planning
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To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: *[Handwritten Signature]* Print Name: Allison J. Westrup Phone Number: (714) 357-5489
 Address: 19332 Mauna Kona HB CA 92646 Email Address: bezyfan@gmail.com

Signature: *[Handwritten Signature]* Print Name: Dean Westrup Phone Number: 714 357 3443
 Address: 19332 Mauna Ln HB CA 92646 Email Address: dawestrup@gmail.com

Signature: *[Handwritten Signature]* Print Name: JENNIFER NEV Phone Number: 414 964 6109
 Address: 19422 Mauna Ln HB CA 92646 Email Address: JENNIFER@VERIZON.NET

Signature: *[Handwritten Signature]* Print Name: JAMES K. SOUTHWELL Phone Number: (714) 580-6608
 Address: 19322 MAUNA LN HB CA 92646 Email Address: SOUTHWELL@VERIZON.NET

Signature: *[Handwritten Signature]* Print Name: _____ Phone Number: _____
 Address: 19321 Mauna Ln HB CA 92646 Email Address: _____

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
 From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
 SCHOOL SITES/OPEN SPACE**

1. Wanda J. Green Signature Wanda J. Green Print Name 714-964-3666 Phone Number

10172 Kamuela Drive, Huntington Beach, CA 92646 Address lgreen1959@aol.com Email Address

2. Lanny D. Green Signature Lanny D. Green Print Name 714-964-3666 Phone Number

10172 Kamuela Drive, Huntington Beach, CA 92646 Address lgreen1959@aol.com Email Address

3. 19282 Manna Lane Huntington Terovina Kainn Address 714-964-9484 Phone Number

[Signature] Signature Terovina Kainn Print Name 714-964-9484 Phone Number

9282 Manna Lane HB CA 92646 Address Jonnica@yaho.com Email Address

4. [Signature] Signature Jonnica Kainn Print Name 714-964-7823 Phone Number

[Signature] Signature Debra Martin Print Name 714-964-7823 Phone Number

[Signature] Signature 21851 Newland St SFO 298, HB Address 714-964-7823 Phone Number

[Signature] Signature 21851 Newland St SFO 298, HB Address 714-964-7823 Phone Number

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Dept of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

Ginger Storrs Signature
 10442 SUNDAY DR. HB Address
 Ginger Storrs Print Name
 714-964-7525 Phone Number
 storrs42004@yahoo.com Email Address

Robert Storrs Signature
 10442 SUNDAY DR. HB Address
 ROBERT STORRS Print Name
 714-964-7525 Phone Number
 storrs42004@yahoo.com Email Address

Alison T. Smith Signature
 10442 Sunday Dr. HB Address
 ALISON T. SMITH Print Name
 714 964 7525 Phone Number
 catfarm7@yahoo.com Email Address

Greg Savio Signature
 10442 Sunday Dr. HB Address
 GREG SAVIO Print Name
 949-322-0222 Phone Number

Christy Savio Signature
 10442 SUNDAY DR. HB Address
 Christy Savio Print Name
 949-322-1295 Phone Number
 csavio66@yahoo.com Email Address

ATTACHMENT NO. 1225

RECEIVED
SEP 11 2012
Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1. Cherie Hutchens Signature Cherie Hutchens Print Name 714-496-9193 Phone
10192 Halawa Drive Huntington Beach CA 92646 chutchens@gmail.com Address Email Address
2. Elvy Campo Signature Elvy Campo Print Name (562) 644-4964 Phone
1932 Park St. Huntington Beach CA 92648 elvycamp@hotmail.com Address Email Address
3. Lawrence Hutchens Signature Lawrence Hutchens Print Name (562) 607-1045 Phone
1932 Park St. Huntington Beach, CA 92648 ljhutchens@gmail.com Address Email Address
4. Lenka Hutchens Signature Lenka Hutchens Print Name (562) 804-0600 Phone
1932 Park St. Huntington Beach, CA 92648 Address
5. Ava Zareczny Staniskis Signature Ar Zareczny Print Name (714) 580-8605 Phone
1932 Park St. Huntington Beach, CA 92648 feralprecious@gmail.com Address Email Address
12502 Pratt Circle Huntington Beach, CA 92647 ARA@staniskis.com Address

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: *[Signature]* Print Name: Edward A. Munroe Phone Number: (714) 962-7712

Address: 10181 Kamuela Dr., Huntington Beach CA 92646 Email Address:

Signature: *[Signature]* Print Name: Laverie Monroe Phone Number: (714) 962-7712

Address: 10181 Kamuela Dr Huntington Beach CA 92646 Email Address:

Signature: *[Signature]* Print Name: Jennifer Hansen Phone Number:

Address: 10111 Kamuela Dr H.B. 92646 Email Address:

Signature: *[Signature]* Print Name: Roberta McVay Phone Number:

Address: 10111 Kamuela Dr H.B. 92646 Email Address:

Signature: *[Signature]* Print Name: H.B. 92646 Email Address:

Address: 10091 KAMUELA DR H.B. 92646 Email Address:

Signature: *[Signature]* Print Name: ANTONIA KURTOWICZ Phone Number:

Address: Email Address:

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Kathryn Van Bergen Signature
Kathryn Van Bergen Print Name

Phone Number

10191 Kamuela Dr. Huntington Bch. CA 92646 Address

Email Address

Jean Hefferon Signature
Jean Hefferon Print Name

Phone Number

19341 PITCAIRN LANE HUNTINGTON B.H. CA 92646 Address

Email Address

Michelle Ham Signature
Michelle Ham Print Name

Phone Number

1052 Kamuela Drive Huntington Beach CA 92646 Address

Email Address

Ryan Harmon Signature
Ryan Harmon Print Name

Phone Number

10142 Kamuela Dr HB CA 92646 Address

Email Address

[Signature] Signature
Amy Harmon Print Name

Phone Number

10142 Kamuela Ave HB CA 92646 Address

Email Address

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

714 ~~960~~ 65537923

Haritha Sujitkosakul

Signature	Print Name	Phone Number
Address	Email Address	
Signature	Print Name	Phone Number
Address	Email Address	
Signature	Print Name	Phone Number
Address	Email Address	
Signature	Print Name	Phone Number
Address	Email Address	

20671 Brookdale lane H b ea 92646

com Kang

19701 PHOENIX HB CA 92646 7

Tina Steele

1010 Huntington St. Huntington Beach, Ca 92648.

Aaron McAlhany

6341 Newbury Dr. Huntington Beach, CA 92647

8717 MOSSFOLD DR Hunt. Beach CA 92646 JAW N

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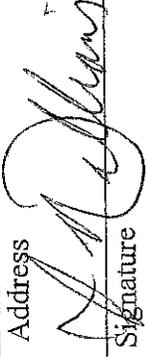
SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1.  Signature SCOTT ANDERSON Print Name 714 962-7752 Phone Number
10372 PVA DR, NB 92646 Address ANDERSON, NOME @ VERIZON.NET Email Address
2.  Signature Tom Ludwick Print Name 714 392 5829 Phone Number
19352 CORALWOOD LN HB CA Address VPRAIN@VPRAIN.COM Email Address
3.  Signature Melissa Bush Print Name 714 963-3222 Phone Number
9652 Telhard Drive HB, CA Address teambush5@msn.com Email Address
4.  Signature Michael Stamp Print Name 714-334-7653 Phone Number
18709 Club Lane, HB, CA Address mstamp21@yahoo.com Email Address
5.  Signature Ibi Kynle Williams Print Name (502) 331-2508 Phone Number
16541 Delton Cir. #4 HB CA 92647 Address ardndy@yahoo.com Email Address

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**


Signature RENZO NEL Print Name (949) 842-2082 Phone Number

10271 TALAWA DRIVE, HB, CA 92646 Address
D. DIET CONRAD Signature Print Name 949-306-3828 Phone Number
10602 KAMUELA DR HUNTINGTON BEACH 92646 Address
D. DIET CONRAD Signature Print Name 949-306-3828 Phone Number

10062 KAMUELA DR HUNTINGTON BEACH 92646 Address
JIMMY ZERMENO Signature Print Name 714 658-0814 Phone Number
19062 TIGERFISH CR. HUNTINGTON BEACH 92646 Address
H. PEREBOYE Signature Print Name HPEREBOYE@YAHOO.COM Email Address

Amelia Briganti Signature Print Name 714 968-5100 Phone Number
19372 MAUNA LN HB CA 92646 Address
Amelia Briganti Signature Print Name 714 968-5100 Phone Number

19372 MAUNA LN HB CA 92646 Address
Edward Turner Signature Print Name (714) 251-9337 Phone Number
19372 MAUNA LN HB CA 92646 Address
Edward Turner Signature Print Name (714) 251-9337 Phone Number

9222 Albany Circle Huntington Beach 92646 Address
9222 Albany Circle Huntington Beach 92646 Address
9222 Albany Circle Huntington Beach 92646 Address
9222 Albany Circle Huntington Beach 92646 Address

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Larry Jacklin
Signature
19642 OLANA Lane HB 92646
Address
LARRY JACKLIN
Print Name
714) 222-2981
Phone Number
LARRY JACKLIN@ensn.com
Email Address

Hilli G. Jacobs
Signature
20871 Sparkman Lane HB 92646
Address
Hilli G. Jacobs
Print Name
714) 968-1856
Phone Number

Inge Rudman
Signature
20955 Sparkman Ln.
Address
Inge Rudman
Print Name
714 968-0245
Phone Number

Stephanie Thomas
Signature
19352 Olana Ln HB 92646
Address
Stephanie Thomas
Print Name
714 963-2465
Phone Number

Kenneth Thomas
Signature
19352 OLANA Lane HB 92646
Address
Kenneth Thomas
Print Name
714 963 2465
Phone Number

RECEIVED

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

HOA TRAN Signature
HOA TRAN Print Name
714-962-0866 Phone Number

19291 Waterbury Ln HB CA 92646 Address
HOA TRAN Print Name
714-962-0866 Phone Number

TONNU, DI Signature
TONNU, DI Print Name
714-962-0866 Phone Number

19291 Waterbury Ln Huntington Beach, CA 92646 Address
TONNU, DI Print Name
714-962-0866 Phone Number

Vuong Die Nguyen Signature
VUONG DIE NGUYEN Print Name
6493 FRAMPTON CIRC CA 92648 Address
(714) 517-8915 Phone Number

SANG TRUONG Signature
SANG TRUONG Print Name
714-848-0431 Address
714-848-0431 Phone Number

17032 STANLEY WALK #32, HUNTINGTON BEACH, CA 92647 Address
SANG TRUONG Print Name
714-848-0431 Address
714-848-0431 Phone Number

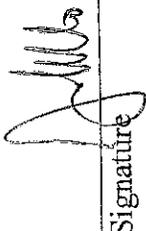
17032 STANLEY WALK #32, HUNTINGTON BEACH, CA 92647 Address
SANG TRUONG Print Name
714-848-0431 Address
714-848-0431 Phone Number

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

RECEIVED

SEP 11 2012

Dept. of Planning
& Building


Signature _____ Phone Number 714-724-4701
10262 KUKUI DR. HUNTINGTON BEACH CA 92646 Print Name JOHN VO
Address _____ Email Address jvo3d@hotmail.ca


Signature _____ Phone Number _____
19112 PAPUA DR. HUNTINGTON BEACH CA 92646 Print Name LY NGUYEN
Address _____ Email Address (714) 968-9199


Signature _____ Phone Number (714) 724-0185
10262 KUKUI DR. HUNTINGTON BEACH, CA 92646 Print Name ANN NGUYEN
Address _____ Email Address _____


Signature _____ Phone Number (714) 378-1537
10262 KUKUI DR. Huntington Beach, CA. 92646 Print Name HOANG LE
Address _____ Email Address _____

THANH Print Name _____
Signature _____ Phone Number (714) 378-1537
10262 KUKUI DR. Huntington Beach, CA. 92646 Print Name THANH NGUYEN
Address _____ Email Address _____

ATTACHMENT NO. 12.34

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

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Dept. of Planning
& Building

1. *Danny A. Newberry* Print Name DANNY H WENSLOFF Phone Number 714 963 2664
[Signature] Address 10471 COOK BLVD CAL 92646 Email Address D WENSLOFF@GMAIL.COM

2. *[Signature]* Print Name SARA WENSLOFF Phone Number 714 963 2664
[Signature] Address 10471 COOK CIRCLE H.B. CA 92646 Email Address N/A

3. *[Signature]* Print Name CHARLES STEIN Phone Number 714) 378-0548
[Signature] Address 10412 Cook Circle, H.B. 92646 Email Address CSTEIN23@verizon.

4. *[Signature]* Print Name Catherine Stein Phone Number 714/378-0548
[Signature] Address 10412 Cook Circle H.B. 92646 Email Address CSTEIN327@VERIZON

5. *[Signature]* Print Name Kathryn's Crest Phone Number 714) 967-3509
[Signature] Address 16461 COOK CR HBS 92646 Email Address Kathryn.cristo@yahoo.com

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SEP 11 2012

Dept. of Planning & Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

Geroma Reed 714 962-7865
Signature Phone Number

10442 Cook Circle Huntington Beach CA
Address Email Address

Chuck Reed 714 962-7805
Signature Phone Number

10442 Cook Circle H.B. CA 92646
Address Email Address

JACK DRESSER 714 724 3547
Signature Phone Number

10432 COOK CIRCLE, H.B. CA 92646
Address Email Address

Edward Champagne 714-457-1553
Signature Phone Number

10421 COOK CIRCLE HB CA 92646
Address Email Address

10411 COOK CIR HB CA 92646
Address Phone Number

Alicia Fenick
Signature
Address
Email Address

RECEIVED

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Robert H. Snyder Signature ROBERT H. SNYDER Print Name 714-585-9167 Phone Number

10962 Cook Cr. H.B., CA 92646 Address

Renee Roseth Signature RENEE ROSETH Print Name 714-964-1045 Phone Number

10462 Address COOK CIRCLE CA 92646 Email Address

10441 Address COOK CIRCLE CA 92646 Email Address muchakelly@yahoo.com Phone Number

Kelly S. Mucha Signature KELLY S. MUCHA Print Name

10431 Cook Circle Address Polly A. Gomez Print Name

Polly Gomez Signature Polly A. Gomez Print Name Polly a.gomez@gsaail.com Email Address

10472 Cook Circle Address Don DeBaca Print Name

10472 Cook Circle Huntington Beach, CA 92646 Address dadobaca@yahoo.com Email Address

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Dept. of Planning & Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
 From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
 SCHOOL SITES/OPEN SPACE**

1.	<i>Cynthia L. Hickok</i> Signature	<i>Cynthia L. Hickok</i> Print Name	<i>714-964-5495</i> Phone Number
2.	<i>10421 Page Pags Cir, HRS, CA 92646</i> Address	<i>N/A</i> Email Address	<i>N/A</i> Phone Number
3.	<i>Joyce L. Wilson</i> Signature	<i>Joyce L. Wilson</i> Print Name	<i>N/A</i> Phone Number
4.	<i>10421 Page Pags Cir, Huntington Beach CA 92646</i> Address	<i>N/A</i> Email Address	<i>N/A</i> Phone Number
5.	<i>Theresa Horsfield</i> Signature	<i>THERESA HORSFIELD</i> Print Name	<i>714-965-1526</i> Phone Number
6.	<i>19350 WARD ST #89</i> Address	<i>THERESA HORSFIELD</i> Email Address	<i>714 397-0910</i> Phone Number
7.	<i>Elmyr Brown</i> Signature	<i>BROWN</i> Print Name	<i>N/A</i> Phone Number
8.	<i>19350 Ward St. #95, Huntington Beach, Ca 92646</i> Address	<i>N/A</i> Email Address	<i>N/A</i> Phone Number
9.	<i>Joyce L. Wilson</i> Signature	<i>Joyce L. Wilson</i> Print Name	<i>714-964-4899</i> Phone Number
10.	<i>19350 Ward St #40</i> Address	<i>Huntington Beach, CA 92646</i> Email Address	<i>N/A</i> Phone Number

ATTACHMENT NO. 12.38

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SEP 11 2012
Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

 Signature	<u>D.C. Malmin</u> Print Name		
<u>19215 Willow Glen Ct.</u> Address	<u>H.B. 92648</u> Phone Number	<u>(714) 846-8999</u> Email Address	
<u>JUDITH A. ROHDANZ</u> Signature	<u>Judith A. Rohdanz</u> Print Name	<u>BENHATRICK@JUNIOR.COM</u> Email Address	
<u>5771 Midway Dr.</u> Address	<u>H.B. 92648</u> Phone Number		
<u>Joni Simons</u> Signature	<u>Joni Simons</u> Print Name	<u>714-614-4496</u> Phone Number	
<u>17231 Chapparral Ln.</u> Address	<u>H.B. 92649</u> Phone Number	<u>TL.Simonis@gmail.com</u> Email Address	
<u>Kurt Rohland</u> Signature	<u>Kurt Rohland</u> Print Name	<u>714-840-9166</u> Phone Number	
<u>17231 Chapparral Ln</u> Address	<u>H.B. 92649</u> Phone Number	<u>Kurt_Rohland@yahoo.com</u> Email Address	
<u>[Signature]</u> Signature	<u>OSCAR AMARTEJES</u> Print Name	<u>1714-844-3503</u> Phone Number	
<u>10301 MONITOR</u> Address	<u>H.B. 92646</u> Phone Number		

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Dept. of Planning
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To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: Jana M. Shaffer Print Name: Jana M. Shaffer Phone Number: (714) 963-0555
Address: 21292 Lemnortree Ln. Huntington Beach, CA 92646 Email Address: tshaffer@social.vr.com
Signature: Carolyn B. Barwick Print Name: Carolyn B. Barwick Phone Number: 714 9634067

Address: 19350 WARD ST #66 HB Email Address: _____
Signature: [Signature] Print Name: _____ Phone Number: _____

Address: 19350 WARD ST #65 " Email Address: _____
Signature: [Signature] Print Name: _____ Phone Number: _____

Address: Amelia Van Siborg Email Address: _____
Signature: [Signature] Print Name: LORETTA VAN TILBORG Phone Number: 714-962-8180

Address: _____ Email Address: _____
Signature: [Signature] Print Name: RAY CREAGER Phone Number: 714-968 8807

Address: 19251 Brookhurst St #4 92644 Email Address: _____
Signature: [Signature] Print Name: _____ Phone Number: _____

Address: 19251 Brookhurst St Space 49 Email Address: _____
Signature: [Signature] Print Name: Kathleen Creager Phone Number: 714 614 5551

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

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Dept. of Planning
& Building

Jean A. Brookhart Signature
19251 Brookhurst 65 Address
JEAN BROOKHART Print Name
714-963-6989 Phone Number
926646 Email Address

Margaret Barker Signature
5791 Wares Hib Address
MARGARET BARKER Print Name
714-840-1755 Phone Number

Linda Wall Signature
5791 Wares Hib Address
Linda Wall Print Name
92649 Phone Number
714 964 0609 Email Address

Philip S Smith Signature
1951 Homestead Lane Address
Philip S Smith Print Name
92644 Phone Number
714 964 1037 Email Address

Walter Dittmer Signature
19552 Dittmer Ln Address
WALTER DITTMER Print Name
92646 Phone Number
714-916-0588 Email Address

Walter Dittmer Signature
714 Garden Glen Ct #310 HB Address
WALTER DITTMER Print Name
92648 Phone Number

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To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW

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Dept. of Planning
& Building

SCHOOL SITES/OPEN SPACE

Robert A. Vann
Signature
Print Name: Robert A. Vann (714) 969-5633
Phone Number: 92648
Address: 1990 Lake Street #201 HB cognate2167@yahoo.com
Email Address: yahoo.com

Mark Hoffman
Signature
Print Name: Mark Hoffman
Address: 714 785 9798
Phone Number: 714 785 9798

[Signature]
Signature
Print Name: H.B. 92647
Address: 18122 Brentwood Cir
Email Address: 52745@yahoo.com

[Signature]
Signature
Print Name: Rossie Tardif
Address: 10422 PAGO PAGO CR. H.B. CA 92646
Phone Number: 714-3971691
Email Address: russ31337@hotmail.com

[Signature]
Signature
Print Name: Gina Tardif
Address: 10422 PAGO PAGO CR
Phone Number: 714 968-5814
Email Address: Gina.31337@hotmail.com

[Signature]
Signature
Print Name: Ralph Staropoli
Address: 10432 PAGO PAGO CR HB 92646
Phone Number: 714-274-9869
Email Address: 714-274-9869

[Signature]
Signature
Print Name: 10432 PAGO PAGO CR
Address: 10432 PAGO PAGO CR
Email Address: 10432 PAGO PAGO CR

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

SEP 11 2012

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

Dept. of Planning & Building

PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

[Signature]
Phone Number 714-964-8361

[Signature]
Print Name ALICE VAN VO

[Signature]
Address 19371 OLANA LN Huntington Beach CA 92646
Email Address

[Signature]
Phone Number 714-593-4125

[Signature]
Print Name IAN BLACK

[Signature]
Address 19401 OLANA LN H.B. IAN BLACK CA 92646
Email Address HIRANIS @ YAHOO.COM

[Signature]
Phone Number 714-371-7728

[Signature]
Print Name Thomas Dalehart

[Signature]
Address 19421 OLANA LN Huntington Beach CA 92646
Email Address TomDale@Comcast.net

[Signature]
Phone Number (714) 395-0292

[Signature]
Print Name Nancy Dalehart

[Signature]
Address 19421 Olana Ln Huntington Beach Ca 92646
Email Address Dalehart.N@HuntingtonBeach.org

[Signature]
Phone Number 714-965-6202

[Signature]
Print Name DAN O'HARA

[Signature]
Address 19411 OLANA LN
Email Address DAN0429@GMAIL

To: The Huntington Beach City Council and Huntington Beach Planning Dept. SEP 11 2012
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
Dept. of Planning & Building

PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

714-370-662
Phone Number

1. Thomas Florence
Signature
Thomas Florence
Print Name
714-370-662
Phone Number

19412 Olana Lane
Address
Huntington Beach
theFlorenceName@gmail.com
Email Address

2. Autumn Mastereson
Signature
Autumn Mastereson
Print Name
714-921-7774
Phone Number

19432 Olana Ln
Address
HB
AUTUMN.MASTERESON@YAHOO.COM
Email Address

3. WIKI LIU
Signature
WIKI LIU
Print Name
626.673.7070
Phone Number

19392 Olana Ln.
Address
Hunt Bch.
Email Address

4. L. GILBERT TAMPKINS
Signature
L. GILBERT TAMPKINS
Print Name
Phone Number

19342 Olana Ln
Address
Htzn Bch
Email Address

5. Carol L. Tompkins
Signature
Carol L Tompkins
Print Name
Phone Number

19342 Olana Ln
Address
-CA 92649
Email Address

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
Dept. of Planning & Building

SEP 11 2012

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

714 2277606
Phone Number

NIGHTA FLORENCE
Print Name

1. Signature

19412 OLANA LN HUNTINGTON BEACH CA

Email Address

714 2277606
Phone Number

JEFF FLORENCE
Print Name

2. Signature

Address

Email Address

714 962-8747
Phone Number

CHRIS OSTEEN
Print Name

3. Signature

Address

Email Address

714 969 2003 @ AOL
Phone Number

19311 OLANA LANE HB CA

ROBERT MILLER
Print Name

4. Signature

Address

Phone Number

714-968-9874

Print Name

Signature

19331 Olana Lane, HB CA

Email Address

714-273-3036
Phone Number

Address

5. Signature

19381 Olana Ln HB CA

Phone Number

Email Address

Address

RECEIVED

SEP 11 2012

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
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**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Dept. of Planning
& Building

 HOA HUYNH Print Name (714) 658-5338 Phone Number

17561 Geraldine Ln # A, Huntington Beach, CA 92647 Address vuhog.humb@yahoo.com Email Address

 HUANG THUY TRAN Print Name (714) 658-7282 Phone Number

17561 Geraldine Ln # A, Huntington Beach, CA 92647 Address huangthuytran@yahoo.com Email Address

 CA HATU Print Name (714) 841-3542 Phone Number

17561 Geraldine Ln # B Huntington Beach CA 92647 Address (714) 841-3542 Email Address

 FUC DIEP Print Name Phone Number

17561 Geraldine Ln # B Huntington Beach CA 92647 Address 714-841-3542 Email Address

 Sherrie La Print Name Phone Number

17561 Geraldine Ln # B Huntington Beach CA 92647 Address Sherrie-La.Coyahoo.com Email Address

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

SEP 11 2012

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE

Dept. of Planning
& Building

James Huynh
Signature
10371 PUA DR
Address
Huntington Beach CA 92646
Address
Hua Lisa
Signature
10371 PUA DR
Address
Huntington Beach CA 92646
Address
Thomas Huynh
Signature
10171 Kamuela Dr.
Address
H.B. CA 92646
Address
Trieu Bui
Signature
10152 HALAWA DR
Address
Huntington Beach CA 92646
Address
10171 Halawa Dr
Address
Thu Ha Tran
Signature
H Beach CA 92646
Address
Hua Lisa
Signature
10371 PUA DR
Address
Huntington Beach CA 92646
Address
Thomas Huynh
Signature
10171 Kamuela Dr.
Address
H.B. CA 92646
Address
Trieu Bui
Signature
10152 HALAWA DR
Address
Huntington Beach CA 92646
Address
10171 Halawa Dr
Address
Thu Ha Tran
Signature

Print Name

Print Name

Print Name

714 963-9312
Phone Number

Phone Number

714 963-9312
Email Address

Phone Number

714 589 4242
Phone Number

Phone Number

(714) 968-6757
Email Address

Phone Number

Phone Number

Phone Number

Phone Number

Phone Number

Phone Number

714 393 5301
Email Address

Phone Number

714 393 5301
Email Address

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Scott S Dentel
Signature
909-538-1448
Phone Number

SCOTT DENTEL@VIAVER.COM
Email Address

Linda G. Dentel
Print Name
909-844-3185
Phone Number

LDENTEL@msn.com
Email Address

9727 Adams Ave, Hunt. Beach, CA 92646
Address

Johnny Vee
Print Name
714-356-0638
Phone Number

Johnny VDRUM@aComail.com
Email Address

9625 Constitution Huntington Beach 92646
Address

TAKAO TAKAI
Print Name
714-962-4038
Phone Number

TAKAO TAKAI
Signature

10281 Larry Saxe Dr. Huntington Beach 92646
Address

Myra E. Capoccia
Print Name
Email Address

Myra E. Capoccia
Signature

9072 Effingham Dr, Huntington Beach, CA 92646
Address

MCapoccia@lntmail.com
Email Address

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

SEP 11 2012

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

Dept. of Planning & Building

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

Signature: Susan Bork
Address: Susan Bork
Print Name: Susan Bork
Phone Number: 714 377 1103

Signature: 3943 Mistral, Huntington Beach
Address: 3943 Mistral, Huntington Beach
Print Name: Susan Bork
Email Address: suebjork@aol.com

Signature: Debra Butcher
Address: Debra Butcher
Print Name: Debra Butcher
Phone Number: 714-847-5803

Signature: 8386 Goldpoint
Address: 8386 Goldpoint
Print Name: HB 92646
Email Address: DebraButcher@yahoo.com

Signature: Jannine Bailey
Address: Jannine Bailey
Print Name: Jannine Bailey
Phone Number: 714 821-0444

Signature: Linda M. Hughes
Address: Linda M. Hughes
Print Name: Linda M. Hughes
Email Address: Evke20032003@yahoo.com

Signature: 10472 Sunday Dr
Address: 10472 Sunday Dr
Print Name: Huntington Beach 92646
Phone Number: 714/968-1526

Signature: Todd Presko
Address: Todd Presko
Print Name: Todd Presko
Email Address: 79630908

Signature: 9381 Molokai Dr.
Address: 9381 Molokai Dr.
Print Name: Hunt. Beh. Ca
Phone Number: 0

Signature: [Blank]
Address: [Blank]
Print Name: [Blank]
Email Address: [Blank]

RECEIVED

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Wanda J. Green
Signature
WANDA J. GREEN
Print Name
714-964-3666
Phone Number

10172 KAMUELA DRIVE, HUNTINGTON BEACH CA 92646
Address
lgreen1959@aol.com
Email Address

Larry D. Green
Signature
LARRY D. GREEN
Print Name
714-964-3666
Phone Number

10172 Kamuela Drive, Huntington Beach CA 92646
Address
714-964-3666
Email Address

Karen D. Davis
Signature
KAREN D. DAVIS
Print Name
714-593-8669
Phone Number

10431 Samoa Dr. Huntington Beach, CA 92646
Address
714-593-8669
Email Address

Tyrone Davis
Signature
Tyrone Davis
Print Name
714-593-8669
Phone Number

10431 Samoa Dr. HB, CA 92646
Address
Tyrone Davis
Email Address

C. Finch
Signature
C. Finch
Print Name
714-964-9551
Phone Number

Address
Email Address

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Helen Ford Signature *Helen Ford* Print Name *714.625.9625* Phone Number

19331 Tobago Ln. Huntington Beach CA 92646 hford0322@yahoo Address Email Address

E.E. Williams Signature *E.E. Williams* Print Name *714.926.4646* Phone Number

19271 Tobago Ln Address *H.B. CA* Print Name *714.926.4646* Email Address

[Signature] Signature *JOSEPH B. MONEYS* Print Name *714.963.2660* Phone Number

10421 SUNDAY DR. Address *H.B.* Print Name *92646* Phone Number

Mike Monaghan Signature *Mike Monaghan* Print Name *714.962.2422* Phone Number

19401 Pitcairn Ln Address *H.B.* Print Name *92646* Phone Number *gowithmike@aol.com* Email Address

[Signature] Signature *Vernon Gutierrez* Print Name *714.963-7133* Phone Number

19331 Tobago Ln Address *H.B.* Print Name *---* Phone Number *---* Email Address

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields (SOF) / Lamb & Wardlow Neighborhood Committees

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Dept. of Planning
& Building

PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE

Michele Doupe Signature Michele Doupe Print Name (714) 963-9120 Phone Num
19541 Tenton Lane Address H.B. 92646

T. Doupe Signature T. Doupe Print Name 714-963-9120 Phone Num
19541 Tenton Ln Address H.B. 92646

OMR Signature OMR Print Name (714) 591-2691 Phone Num
10152 Forrestal Dr. HB Address H.B. 92646

Rosalie Robinson Signature Rosalie Robinson Print Name 714-965-1935 Phone Num
10142 Forrestal Dr. HB Address H.B. 92646

Perry Elhakeem Signature Perry Elhakeem Print Name 804849056 Phone Num
10112 Forrestal Dr. HB Address H.B. 92646

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields (SOF) / Lamb & Wardlow Neighborhood Committees

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

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Dept. of Planning
& Building

Signature: Cheryl L. Quiroz
Address: 10052 Forrestal Dr.
Print Name: Cheryl L. Quiroz
Phone Num: 714-964-451

Address: Cheryl Quiroz
Email Address: cheryl_quiroz@verizon.net

Signature: Marinka Horack
Print Name: Marinka Horack

Address: 21742 Fairlane Cr., HB 92646

Phone Num: horackm@hotmail.com
Email Address: horackm@hotmail.com

Signature: Michael M. Mahan
Print Name: Michael M. Mahan

Address: 4892 Maui Circle H.B. 92649

Phone Num: 714-846-8571
Email Address: mcmahan44@yahoo.com

Signature: Monique Theriault

Address: 19702 Westwinds Hunt, ngbu Beach, CA 92646

Print Name: Monique Theriault
Phone Num: 714 962-4611

Email Address: mtheriault@sof.sof.org

Signature: Jeanne M. Graham

Address: 5142 Cheryl Dr., HB 92649

Print Name: Jeanne M. Graham
Phone Num: 714-846-2884

Email Address: JeanneG0211@verizon.net

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE

1. Randy Figueroa Signature 1714 964 9120 Phone Number
19422 Brookhurst H-15 CA Address

2. Ms Ann K. Maso Signature 714 962 3609 Phone Number
19412 Brookhurst H.B. CA Address
Debbie Maso Print Name

3. John de Suelle Signature 714 964 3433 Phone Number
19302 Brookhurst St. H.B. CA Address
John DeSuelle Print Name

4. Mona Segura Signature 714 609 7634 Phone Number
19422 Brookhurst St HB CA 92646 Address
Mona Figueroa Print Name

5. [Signature] Signature H.B 92646 Phone Number
19402 Brookhurst St Address
Ron Cincernis Print Name

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
Dept. of Planning & Building

SEP 11 2012

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Berta Van Bore Signature Berta Van Bore Print Name (714) 962-3561 Phone Number

10191 Kamuela Dr. Address Hunt Bch CA 92646 Email Address

Lisa Welcher Signature LISA WELCHER Print Name 714 963-7413 Phone Number

10282 Kamuela Dr. Address Huntington CA 92646 Email Address

Lloyd Snyder Signature LLOYD SNYDER Print Name 714-962-8383 Phone Number

10271 Kamuela Dr. Address Huntington Beach, CA 92646 Email Address

10241 Kamuela Dr. Address Huntington Beach, CA 92646 Phone Number 714-963-5075

Manolo G. Velazquez Signature Manolo Velazquez Print Name rayboojay@yahoo.com Email Address

Raymond Velazquez Signature Raymond Velazquez Print Name 714-963-5075 Phone Number

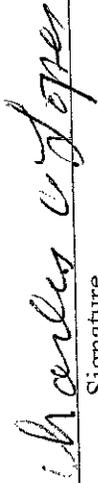
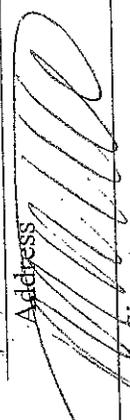
10261 Kamuela Dr. Address Huntington Beach, CA 92646 Email Address rayboojay@yahoo.com

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

	Signature	STAN ISAACS	Print Name	(714) 764-6326	Phone Number
19342 PITCAIRN LANE	Address	11/2 CA 92646	Address	714-274-2950	Phone Number
	Signature	CHARLES A LOPEZ	Print Name	714-274-2157	Phone Number
19302 PITCAIRN LN	Address	HB 92646	Address		Phone Number
	Signature	MICHAEL WETHERINGTON	Print Name	714-275-2863	Phone Number
19391 PITCAIRN LN	Address	HUNTINGTON BEACH, CA	Address		Phone Number
19391 Pitcairn Ln	Address	HB 92646	Address	714-963-6223	Phone Number
	Signature	STEVE SOUTHWORTH	Print Name	714-969-1460	Phone Number
19402 PITCAIRN LN	Address		Address		Phone Number
	Signature	ROSANNE FISCHER	Print Name	714-274-2950	Phone Number
19471 PITCAIRN LN, HB	Address		Address	CALIFLOCK@VERIZON.NET	Email Address

ATTACHMENT NO. 12.56

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

114 403 9507

Signature: *Dave Reed* Print Name: **DAVE REED** Phone Number: _____
Address: *19352 Pitcairn Ln HB, CA 92646*

Signature: *[Signature]* Print Name: **rick Anderson** Phone Number: **(714) 732-8991**
Address: *19352 Pitcairn Ln Huntington BcL*

Signature: _____ Print Name: _____ Phone Number: _____
Address: *19352 Pitcairn Ln SANDRA ANDERSON* Email Address: _____
Phone Number: **714 962-5491**

Signature: *[Signature]* Print Name: _____ Phone Number: _____
Address: _____ Email Address: _____
Phone Number: **(714) 963-3143**

Signature: *[Signature]* Print Name: _____ Phone Number: _____
Address: *19322 PITCAIRN LN HB 92646* Email Address: *jrochelli@verizon.net*

Signature: *[Signature]* Print Name: **JANET LEE ROCHELLI** Phone Number: _____
Address: _____ Email Address: **(714) 963-3143**

Signature: *[Signature]* Print Name: _____ Phone Number: _____
Address: *19322 Pitcairn Ln HB 92646* Email Address: *j-rochelli@verizon.net*

Signature: _____ Print Name: _____ Phone Number: _____
Address: _____ Email Address: _____

RECEIVED

SEP 11 2012

Project of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Marc Panzella 714-225-8373
Signature Phone Number
10392 Monitor Dr. H.B., CA 92646 mpanzella@attam.com
Address Email Address

George Ibarra 714 968-1469
Signature Phone Number
19531 Camberra Lane CA 92646 NATHSAPPLE@ME.COM
Address Email Address

TERRI M. DELEN 714 968-1469
Signature Phone Number
19542 SAN BERT CA. HUNTINGTON BECH. CA. 92646 949-887-9579
Address Email Address

Richard W. DeLena 714-962-2175
Signature Phone Number
(SAME ADDRESS AS #3) 92646
Address Email Address

Richard W. DeLena 92646
Signature Phone Number
10302 Monitor Dr. 92646
Address Email Address

RECEIVED

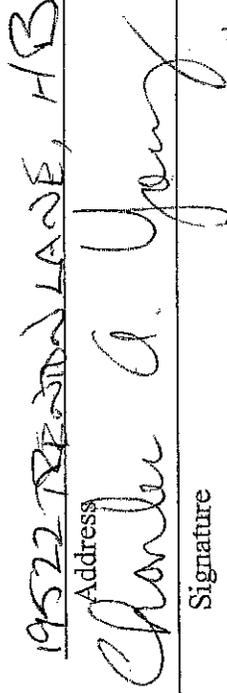
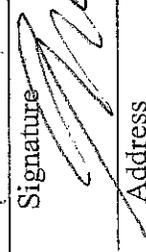
SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1.  Signature
LEE EBAUGH Print Name
714-964-5289 Phone Number
2.  Signature
19522 FORESTAL LANE, HB Address
Charles A. Young Print Name
714 964 1206 Phone Number
Email Address
3.  Signature
Nancy Young Print Name
714 235 3821 Phone Number
10171 FORRESTAL DR. HB, CA. Address
Email Address
4.  Signature
Dr. Marie White Print Name
214 983 5361 Phone Number
10131 FORESTAL, HB CA, Address
Email Address
5.  Signature
Scott PAKISER Print Name
714-964-5370 Phone Number
10101 Forrestal Dr. HB CA 92646 Address
SPAKISER@gmail.com Email Address

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

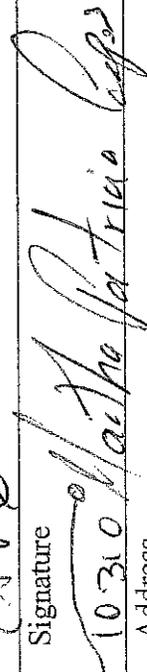
RECEIVED

SEP 11 2012

Dept. of Planning
& Building

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

714.4746400

Signature	Print Name	Phone Number
	M. Epton	
	Monitor Dr HB 92646	
	Cyndi Duce	702-769-7413
	Sandra Mitchellman	Neurologist@gmail.com
	Monitor Dr HB 92646	
	Alexandra Calderon	
	Monitor Dr HB 92646	
	Alex	
	Patricia Lopez	
	Monitor Dr 10301	
	WIFE OF ALEJANDRO CALDENER	

ATTACHMENT NO. 12.60

* WIFE OF ALEJANDRO CALDENER, WROTE ON WRONG LINES

RECEIVED

SEP 11 2012

Dept. of Planning & Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

[Signature] _____
Signature
10371 Monitor Dr _____
Address
HELMER THORSEN _____
Print Name
714 963 985 _____
Phone Number

[Signature] _____
Signature
10371 Monitor Dr _____
Address
Huntington Beach CA 92646 _____
Print Name
Email Address

[Signature] _____
Signature
10371 Monitor Dr _____
Address
Paulya Kocak _____
Print Name
Phone Number

[Signature] _____
Signature
10371 Monitor Dr _____
Address
H.B 92646 _____
Print Name
Email Address

[Signature] _____
Signature
10371 Monitor Dr _____
Address
AIME ACAYA _____
Print Name
Phone Number

[Signature] _____
Signature
10371 Monitor Dr _____
Address
MARIEEN P. MIKULEK _____
Print Name
Email Address

[Signature] _____
Signature
10371 Monitor Dr _____
Address
HB 92646 _____
Print Name
Phone Number

[Signature] _____
Signature
10371 Monitor Dr _____
Address
Mikulekfamily@gmail.com _____
Email Address
714-963-3082 _____
Phone Number

[Signature] _____
Signature
10371 Monitor Dr _____
Address
THINH QUOC TRAN _____
Print Name
Phone Number

[Signature] _____
Signature
10371 Monitor Dr _____
Address
H.B CA 92646 _____
Print Name
Email Address

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

SEP 11 2012

Dept. of Planning
& Building

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

714 963-3992
Phone Number

Sean Grams
Print Name

Print Name

Phone Number

19322 OLANA LN.
Address

Email Address

Patricia Ann Grams
Signature

PATRICIA ANN GRAMS
Print Name

Signature

Print Name

Phone Number

19322 OLANA LN.
Address

Email Address

Nancy Westelin
Signature

Nancy Westelin
Print Name

Print Name

Signature

Phone Number

(714) 965-2068
Phone Number

19302 Olana Lane HB
Address

Email Address

Shannon Westelin
Signature

Shannon Westelin
Print Name

Print Name

Signature

Phone Number

(714) 965-2068
Phone Number

19302 Olana Lane
Address

Email Address

Stacie Lazorek
Signature

Stacie Lazorek
Print Name

Print Name

Signature

Phone Number

714 4183323
Phone Number

19291 Olana Lane
Address

Email Address

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1. Chela B. Simons Chela B. Simons 714 962-9788
Signature Print Name Phone Number
2. 10331 Kamuela Dr Huntington Bch 92646
Address Print Name Email Address
3. [Signature] Fernando H. Gonzalez (714) 9683557
Signature Print Name Phone Number Email Address
4. 19421 Mauna Dr. H.B.
Address Print Name Phone Number Email Address
5. [Signature] Maria Esther Diaz MED 968-9878
Signature Print Name Phone Number Email Address
6. 19441 Mauna Lane Jane
Address Print Name Phone Number Email Address
7. [Signature] HONG ANH TRAN 714 378-9719
Signature Print Name Phone Number Email Address
8. 19461 MAUNA LN, HB, CA 92646
Address Print Name Phone Number Email Address
9. [Signature] Adam Barton 714 655-0580
Signature Print Name Phone Number Email Address
10. 19402 MAUNA LANE HB CA 92646
Address Print Name Phone Number Email Address

ATTACHMENT NO. 12.63

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

1. *Kerry Burton* Signature CARY BURTON Print Name 714 801 0165 Phone Number

2. 19402 MAUNA LN HUNT. BECH. CA Address Cecilia Paz Print Name (714) 964-4259 Phone Number Email Address

3. *Cecilia Paz* Signature 19342 Mauna Ln. Hunt. Beh. CA 92646 Address Julia E. Fowler Print Name 714 ~~465~~ 316-9452 Phone Number Email Address

4. *Jeffrey D Bennett* Signature 19342 Mauna Ln. Address JEFFREY D BENNETT Print Name 714 907 5799 Phone Number Email Address

5. 19352 MAUNA LN HUNTINGTON BECH CA 92646 Address *Stacie Bennett* Signature Stacie Bennett Print Name 714 593 1555 Phone Number Email Address

19352 MAUNA LN. HB- CA. 92646 Address Print Name Phone Number Email Address

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SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: *Barbara L Potter* Print Name: *Barbara L Potter* Phone Number: *714-962-8729*

Address: *21582 Archer Circle Huntington Beach Ca 92646*

Signature: *Charles G Potter* Print Name: *CHARLES G. POTTER* Email Address: *1-714-962-8729*
SAFE Phone Number: *SAFE*

Signature: *HB Ca* Print Name: *HB Ca* Phone Number: *92646*

Address: *21582 Archer Circle* Email Address: *92646*

Signature: *Christy Crady* Print Name: *Christy Crady* Phone Number: *714 964-1368*

Address: *10431 Sunday Dr HB* Email Address: *92646*

Signature: *Larry Crady* Print Name: *Larry Crady* Phone Number: *714 964-1368*

Address: *10431 Sunday Dr HB* Email Address: *92646*

Signature: *Donna A. Tenwell* Print Name: *DONNA A. TENWELL* Phone Number: *714-968-2657*

Address: *10444 Sunday Dr. H. Bch.* Email Address: *92646*

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SEP 11 2012

Dept. of Planning & Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

1. FRANK G. TERRY Frank G. Terry 714-960-6134
Signature Print Name Phone Number

6141 Eastcrest Dr., Huntington Beach, Ca. 92648
Address

2. Marsha Barneich Marsha Barneich 714-536-2451
Signature Print Name Phone Number

6105 Eastcrest Dr. H.B., Ca.
Address

3. [Signature] VENNA ARNOCT 7-998-1027
Signature Print Name Phone Number

6561 STANSHINE DR H.B. 92648
Address

4. [Signature] KATHY COLBERT 714-536-3213
Signature Print Name Phone Number

1715 PARK ST. HB CA 92648
Address

5. [Signature] CHRIS E WOODWORTH 714-726-5854
Signature Print Name Phone Number

10441 PAGO PAGO CIR H.B. CA. 92646
Address

ATTACHMENT NO. 12.66

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1. Anna Ramirez Signature Anna Ramirez Print Name 714-964-7279 Phone Number
10251 Kamuela Dr. Address H.B. Ca 92646

2. Luis Ramirez Signature Luis Ramirez Print Name 714-964-2034 Phone Number
10251 Kamuela Dr. Address H.B Ca 92646

3. Karen Costello Signature KAREN COSTELLO Print Name
19282 Pitcairn Ln. Address H.B. 92646 Phone Number 714 962-7994
Mike Costello Signature Mike Costello Print Name 714 962-7994 Phone Number

4. Norm Whitman Signature Norm Whitman Print Name 714 962-5316 Phone Number
10182 Kamuela Dr Address HIS 92646

5. Norm Whitman Signature Norm Whitman Print Name 714 962-5316 Phone Number
10182 Kamuela Dr Address HIS 92646

ATTACHMENT NO. 12.67

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1.	<i>Dance Rao</i> Signature	<i>DANIEL RAO</i> Print Name	714 Phone Number
	<i>[Signature]</i> Address	<i>10091 KAMUELA DR H.B. CA 92646</i> Address	
2.	<i>[Signature]</i> Signature	<i>10201 Kamuela Dr Jeff Danney</i> Print Name	
	<i>[Signature]</i> Address	<i>H.B.</i> Address	
3.	<i>[Signature]</i> Signature	<i>Joza Kamuela Dr H.B CA 92646</i> Print Name	
	<i>[Signature]</i> Address	<i>H.B. CA 92646</i> Address	
4.	<i>[Signature]</i> Signature	<i>Pamela Weaver</i> Print Name	
	<i>[Signature]</i> Address	<i>10341 Kamuela Drive Huntington Beach, CA 92646</i> Address	
5.	<i>[Signature]</i> Signature	<i>Kristen Grosso</i> Print Name	
	<i>[Signature]</i> Address	<i>10381 Kamuela Dr. H.B. CA 92646</i> Address	

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SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature

Address

Mr. Binh Van Vu
10091 Forrester Dr.
Huntington Bch, CA 92646-3717

Phone Number

714 964 1928

Email Address

~~714 964 1928~~

Signature

Address

MS. ANNE VU
10091 Forrester Dr.
Huntington Bch, CA 92646-3717

Print Name

Vy H. Vu

Phone Number

714-362-7788

Email Address

taicheu.vu@gmail.com

Signature

Address

Mr. Binh Van Vu
10091 Forrester Dr.
Huntington Bch, CA 92646-3717

Print Name

BINH VAN VU

Phone Number

714-964-1928

Email Address

binhvanvu2002@yahoo.com

Signature

Address

Ms. Anne Vu
10091 Forrester Dr.
Huntington Bch, CA 92646

Print Name

ANNE HOANG VU

Phone Number

714-964-1928

Email Address

(Same as above)

Signature

Address

Patricia C. Morales
7272 Britcain Lane, H.B., CA 92646

Print Name

PATRICIA C. MORALES

Phone Number

Email Address

ATTACHMENT NO. 12.6

RECEIVED
SEP 11 2012
Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Holly Deheim Signature Holly Deheim Print Name 714-593-0074 Phone Number

10122 Halawa Dr HB Address Rosalino S. Garza Print Name 714-968-4088 Phone Number

Rosalino S. Garza Signature Rosalino S. Garza Print Name 714-968-4088 Phone Number

10182 Hakawa Dr. Hib. Address Kalman Hutchens Print Name 714-743-4201 Phone Number

Kalman Hutchens Signature Kalman Hutchens Print Name 714-743-4201 Phone Number

10192 Halawa Dr. HB, CA 92646 Address JACKIE KAP Print Name 714-379-1068 Phone Number

JACKIE KAP Signature JACKIE KAP Print Name 714-379-1068 Phone Number

10302 HALAWA DR. Address BOBBIE PICO Print Name mainst66@verizon.net Email Address

BOBBIE PICO Signature BOBBIE PICO Print Name mainst66@verizon.net Email Address

10202 HALAWA HB. Address mainst66@verizon.net Email Address

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

SEP 11 2012

Dept. of Planning & Building

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

1. Signature: Maria Macias Print Name: Maria Macias Address: 10221 Halawa dr HB 92646 Phone Number: (714) 965-9519 Email Address: N/A
2. Signature: Carmelo Macias Print Name: Carmelo Macias Address: 10331 Halawa dr. H. Ca 92646 Phone Number: (714) 965-4519 Email Address:
3. Signature: Victor Brenes Print Name: VICTOR BRENES Address: 10241 HALAWA DR HB 92646 Phone Number: (714) 585-8172 Email Address:
4. Signature: Amy Cole Print Name: Amy Cole Address: 10281 Halawa Dr HB, CA 92646 Phone Number: 714-968-2181 Email Address:
5. Signature: Fred Cole Print Name: FRED COLE Address: 10281 HALAWA DR HB, CA 92646 Phone Number: 714 968 2181 Email Address:

ATTACHMENT NO. 12.71

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

SEP 11 2012
Dept. of Planning & Building

Olivia De... Signature Archie Le Claire Print Name 714 757-7181 Phone Number

10141 Halawa Address HB CA 92646 ajleclair@verizon.net Email Address

Zachary Zebayon Signature Zachary Le Claire Print Name 714 964 4181 Phone Number

10141 Halawa Address HB CA 92646 zakach@comcast.com Email Address

10181 Halawa Address HB CA 92646 LAN Huffaker Print Name

[Signature] Signature LAN Huffaker Print Name

[Signature] Signature Rick Huffaker Print Name

10181 Halawa Dr Address HB CA 92646 714 757-7181 Phone Number

[Signature] Signature Ivan Macias Print Name pinocelace@verizon.com Email Address

10221 Halawa Dr. HB Address HB CA 92646 Phone Number

[Signature] Signature Ivan Macias Print Name pinocelace@verizon.com Email Address

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Lynn Derkeim 714 593-0079

Signature

Print Name

Phone Number

10122 Halawa Dr HB 92646

Address

Email Address

James Bailey

Signature

Print Name

Phone Number

10121 Halawa H.A. CA 92646

Address

Email Address

Kendra Bailey

Signature

Print Name

Phone Number

10121 Halawa HB 92646

Address

Email Address

10142 Halawa Dr. 92646

Signature

Print Name

Phone Number

[Signature]

Address

Email Address

KEVIN GRAHAM

Signature

Print Name

Phone Number

10232 Halawa Dr 92646

Address

Email Address

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
DEPT. OF PLANNING & BUILDING

SEP 11 2012

DEPT. OF PLANNING & BUILDING

PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

Signature: Ken Gibson Print Name: KEN GIBSON Phone Number: (714) 593-9095

Address: 10122 Kamuela Dr HB 92646
Signature: Teresa Fernandez Print Name: Teresa Fernandez Email Address: (949) 399-5135

Address: 6611 Kamuela Dr HB 92646
Signature: Ricardo Branca Leno Print Name: Ricardo Branca Leno Phone Number: (714) 964-3752

Address: 10101 Kamuela Dr Print Name: H. B. CA 92646
Signature: Amber Scott Print Name: Amber Scott Email Address: 714 925-0164

Address: 746 Main Street Huntington Beach Apt. A 92648
Signature: William J Smith Print Name: WILLIAM J. SMITH Phone Number: 714 962-0575

Address: 19341 Pitcairn Ln Huntington Beach 92646
Signature: N/A Print Name: N/A Email Address: N/A

RECEIVED

SEP 11 2012

Dept. of Planning & Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE


Signature KIM SALINE Print Name
Phone Number 714-960 3575

8248 ATLANTA AVE Address
Print Name H.B. 92647
Email Address N/A


Signature Juan Rivera Print Name
Phone Number (714) 963-8391

19822 Piccadilly Ln HB CA 92646 Address


Signature Prudencio C. Moracos Print Name
Phone Number 92646
Email Address

19272 PITCHER LN. Address
Print Name H.B. 92646
Signature Aron Fernandez Print Name
Phone Number 949 394 5135
Email Address


Signature West Fernandez Print Name
Phone Number 949-310-0411
Email Address

10121 YAMMELA DR HB CA 92646 Address

RECEIVED

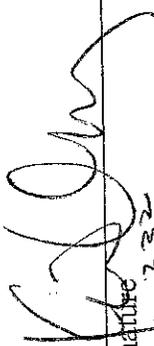
SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

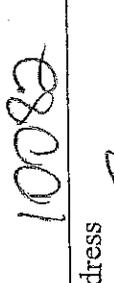
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

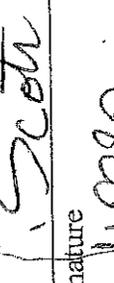

Signature: Karin McClung
Print Name: Karin McClung
Address: Kamehula Dr
Phone Number: 714-232-5082

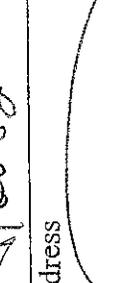

Signature: Dick Ham
Print Name: Dick Ham
Address: Kamehula Dr
Phone Number: 714-378-1116
Email Address: HB 92646


Signature: Sibel Dermenciu
Print Name: Sibel Dermenciu
Address: Kamehula
Phone Number: 10152
Email Address: HB 92646


Signature: Michelle Bender
Print Name: Michelle Bender
Address: Kamehula
Phone Number: (714) 963-3678
Email Address: HB 92646


Signature: Scott Bender
Print Name: Scott Bender
Address: Kamehula Dr.
Phone Number: (714) 963-3678
Email Address: HB 92646 hbbendles@yahoo.com


Signature: Scott Bender
Print Name: Scott Bender
Address: Kamehula Dr.
Phone Number: (714) 963-3678
Email Address: HB 92646


Signature: Robin Ham
Print Name: Robin Ham
Address: Kamehula Dr.
Phone Number: 714 606-6479
Email Address: HB 92646


Signature: Kamuela Dr.
Print Name: Kamuela Dr.
Address: 10152 Kamehula Dr.
Phone Number: HB 92646
Email Address: HB 92646

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1. Martha Thompson Signature Martha Thompson Print Name 714-963-2289 Phone Number

10192 Kamuela Dr. Hunt. Beach CA 92646 Address mar sue6@aol.com Email Address

2. Roy E. Thompson Signature Roy Thompson Print Name 714 963 2289 Phone Number

10192 Kamuela Dr Huntington Beach Ca 92646 Address

3. Elaine Kamuela De Huntington Signature Elaine Kamuela De Huntington Print Name 714 963 2289 Phone Number

10192 Kamuela Dr Huntington Beach Ca 92646 Address

4. Holly Marshall Signature Holly Marshall Print Name 714-519-5543 Phone Number

10191 Kamuela Drive Hunt Beach CA 92646 Address

5. Becky Marshall Signature Becky Marshall Print Name 714-302-7014 Phone Number

10191 Kamuela Drive, Huntington Beach, Ca 92646 Address

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

SEP 11 2012

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

Dept. of Planning & Building

PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

Signature: Susan Gonzales
 Address: 10241 Kamuela Dr.
 Print Name: Susan Gonzales
 Phone Number: (714) 964 4718
 Email Address: gonzalesfamilycircus@yahoo.com

Signature: [Signature]
 Address: 10241 Kamuela Dr.
 Print Name: Michael Gonzales
 Phone Number: (714) 968 4718
 Email Address: gonzalesfamilycircus@yahoo.com

Signature: AGT
 Address: 10241 Kamuela Dr.
 Print Name: amy gonzales
 Phone Number: 714 501 2627
 Email Address: missammelizag@gmail.com

Signature: [Signature]
 Address: 10241 Kamuela Dr.
 Print Name: MARY GONZALEZ
 Phone Number: 714 402 7622
 Email Address: MARY.PATRICIA.GONZALEZ@juno.com

Signature: [Signature]
 Address: 10231 KAMUELA DR.
 Print Name: GERRARD M. SHARP
 Phone Number: [Blank]
 Email Address: HUNTINGTON BEACH CA 92646

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

(714) 964-2000 Phone Number

BANCE AZAROV Print Name

R. Bruce Alb Signature

8202 EVERYONE CIR, H.B., CA. 92646 Address
ACE AUTO HBC / 1st Ave. cars Email Address

Thomas Power Print Name
7/965-5350 Phone Number

20302 Ravenwood Ln. H.B. CA 92646 Address
GERARDINE TAYLOR Signature

10191 Seaside Dr. Huntington Beach, CA 92646 Address
Margaret M Halksman Signature

2002 Jolivi Circle Huntington Beach CA 92646 Address
ELISABETH BRILHART Signature

21292 SEASPRITE AVE HUNTINGTON BEACH, CA. Address
92646 Phone Number

21292 SEASPRITE AVE HUNTINGTON BEACH, CA. Address
92646 Phone Number

21292 SEASPRITE AVE HUNTINGTON BEACH, CA. Address
92646 Phone Number

21292 SEASPRITE AVE HUNTINGTON BEACH, CA. Address
92646 Phone Number

21292 SEASPRITE AVE HUNTINGTON BEACH, CA. Address
92646 Phone Number

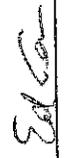
RECEIVED

SEP 11 2012

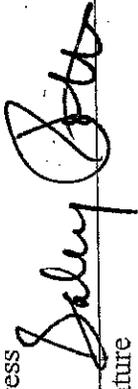
Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**


Signature BENNY LAU Print Name 714 968-8194 Phone Number
10211 KAMUELA DR. H.B. CA 92646 Address bennyk lau@yahoo.com Email Address


Signature EDMUND LAU Print Name 714 420 0220 Phone Number

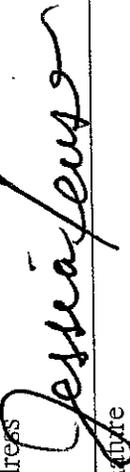
8661 LUSS DR. HUNTINGTON BEACH, 92646 Address N/A Email Address


Signature Sally Potter Print Name 714-968-5677 Phone Number

10351 Kamuela Dr., H.B., CA 92646 Address 714-968-5377 Email Address


Signature John Potter Print Name 714-968-5377 Phone Number

10351 Kamuela Dr. Address jp.potter47@hotmail.com Email Address


Signature Jessica Henson Print Name 714-623-4771 Phone Number

10321 Kamuela Dr. HB, CA 92646 Address dancefilkawaii99@yahoo.com Email Address

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1. Dianne L. Sabo Dianne L. Sabo 714-593-8166
Signature Print Name Phone Number
19392 Pitcairn Ln. HB CA 92646 dsabo@verizon.net
Address Email Address
2. Jeff Sabo Jeff Sabo 714-593-8166
Signature Print Name Phone Number
19382 PITCAIRN LN HB CA 92646 dfsabolo@gmail.com
Address Email Address
3. Kirk Olson Kirk Olson 7-44-345-4482
Signature Print Name Phone Number
19351 Pitcairn Ln. HB CA 92646 Neseldobor5000@aol.com
Address Email Address
4. Daniel Yim DANIEL YIM 714-707-6012
Signature Print Name Phone Number
19361 PITCAIRN LN HUNTINGTON BEACH CA. DYIMDESIGN@GMAIL.COM
Address Email Address
5. Chandler Olson Chandler Olson 714 625 5344
Signature Print Name Phone Number
19351 Pitcairn Lane HB CA 92646 cbo31@christmail.com
Address Email Address

ATTACHMENT NO. 12.81

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SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

Pilar Jacobs (714) 374-8846
 Signature Phone Number
 19342 Sunray Ln #101 HB CA 92648 (N/A)
 Address Email Address

Jane Ooms (714) 963-5998
 Signature Phone Number
 8391 Gilford Cir. HB, CA 92646 NOS094@msn.com
 Address Email Address

Mark A. Jacobs
 Signature
 19342 Sunray Ln #101 HB CA 92648
 Address Phone Number

Nevill Ooms (714) 963-5998
 Signature Phone Number
 8391 Gilford Cir. HB CA 92646
 Address Email Address

Cheri-Jean Ooms 714 964-1104
 Signature Phone Number
 19351 Pitcairn Lane Huntington Beach, CA 92646 KSO@jocool.com
 Address Email Address

ATTACHMENT NO. 12.82

RECEIVED

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

SEP 11 2012

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

Dept of Planning & Building

PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE.

MICHAEL T. FISCHER

714 224-2951

Signature

Print Name

Phone Number

19471 PITCAIRN LN.

paertieca9ststeel@verizon.nl

Address

Email Address

Paul J. Gagnier

714 943 2023

Signature

Print Name

Phone Number

19401 PITCAIRN LN

CASUALTY DEQS @ VERIZON.NET

Address

Email Address

E. K. RAMON G. J. M. E. L. M.

714-800-3338

Signature

Print Name

Phone Number

19401 PITCAIRN LN. H.S. 92646

SEAN RAMON @ ESSENCE

Address

Email Address

deborah swannworth

714.943.1710

Signature

Print Name

Phone Number

19402 PITCAIRN LANE

deborahswannworth@es

Address

Email Address

Alex Morley

714 318 3718

Signature

Print Name

Phone Number

19392 Pitcairn Ln HB 92646

Address

Email Address

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SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

	Christian Borsall	(714) 965-7583
Signature	Print Name	Phone Number
	Jay D. Bennett	714 615 4109
Signature	Print Name	Phone Number
	Frances V. Donough	714-964-2074
Signature	Print Name	Phone Number
	Ryan Marquez	714-362-4790
Signature	Print Name	Phone Number
	MARIJAH BORSALL	714-884-7924
Signature	Print Name	Phone Number
	Yvelie Catana	714-369-3530
Signature	Print Name	Phone Number

Address: 10412 Christmas Dr., HB, CA 92646
 Email Address: cborsall86@hotmail.com

Address: 10412 Christmas Drive #B CA 92646
 Email Address: jayd@centrals@yahoo.com

Address: 10412 Christmas Dr., HB 92646
 Email Address: fdonough@yahoo.com

Address: 8281 Peters St. Midway City 92655
 Email Address: Ryanallenphotography@yahoo.com

Address: 10411 Tobago Lane, HB, CA 92646
 Email Address: Yvelie_Catana@hotmail.com

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

SEP 11 2012

Dept. of Planning
& Building

<u>R. L. Bruckner Chang</u> Signature	<u>R. L. Bruckner Chang</u> Print Name	<u>714-717-9220</u> Phone Number
<u>10432 Christmas Dr Huntington Beach, CA 92646</u> Address	<u>r.bruckner61@gmail.com</u> Email Address	
<u>Denise Clark</u> Signature	<u>Denise Clark</u> Print Name	<u>714-833-0107</u> Phone Number
<u>10421 Christmas Drive</u> Address	<u>Denise Clark</u> Email Address	
<u>Donald E. Beard</u> Signature	<u>Donald E. Beard</u> Print Name	<u>714-964-9720</u> Phone Number
<u>10431 Christmas Dr., Huntington Beach</u> Address		
<u>Peggy J. Servaas</u> Signature	<u>Peggy J. Servaas</u> Print Name	<u>(714)963-1250</u> Phone Number
<u>10411 Christmas Dr.</u> Address	<u>Huntington Beach, CA</u> Email Address	
<u>Lynne Beard</u> Signature	<u>Lynne Beard</u> Print Name	<u>714-964-9720</u> Phone Number
<u>10431 Christmas Dr.</u> Address	<u>Huntington Beach</u> Email Address	

RECEIVED

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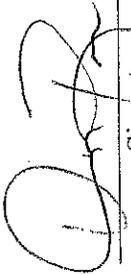
Dept of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE



DAN ROSS

Print Name

Phone Number

(714) 321-9844

17392 MIRA LOMA CIR HUNTINGTON BEACH, CA 92647

Address

Email Address

ONSITENOTARY@aol.com



Signature

Print Name

Phone Number

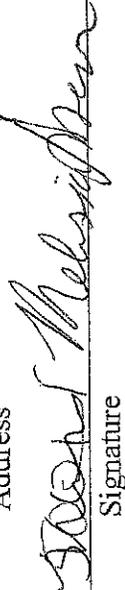
714-964-5092

18633 Applewood Circle Huntington Beach CA 92646

Address

Email Address

714-749-8731



Signature

Print Name

Phone Number

HBCA92649

Address

Email Address



Signature

Print Name

Phone Number

9687 Kensington Dr HB CA 92646

Address

Email Address



Signature

Print Name

Phone Number

16769 Hoskins St. HB, CA 92649

Address

Email Address

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
 From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
 SCHOOL SITES/OPEN SPACE**

RECEIVED
 SEP 11 2012
 Dept. of Planning
 & Building

Signature	Print Name	Phone Number
1. <i>Ryana Ogosta</i>	Ryana Ogosta	
2. <i>ARA Semera</i>	St. Louis	
3. <i>iwjama</i>	10431 Kamuela HB, Ca. 92046	
4. <i>Sihua Semera</i>		
5. <i>Tracy Sandifer</i>	Tracy Sandifer	1041 478 6454
6. <i>Tim Sandifer</i>	Tim Sandifer	714 344 2375
7. <i>Ardeeth J. Taylor</i>	ARDEETH TAYLOR	714-968-3016
8. <i>KAMUELA</i>		

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

JERRY CAUNTER
JERRY CAUNTER

714-962-2044

[Signature]
Signature

Print Name

Phone Number

10066 FORRESTAL

Address

Email Address

Jon Muto

Print Name

Phone Number

10051 Forrestal

Address

Email Address

Avonlea Taft

Print Name

Phone Number

[Signature]
giocomposi@yanbo.us

(714) 883-6606

Email Address

[Signature]
Signature

Address

CHARLES TAFT

Print Name

Phone Number

714 425 3901

10411 FORRESTAL AFB

Address

Email Address

CHARLES TAFT@gmail.com

Don Taft

Print Name

Phone Number

714 968-4712

[Signature]
Signature

Address

10041 Forrestal Dr

Email Address

ATTACHMENT NO. 17.88

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Signature: D. W. Allen Print Name: DAVID ALLEN Phone Number: 714 9642172

Address: 10312 MONITOR DR. H.B. Email Address: _____

Signature: [Handwritten Signature] Print Name: ANDREA RIFE Phone Number: _____

Address: 10362 MONITOR H.B. Email Address: _____

Signature: Dennis Clarke Print Name: DENNIS CLARKE Phone Number: 714-878-5176

Address: 10201 Valley Forge Dr. H.B. Email Address: dennis.clarke@toyota.com

Signature: Mailee Clarke Print Name: Mailee Clarke Phone Number: _____

Address: 10201 Valley Forge Dr. H.B. 92646 Email Address: 7suzieservice@netzero.com

Signature: Ursula Martunian Print Name: URSULA MARTUNIAN Phone Number: 714 962 4034

Address: 10191 Valley Forge Dr H.B 92646 Email Address: ursulahartunian@verizon.net

To: The Huntington Beach City Council and Huntington Beach Planning Dept. SEP 11 2012
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
Dept. of Planning & Building

PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE

Thuyhauk Signature Thu Hang Tran Print Name (714) 968-6757 Phone Number

10152 Halawa Dr, Huntington Beach, CA 92646 Address hangtr@hotmail.com Email Address

Whumal Signature NHUMAI TRAN Print Name nmtran3@hotmail.com Phone Number

10311 KUKUI Dr, Huntington Beach, CA 92646 Address 714 593-0887 Email Address

Xuyen Signature XUYEN NGO Print Name 714-968-6757 Phone Number

10332 PUA DR, HUNTINGTON BEACH, CA 92646 Address thuongx@hotmail.com Email Address

Thuong Signature THUONG TRAN Print Name thuongx@hotmail.com Phone Number

10311 KUKUI Dr Huntington Beach, CA 92646 Address 714 593-0887 Email Address

Michael Bui Signature MICHAEL BUI Print Name 714-968-6757 Phone Number

10152 HALAWA DR., HUNTINGTON BEACH, CA 92646 Address thuongx@hotmail.com Email Address

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

1.

Signature: *Kathleen P. Reardon* Print Name: Kathleen P Reardon Phone Number: 714-963-7949
Address: 10411 Page Circle Huntington Beach 92646 Email Address: Reardon.K452@yahoo
2.

Signature: *Karen Pesko* Print Name: Karen Pesko Phone Number: 968-0856
Address: 10402 Sunday Dr Hunt. Bch CA 92646 Email Address:
3.

Signature: *Burnie Pesko* Print Name: Burnie Pesko Phone Number: 968-0856
Address: 10402 Sunday Dr Hunt. Bch CA 92646 Email Address:
4.

Signature: *Debra Barbere* Print Name: Debra Barbere Phone Number: 714-318-0506
Address: 10402 Christmas Dr Hunt. Bch Email Address: abarbro@me.com
5.

Signature: *John Alden* Print Name: John Alden Phone Number: 714-318-0535
Address: 10402 Christmas Dr. H. B. Email Address: jaldens1@yahoo.com

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Susan Lee Grondorf 714 964-2327
Signature Phone Number

A.B. 92846
Print Name

10412 Page Page Cir.
Address

HERB W. GRONDORF 714.964.2327
Signature Phone Number

HERB W. GRONDORF
Print Name

10412 PAGO PAGO CIR
Address

Kyle McArthur 714 355532
Signature Phone Number

Kyle McArthur
Print Name

10412 PAGO PAGO CIR
Address

Mario Alvarez 714 501 2086
Signature Phone Number

Mario Alvarez
Print Name

8651 Bayonne Dr.
Address

H.B. G 92646 714 457 3210
Signature Phone Number

H.B. G 92646
Print Name

9607 Bickley Dr.
Address

Ken G. Howell
Signature Phone Number

Ken G. Howell
Print Name

Address Email Address

RECEIVED

SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**


Signature
YESSYKE SAHARA
Print Name
714-322-9838
Phone Number

10431 PAGO PAGO CIR. HUNTINGTON BEACH, CA. 92646
Address
sahara-muybien@yahoo.com JP
Email Address

9852 Continental Dr Huntington Beach CA 92646 714 963503
Address
Print Name
Phone Number


Signature
Jorge Clavero
Print Name

Marianne Mento
Address
Print Name
714 964 3490
Phone Number

10461 Pago Pago Cir. Huntington Beach CA 92646
Address
Print Name
Email Address


Signature
MARIETTA MERITO
Print Name
714-964-3490
Phone Number

10461 PAGO PAGO CIR, HUNTINGTON BEACH, CA 92646
Address
Print Name
Email Address


Signature
DAVID J. MERITO
Print Name
714 964 3490
Phone Number

10461 PAGO PAGO CIRCLE, HUNTINGTON BEACH, CA. 92646
Address
Print Name
Email Address

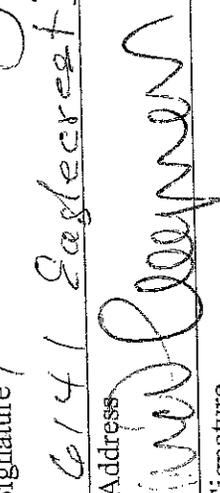
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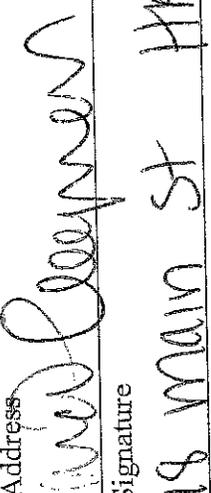
SEP 11 2012

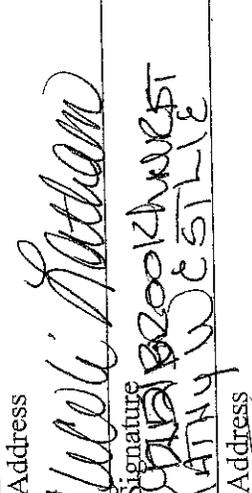
Dept. of Planning
& Building

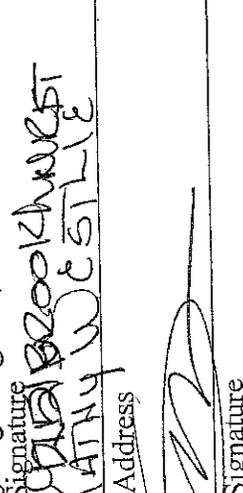
To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

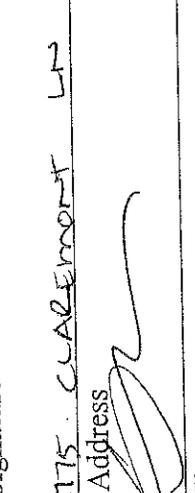

Signature
6141 Eaglecrest Dr. Huntington Beach, Ca 92648
Address
Dixie Terry
Print Name
(714) 960-6134
Phone Number

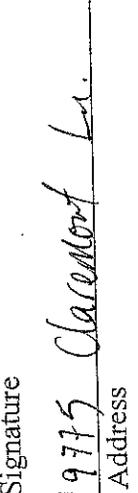

Signature
718 main st HB CA 92648
Address
Mari Capman
Print Name
thecapman@yahoo.com
Email Address


Signature
1975 CLAREMONT LN H.B. CA 92646
Address
Nicoletta
Print Name
1975 Claremont Ln. HB CA 92646
Address
huminuh82@gmail.com
Email Address


Signature
1975 CLAREMONT LN H.B. CA 92646
Address
Kathryn Westlie
Print Name
1975 Claremont Ln. HB CA 92646
Address
huminuh82@gmail.com
Email Address


Signature
1975 CLAREMONT LN H.B. CA 92646
Address
Sara Tsutsumida
Print Name
1975 Claremont Ln. HB CA 92646
Address
huminuh82@gmail.com
Email Address


Signature
1975 CLAREMONT LN H.B. CA 92646
Address
Janian Tsutsumida
Print Name
1975 Claremont Ln. HB CA 92646
Address
huminuh82@gmail.com
Email Address

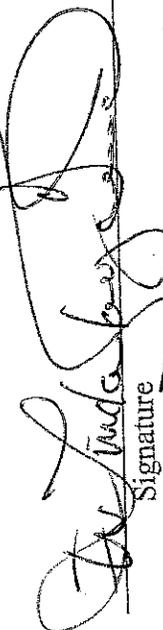
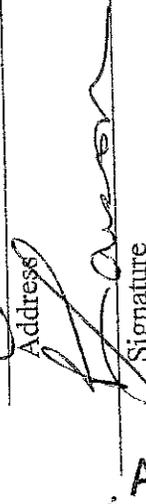

Signature
1975 CLAREMONT LN H.B. CA 92646
Address
Kutsu
Print Name
1975 Claremont Ln. HB CA 92646
Address
huminuh82@gmail.com
Email Address

RECEIVED

SEP 11 2012

Department of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1.  Linda Kayford (714) 964-8920
Signature _____ Phone Number _____
10361 Christmas Drive, Huntington Beach, CA 92646 hbtapgirl@verizon.net
Address _____ Email Address _____
2.  Frank J. Ford Jr (714) 964-8920
Signature _____ Phone Number _____
10361 Christmas Drive Huntington Beach CA 92646 Frank.Ford@verizon.net
Address _____ Email Address _____
3.  ERIK CARSON (714) 593-5777
Signature _____ Phone Number _____
10351 Christmas Dr Huntington Beach CA 92646 CARSON5@verizon.net
Address _____ Email Address _____
4.  Patti Larson 714-272-5222
Signature _____ Phone Number _____
10351 Christmas Dr. H.B., Calif 92646 Larson5@verizon.net
Address _____ Email Address _____
5.  TOM WOLFE 714-655-9655
Signature _____ Phone Number _____
10382 CHRISTMAS D H.B. CA. 92646 WOLFMA@HOTMAIL.COM
Address _____ Email Address _____

ATTACHMENT NO. 12.95

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SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

PETITION TO PRESERVE THE LAMB & WARDLOW

SCHOOL SITES/OPEN SPACE

1. Edna Bonsall Signature Edna Bonsall Print Name 714 884-7908 Phone Number
10121 Christmas Drive, H.S. CA Address edd:sttrnc@yahoo.com Email Address

2. Francesca Mitra Signature Francesca Mitra Print Name 949-500-1671 Phone Number
19756 Kingswood Lane Huntington Beach, CA Address francesca.mitra@gmail.com Email Address

3. Karl Reil Signature Karl Reil Print Name 714.316.3487 Phone Number
10121 Christmas Address Four One Five 83 Carjehio Email Address

4. Marica Yorba Signature Marica Yorba Print Name 7-454-3500 Phone Number
19422 Christmas Dr. Huntington Beach Address 714 593-2021 Email Address

5. Kayci Cadou Signature Kayci Cadou Print Name (310) 291-4055 Phone Number
7932 Glencoe Dr. #3 Huntington Beach, CA Address kayci20@hotmail.com Email Address

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SEP 11 2012

Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committees
**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

1. Mark D. Foster Mark Foster 714 963 5406
Signature Print Name Phone Number

2. 9078 Wagner River Cir. F.V. CA. Craypey@qel.com
Address Email Address

3. Savon Commons Savon Commons 714) 960 0688
Signature Print Name Phone Number

4. 2615 Klomata St. Aptc H.B. CA 92648 Wrestacobbj@msd.
Address Email Address

5. Jonathan Garzano Jonathan Garzano 714 580-5870
Signature Print Name Phone Number

6. 7452 Yellowtail Dr #206, HB, CA 92648 jeatyang@ms.com
Address Email Address

7. Kenneth Hicks Kenneth Hicks 714.596.6470
Signature Print Name Phone Number

8. 8911 Swallow F.V. CA 92708 Kicks1@ms.com
Address Email Address

9. Jeff Timmerman Jeff Timmerman 714-968-6647
Signature Print Name Phone Number

10. 8682 Lusk Dr. HB, 92646 jtimmermanhb@gmail.com
Address Email Address

ATTACHMENT NO. 2.97

RECEIVED

SEP 11 2012

Dept of Planning & Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committees
PETITION TO PRESERVE THE LAMB & WARDLOW SCHOOL SITES/OPEN SPACE

1. Jennifer C Diamond Signature Jennifer C Diamond Print Name (714) 756-2399 Phone Number

1844 Delaware St #8 92648 Address diamond_jenn@hotmail.com Email Address

2. K Mac Donald Signature Kathy MacDonald Print Name 714-963-2057 Phone Number

18906 Santa Catherine St. FV 92708 Address joekatmac1@juno.com Email Address

3. Kellie Hunter Signature Kellie Hunter Print Name 714 916-0792 Phone Number

17312 Santa Clara St. FV 92708 Address kelliehunter@excite.com Email Address

4. Michael Diamond Signature Michael Diamond Print Name (714) 357-1324 Phone Number

8441 Delaware Street Huntington Beach, CA 92648 Address MDiamond@hotmail.com Email Address

5. Eric Brady Signature ERIC BRADY Print Name 714-965-0170 Phone Number

8422 DEERVIEW DR H.B. Address ERBRADY27@Yahoo.com Email Address

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Dept. of Planning
& Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.

From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

Michelle Yeager
Signature

Michelle Yeager
Print Name

909 702 8284
Phone Number

15363 Goldenwest St B23 Huntington Bah 92647
Address

chellz7m@netscopene.net
Email Address

Juan Sanchez
Signature

Juan Sanchez
Print Name

714 486 9548
Phone Number

15363 Goldenwest St B23 Huntington Bah 92647
Address

Email Address

Marian Adams
Signature

Marian Adams
Print Name

949-6586
Phone Number

19360 Ward St. 17. B. 92646
Address

Email Address

Carol Gillespie
Signature

Carol Gillespie
Print Name

714-964-0920
Phone Number

19350 Ward St #70
Address

James H Iverson
Signature

JAMES H IVERSON
Print Name

Email Address

714-378-5180
Phone Number

19350 WARD ST #23
Address

Email Address

RECEIVED

SEP 11 2012

Dept. of Planning & Building

To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields/Lamb & Wardlow Neighborhood Committee
PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE

1. David J. Broderick Signature DAVID F. BRODERICK Print Name 957-850-0518 Phone Number
19350 WARD ST. SPC. #54 H.B. CA 92646 Address

Mandy Broderick Signature MANDY BRODERICK Print Name 957-850-0518 Phone Number
19350 WARD ST. SPC #57 H.B. CA 92646 Address Email Address

Jose Aviles Signature Jose AVILES Print Name 714-868-9627 Phone Number
19350 WARD ST. SPC #56 H.B. CA 92646 Address Email Address

Gladya Aviles Signature GLADYS AVILES Print Name
19350 WARD ST. SPC #56 H.B. CA 92646 Address Phone Number
Email Address

Margaret Ilanona Signature Margorie A. Talsma Print Name 714-962-7802 Phone Number
19350 Ward ST Sp 57 H.B, Ca 92646 Address Email Address

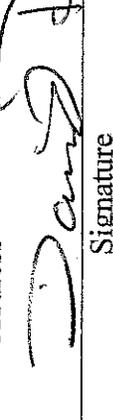
To: The Huntington Beach City Council and Huntington Beach Planning Dept.
From: The Save Our Fields (SOF) / Lamb & Wardlow Neighborhood Committees

**PETITION TO PRESERVE THE LAMB & WARDLOW
SCHOOL SITES/OPEN SPACE**

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SEP 11 2012

Dept. of Planning
& Building

	Signature	Jeff J Hurd	Print Name	714 270 2748	Phone Num
10092 Forrestal Dr	Address	Huntington Beach CA 92646		jeffhurd@verizon.net	Email Address
	Signature	Katie Larae Hurd	Print Name	714-955-1559	Phone Num
10092 Forrestal Dr	Address	HB CA 92646		kayteehurd@yahoo.com	Email Address
	Signature	KRISTI Larae Hurd	Print Name	714-742-5758	Phone Num
10092 Forrestal	Address	HB 92646		Kristi.hurd@verizon.net	Email Address
	Signature	David Deistsen	Print Name	714-962-1720	Phone Num
10072 Forrestal	Address	H.B.			Email Address
	Signature	Donald G Quinz	Print Name	714 964 4513	Phone Num
10052 Forrestal Dr	Address	H.B.		cherylquinz@verizon.net	Email Address

ATTACHMENT NO. 12-10

REMIND 1 TE ON AUG 22 MEETING



2552 WHITE ROAD, SUITE B • IRVINE, CA 92614
949/660-0110 FAX: 949/660-0418
CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS

PRELIMINARY EARTHWORK QUANTITIES
FOR
PIONEER/WARDLOW
Huntington Beach, CA
1498-844-1PW

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SEP 18 2012
Dept. of Planning
& Building

SUMMARY:

Excavation	5,900 c.y.
Embankment	10,000 c.y.
Over Excavation (Lots @ 4') (Streets @ 2')	47,600 c.y.
Shrinkage (12%)	5,700 c.y.
Subsidence (0.1')	1,300 c.y.
Import	11,100 c.y.
Less Lot Pulls	6,100 c.y.
Less Utility Spoils	2,800 c.y.
Net Import	2,200 c.y.

NOTES:

Site Area	=	363,844 s.f. (8.35 AC)
Lot Area	=	279,207 s.f.
Street Area	=	84,637 s.f.
Finish Lot Pulls	=	125 c.y./lot
Total Lots	=	49

Utility Spoils include: storm drain, sewer and water

Gonzales, Andrew

From: David Sass [davidsass@verizon.net]
Sent: Monday, September 17, 2012 11:18 AM
To: Gonzales, Andrew
Subject: Tri Pointe Homes increases flood risk for current residents

Follow Up Flag: Follow up
Flag Status: Flagged

City of Huntington Beach Planning and Building Department

Attention: Andrew Gonzales

2000 Main Street

Huntington Beach, Ca 92648

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SEP 17 2012

Dept. of Planning
& Building

Dear Andrew Gonzales

There are two major new risks of flood to current residents that are caused by Tri Pointe Homes Wardlow Residential Subdivision project. Residents of Glen Mar West from Yorktown to Adams and Magnolia to Talbert channel live at one of the lowest elevations in the city. We live every winter wondering if this is the year there is going to be a foot of standing water in our homes and hundreds of thousands dollars of damage from a big storm. At times we have even been forced to buy flood insurance by the Federal Government. At more than two and half miles from the ocean, some of homes sit just a foot above high tide. Our community can't afford any additional flood risk and it should be unacceptable. The Tri Pointe Home Project changes the way and opportunity water can drain our community. We live in what once was the Santa Ana river.

The first additional risk Tri Pointe Homes brings to the current residents is the loss of control of maintenance and repair of the storm drains that protect surrounding residents. The Tri Pointe Home project is going to turn the storm drains, maintenance and cost that are needed to protect resident from flood over to a private new homeowners association within the project (Draft Mitigated Negative Declaration No. 2008-12, page 14, discussion b). There is no mechanism outside the HOA to verify that the HOA is protecting current residents by performing their duties of flood control (verified Andrew Gonzales Huntington Beach City Associate Planner 9/13/2012 by phone). This could easily become an area of neglect or over burden expense for the HOA even under normal economic times, subjecting the project current surrounding residents to plugged and/or broken storm drains without oversight.

The second additional risk caused by Tri Point Homes project is that a lot more residents will be protected by less flood control pumping stations. Currently, most of the residents are being protected by two flood control pumping stations. One of the stations is located at Yorktown and Talbert channel with the other located at Adams and Talbert channel. The Tri Point Homes project will become a high elevation point that blocks flood waters from crossing from one station to the other station (between 9192 and 9202 Madeline drive there is a sidewalk/flood channel low elevation that water can cross from one station to another), if one of the stations fails (Huntington Beach City Draft Mitigated Negative Declaration No. 2008-12, page 15, discussion D - admits that the "drain system could become inoperable"). With the Tri Point Homes project in place, flooding would

become more massive (at a higher level and more homes damaged) before flood waters overflows to the second station which helps to protect some current residents home.

At this time, I'm informing the City of Huntington Beach that my residence at 9042 Madeline Drive is one of the homes that is currently protected by two pumping stations (Yorktown and Adams). Today if one of those pumping stations fails the other pumping station protects my residence before standing water where to back up into my home. Flood waters from an inoperable pumping station would flow over to the other operable pumping station before reaching my residence. This would not be the case if flood waters could not access the sidewalk/flood channel between 9192 and 9202 Madeline Drive.

Concussion, Tri Pointe Homes increases flood risk to current surrounding Huntington Beach residents.

Thank you,

David Sass

9042 Madeline Dr

Huntington Beach, Ca 92646

Gonzales, Andrew

From: M. Todd Broussard, PE [toddbrsd@socal.rr.com]
Sent: Saturday, September 22, 2012 2:56 PM
To: Gonzales, Andrew
Cc: Broussard, Todd
Subject: Wardlow School Site Development

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SEP 22 2012

Dept. of Planning
& Building

Andrew, Please forward this email to the Planning Commissioners....Thank you.

Planning Commissioners

I am writing you with concerns regarding the proposed residential development at the Wardlow School Site. I will try to be succinct as I know you volunteer as a Planning Commissioner and I respect your time.

For the record, I would prefer that the School Site, while not zoned as "Open Space" remain as such. My family has taken advantage of the openness of this property for the last 16 years and it is what attracted us to purchase our house abutting the school site to the north. As you are likely aware, a study commissioned by the Community Services Department has identified this area as being deficient in open space and once this property is developed there is no recouping this opportunity.

I realize that your purview may be somewhat limited in acting on rezoning this property, however, it is my hope that should it be inevitable, that you do everything in your power to mitigate the impacts to the surrounding neighborhood. Since the Developer is requesting variances, you have that power.

I have two items that I would like you to consider in your deliberation.

Drainage

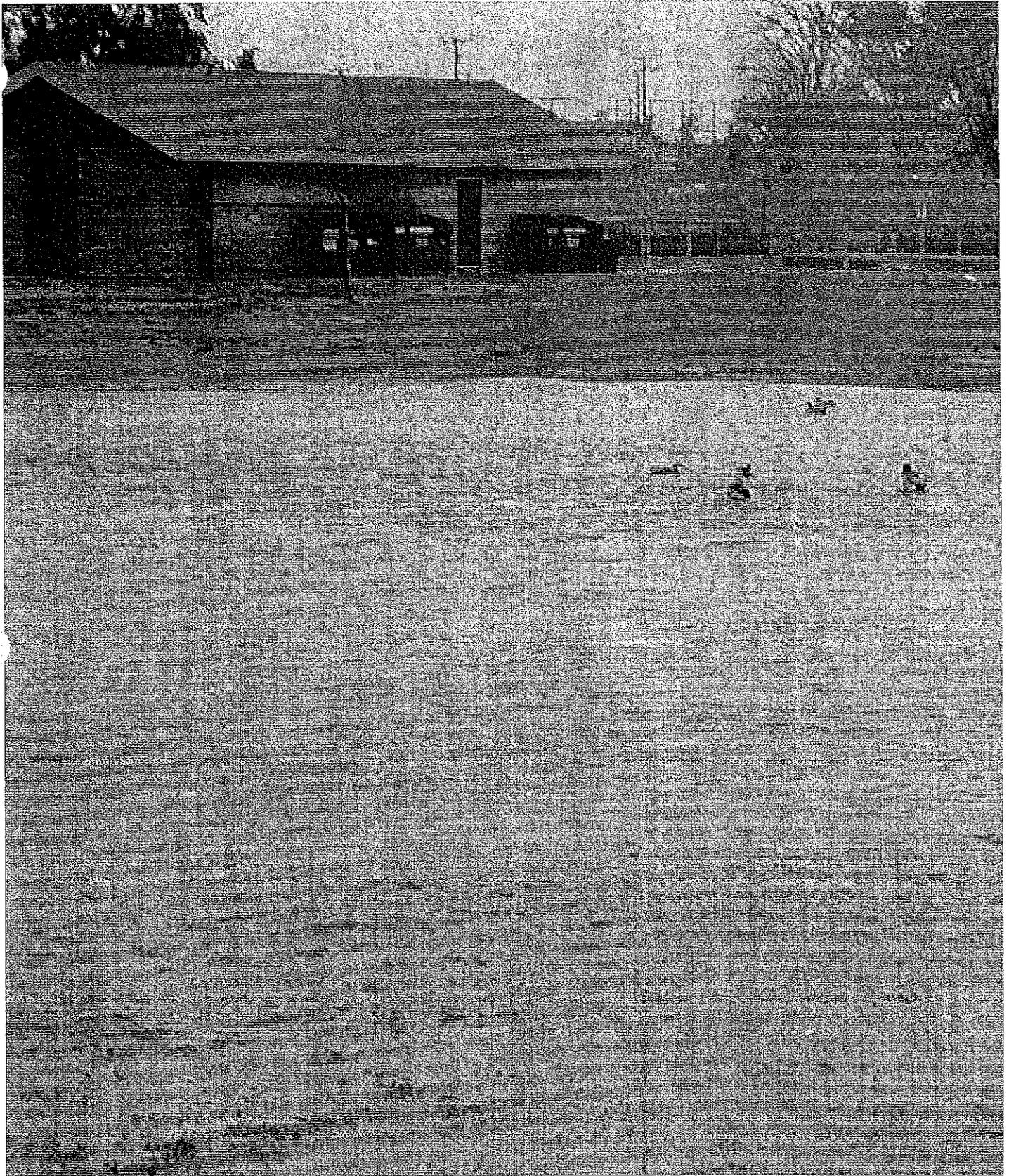
Currently portions of the properties, immediately abutting the project to the north, drain across the property line onto the project area. This historical drainage pattern must be protected or otherwise mitigated. While I understand that the Developer is aware of this situation, he has yet to date offered a solution to this problem. I view this as a "significant" issue as he has yet to date offered a solution.

Building Setback

While my neighbors and I are appreciative of the effort that the Developer has gone to try and preserve our privacy, including increased building setbacks, I believe it stops just short. Upon sale of the property, to the perspective home owner and the Developer is long gone, I do not believe that there is anything to prohibit the new owners from expanding the foot print of the house beyond the setbacks shown. Therefore, I would request that you condition the Developer to record restrictions on the properties along the North property line, that would prohibit future encroachments on the setbacks as currently shown on the proposed site plan.

Thank you for taking the time to consider the neighboring residents concerns. The attached picture was taken immediately after a rainfall a couple of years ago. Yes those are ducks. So when considering development of this "open space", remember, if it quacks like a duck....

Todd Broussard
9172 Madeline Drive
Huntington Beach, CA



Request: 12343 Entered on: 09/17/2012 11:22 AM

Customer Information

Name: David Sass **Phone:** (714) 293-8336
Address: Huntington Beach, CA **Alt. Phone:**
Email: dauidsass@verizon.net

Request Classification

Topic: Flood Zone

Status: Closed

Assigned to: Andrew Gonzales

Address or Location: 9042 Madeline Dr

Request type: Problem

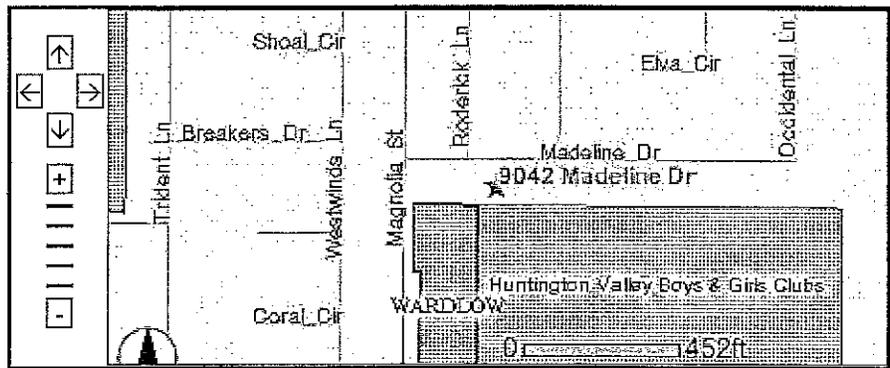
Priority: Normal

Entered Via: Web

RECEIVED

SEP 17 2012

Dept. of Planning & Building



Description

Dear Planning Commission,

There are two major new risks of flood to current residents that are caused by Tri Pointe Homes Wardlow Residential Subdivision project. Residents of Glen Mar West from Yorktown to Adams and Magnolia to Talbert channel live at one of the lowest elevations in the city. We live every winter wondering if this is the year there is going to be a foot of standing water in our homes and hundreds of thousands dollars of damage from a big storm. At times we have even been forced to buy flood insurance by the Federal Government. At more than two and half miles from the ocean, some of homes sit just a foot above high tide. Our community can't afford any additional flood risk and it should be unacceptable. The Tri Pointe Home Project changes the way and opportunity water can drain our community. We live in what once was the Santa Ana river.

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ATTACHMENT NO. 14.5

another), if one of the stations fails (Huntington Beach City Draft Mitigated Negative Declaration No. 2008-12, page 15, discussion D - admits that the "drain system could become inoperable"). With the Tri Point Homes project in place, flooding would become more massive (at a higher level and more homes damaged) before flood waters overflows to the second station which helps to protect some current residents home.

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Concussion, Tri Pointe Homes increases flood risk to current surrounding Huntington Beach residents.

Thank you,

David Sass

9042 Madeline Dr

Huntington Beach, Ca 92646

Reason Closed

David,

Thank you for you for taking time out of your schedule to provide the City with your input related to the proposed residential subdivision at the closed Wardlow School site. The issues and concerns you raised are noted and will be forwarded to the Planning Commission for their consideration. Please contact me, Andrew Gonzales at (714) 374-1547 should you have any further concerns and/or questions.

Date Expect Closed: 10/01/2012

Date Closed: 10/02/2012 07:58 AM **By:** Andrew Gonzales

Enter Field Notes Below

Notes:

Notes Taken By:

Date:

ATTACHMENT NO. 14.6

