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**McDONNELL CENTRE BUSINESS PARK  
SPECIFIC PLAN**

**RESPONSE TO COMMENTS  
FINAL EIR**

**STATE CLEARINGHOUSE NO. 96061043**

**PREPARED FOR:**

**THE CITY OF HUNTINGTON BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
2000 MAIN STREET  
HUNTINGTON BEACH, CA 92648**

**PREPARED BY:**

**EDAW, INC.**

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**DEPARTMENT OF  
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## TABLE OF CONTENTS

1.0	INTRODUCTION....	1-1
2.0	PUBLIC PARTICIPATION AND REVIEW .....	2-1
3.0	COMMENTS/RESPONSES TO COMMENTS ....	3-1
3.1	Verbal Comments/Responses to Comments Index.....	3-3
3.2	Comment Cards/Responses to Comments Index . ....	3-15
3.3	Comment Letters/Responses to Comments Index.....	3-16
4.0	ERRATA TO DRAFT EIR... ..	4-1
5.0	MITIGATION MONITORING PROGRAM... ..	5-1

## APPENDICES

Appendix A - WPA Traffic Engineering Responses  
Appendix B - Comment Cards

## 1.0 INTRODUCTION

This document serves as the Response to Comments on the Draft Environmental Impact Report (EIR) for the McDonnell Centre Business Park project. This document contains all information available in the public record related to the Draft EIR as of August 14, 1997 and responds to comments in accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines.

This document contains five (5) sections and an appendix. In addition to this Introduction, the other sections are Public Participation and Review, Comments/Responses to Comments, Errata, and Mitigation Monitoring Program.

Section 2.0 Public Participation and Review outlines the various methods the City of Huntington Beach (City) has used to provide public review and solicit input on the Draft EIR. This section also identifies the various methods taken by the applicant and the City of Huntington Beach to provide public review and receive public comment on the proposed project and alternatives to the proposed project. Section 3.0 Comments/Responses to Comments is comprised of three (3) subsections: 1) verbal comments/responses; 2) comment cards/responses; and 3) comment letters/responses. The verbal comments/responses subsection 3.1 contains comments raised at the July 8, 1997 Public Information Meeting and August 12, 1997 Planning Commission Study Session, and provides responses for those comments which raise a significant environmental issue. The comment cards/responses subsection 3.2 contains all written comments received via a comment card and provides responses for those comments that raise a significant environmental issue. The comment letters/responses subsection 3.3 contains copies of the written correspondence received from agencies, groups, organizations and individuals as of August 14, 1997. These letters have been bracketed and numbered to correspond with the responses that directly follow each individual comment letter received. The responses to each comment are included directly after each comment letter.

Several comments do not address the completeness or adequacy of the Draft EIR or do not raise significant environmental issues. Other comments request additional information. Consistent with Section 15088 of the CEQA Guidelines, a substantive response to such comments is not appropriate within the context of 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.

Section 4.0 Mitigation Monitoring Program has been prepared pursuant to Section 21081.6 of the CEQA Guidelines and includes a comprehensive listing of mitigation measures presented in the Draft EIR. The Mitigation Monitoring Program also identifies the timing and party responsible for each mitigation measure. A Standard City Policy Implementation matrix is also included in this section.

Section 5.0 Errata to the Draft EIR is provided within this document to show corrections of minor errors and inconsistencies in the Draft EIR text.

Appendix A of this document contains the responses prepared by technical subconsultant, WPA Engineering, Inc. Appendix B of this document contains a copy of comment cards received at the Public Information Meeting.

This document will become part of the official public record related to the Draft EIR for the McDonnell Centre Business Park project. 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. The document is not intended to provide justification of the project or an alternative to the project. The document does provide elected and appointed decision-makers, responsible and trustee agencies, and citizens with information regarding the issues and concerns raised during the planning process.



## 2.0 PUBLIC PARTICIPATION AND REVIEW

The City of Huntington Beach notified all responsible agencies and interested groups and individuals of the preparation of a Draft Environmental Impact Report (EIR) for the McDonnell Centre Business Park project. The City of Huntington Beach took the following actions to solicit public input during the preparation of the Draft EIR.

1. The Initial Study was prepared on June 14, 1996 by the City of Huntington Beach. A copy of the Initial Study is included within Appendix A of the Draft EIR.
2. A Notice of Preparation (NOP) was prepared June 14, 1996. A copy of the NOP is included in Appendix A of the Draft EIR. The NOP with the Initial Study was circulated for a 30-day public review period on June 14, 1996.
3. Written comments were received in response to the NOP and Initial Study. A copy of these comments is included within Appendix A of the Draft EIR.
4. A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on Tuesday, June 24, 1997. The Draft EIR and NOC were distributed to agencies, groups, organizations, and individuals. A copy of the NOC and the State Clearinghouse distribution list is available for review and inspection at the City of Huntington Beach, 2000 Main Street, Huntington Beach, California 92648.
5. An official forty-five (45) day public review period for the Draft EIR was established by the State Clearinghouse. It began on June 24, 1997 and officially ended on August 8, 1997. These letters are contained in this document. The City accepted public letters through August 14, 1997.
6. A Public Information Meeting was held related to the proposed project and the Draft EIR on Thursday, July 8, 1997. Verbal and written comments related to the Draft EIR were accepted at this Public Information Meeting. Notes on the verbal comments and written comments received at this meeting are also contained in this document.
7. In accordance with City policy, public meeting notices (including an EIR availability notice) were mailed to all property owners within a 300-foot radius of the proposed project property boundary. Additionally, notices were sent to individuals who requested to be notified by completing a public meeting sign-in sheet and those individuals who telephoned City Hall with a request to be notified. Notice of the Public Information Meeting was also published in the Huntington Beach Independent newspaper on July 3, 1997.
8. Planning Commission Study Sessions were held related to the proposed project and the Draft EIR on August 12, 1997 and August 26, 1997. Verbal comments related to the Draft EIR were provided by the Commissioners.

9. The Planning Commission held a public hearing on the Specific Plan and EIR on September 9, 1997. Notice of the meeting was sent to property owners within 1000 feet of the site, interested parties and commenting parties. The meeting was also advertised in the Huntington Beach Independent on August 28, 1997.

### **3.0 COMMENTS/RESPONSES TO COMMENTS**

The Draft EIR for the McDonnell Centre Business Park project was distributed to responsible agencies, interested groups, organizations, and individuals. The report was made available for public review and comment for a period of forty-five (45) days. The public review and comment period for the Draft EIR established by the State Clearinghouse commenced on Tuesday, June 24, 1997 and expired on Thursday, August 8, 1997. The City of Huntington Beach accepted comment letters through August 14, 1997.

Comments on the Draft EIR were accepted for response via three (3) different methods: 1) verbal comments received at the public information meeting; 2) comment cards distributed at the public information meeting received at the meeting and at the City of Huntington Beach; and 3) comment letters received at the City of Huntington Beach. The comments have been grouped under each category; verbal comments vs. comment card comments vs. comment letters with each category formatted as follows:

- List of Commentators and Comment/Response Series
- Comments Followed by Responses

#### **3.1 VERBAL COMMENTS/RESPONSES**

##### **Public Information Meeting**

The responses to the verbal comments raised at the July 8, 1997 Public Information Meeting have been correspondingly numbered and are provided directly after each verbal comment. While an official court-reporter was not present at the public information meeting to allow for a verbatim account of the meeting proceedings, explicit notes were taken. Verbal comments have been summarized as accurately as possible. All members of the audience were given an opportunity for verbal comment; at which time, the meeting moderator officially closed the verbal comment period. Subsequent to the close of the verbal comment period, several members of the audience continued to provide comment and ask questions of the panel. Many of these comments were addressed at the meeting; however, this document also includes additional response for those comments that raise significant environmental issues. A list of the verbal comments received and the comment/response series is provided in this section beginning on page 3-3.

##### **Planning Commission Study Session**

The responses to the verbal comments raised at the August 12, 1997 Planning Commission Study Session have been correspondingly numbered and are provided directly after each verbal comment. A verbatim account of the study session proceedings was not accomplished; however, the Commissioners' verbal comments related to the Draft EIR have been summarized as accurately as possible.

### **3.2 COMMENT CARDS/RESPONSES**

Comment cards were submitted by members of the public to the meeting moderator at the Public Information Meeting. These comment cards enabled the meeting moderator to properly acknowledge those that wished to comment. The comment cards that were submitted did not contain any specific comments; other than that they wished to speak at the meeting (see verbal comments section). Copies of the submitted comment cards are included under Appendix B of this document. A list of the comment cards received is provided in this section on page 3-14.

### **3.3 COMMENT LETTERS/RESPONSES**

The comment letters, which were submitted to the City by agencies, groups, organizations and individuals by August 14, 1997, have been bracketed and numbered. The responses to the comments have been correspondingly numbered and are provided directly after each comment letter. Responses are presented for each comment that raises a significant environmental issue. A list of the written comments received via comment letter and the comment/response series is provided in this section beginning on page 3-15.

Several comments do not address the completeness or adequacy of the Draft EIR or do not raise significant environmental issues. Other comments request additional information. Consistent with Section 15088 of the CEQA Guidelines, a substantive response to such comments is not appropriate within the context of 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.

### **3.1 VERBAL COMMENTS/RESPONSES TO COMMENTS INDEX**

#### **VERBAL COMMENTS RECEIVED AT PUBLIC INFORMATION MEETING**

#### **COMMENT/RESPONSE SERIES**

- |  |        |
|--|--------|
| 1. David Ewel<br>14361 Spa Drive<br>Huntington Beach, CA 92647       | DE 1-4 |
| 2. Louise Racicot<br>5375 Victoria Place<br>Westminster, CA 92683    | LR 1-5 |
| 3. Mike Cormack<br>14351 Spa Drive<br>Huntington Beach, CA 92647     | MC 1   |
| 4. Kent Tucker<br>5811 Spa Drive<br>Huntington Beach, CA 92647       | KT 1-4 |
| 5. Dan Minear<br>Westminster Resident                                | DM 1-3 |
| 6. Rebecca Montecino<br>5571 Spa Drive<br>Huntington Beach, CA 92647 | RM 1-2 |

#### **VERBAL COMMENTS RECEIVED AT 8/12/97 PLANNING COMMISSION STUDY SESSION**

#### **COMMENT/RESPONSE SERIES**

- |   |        |
|---|--------|
| 1. Planning Commissioners<br>City of Huntington Beach | PC 1-4 |
|---|--------|

## **RESPONSES TO VERBAL COMMENTS RECEIVED AT PUBLIC INFORMATION MEETING**

### **DE-1 Verbal Comment**

Questioned whether the existing ballfield located on the site would be prone to development and if so would the ballfield be replaced somewhere else onsite.

### **DE-1 Response**

The discussion of community services in Section 5.10 Public Services and Utilities of the Draft EIR states that the implementation of the proposed project will result in the loss of the two non-City owned ball fields located in Planning Area 3 of the project site. Page 5-163 of the Draft EIR further indicates that although the fields are neither City-owned nor operated, they are currently utilized by McDonnell Douglas employees for informal games. Mitigation Measure 10 in Section 5.10 of the Draft EIR would require that "Prior to issuance of grading permits for Planning Area 3 in the Specific Plan resulting in removal of the existing fields, the applicant shall determine if recreation facilities are needed by existing and future employees. If deemed necessary, the applicant must enter into a lease-type agreement or provision of recreation facilities for employees to replace those lost, subject to the approval of the City of Huntington Beach Community Services Department."

### **DE-2 Verbal Comment**

Commented that he and his wife walk around the site and have noticed a fair amount of wildlife (i.e. fox, skunk) on the site. Questioned whether there is any intention of the applicant to relocate any of the wildlife.

### **DE-2 Response**

Since the species identified by the commentor do not represent endangered, threatened, or rare species as defined by the US Fish and Wildlife Service and State Department of Fish and Game, a relocation plan is not necessary under the CEQA Guidelines.

The Initial Study prepared for the project (see Technical Appendix A of Draft EIR) determined that the proposed project would have no significant impact on the biological resources of the area. The entire site is considered to be in a disturbed urban state. Properties are either developed or, if vacant, were previously used for agriculture. The vacant portions of the site are routinely cleared as part of weed abatement and fire suppression activities. Also, please refer to Responses to Comments DFG-1 and DFG-2 for a discussion of mitigation recommended for potential burrowing owl habitat.

### **DE-3 Verbal Comment**

Questioned whether the actual types of light industrial development to be located on the site would be dependent upon market conditions. Indicated that if he had his choice, he would request that a tall building be located immediately north of the uniplant in order to help block out the existing noise. Indicated that the noise levels were a lot worse 20 years ago.

### **DE-3 Response**

Section 3.5 of the Draft EIR states that the applicant is not proposing development of the subject property at this time. Once approval has been obtained for the Specific Plan and associated Code Amendment, the applicant will implement the development based upon market trends, tenant needs, and economic conditions.

Page 5-133 of the Draft EIR provides a discussion of on-site noise level impacts. Mitigation Measure 2c also requires that future operations associated with the new industrial uses be in compliance with the City of Huntington Beach Noise Ordinance. Additionally, a recent noise level measurement was conducted by the City in response to concerns raised at the July 8, 1997 meeting. The results of this measurement are summarized below:

Noise readings were taken by City of Huntington Beach Code Enforcement on Tuesday, July 22, 1997 between 9:45 and 10:00 p.m. There were two separate readings taken at two different locations. The first reading was taken at the north-east corner of the project site, adjacent to the railroad tracks and read 56 decibels. The second reading was taken 150 feet south-east of the Rancho Road railroad tracks and read 52 decibels. The wind velocity was 3 mph from the north-west. There were no noticeable ambient sounds. The McDonnell Douglas site is located within zone 4 of the City Noise Control Ordinance which allows 70 decibels at any time of the day or night. Therefore, the McDonnell Douglas site is well within conformance to the City's Noise Control Ordinance.

Section 5.1 of the Draft EIR states that the proposed project will allow for the development of the site with a variety of aerospace, manufacturing, warehouse, office, R&D and commercial uses. Implementation of the proposed project will result in the ultimate development of an industrial, research and development business park complex. The McDonnell Centre Business Park is proposed to be a Master Planned Industrial Business Park Community with supporting office and retail facilities. These uses are consistent with the City of Huntington Beach General Plan.

With regards to the request that a tall building be situated so that it would help to block out the existing noise, the comment is acknowledged and will be forwarded to the appropriate decision makers.

### **DE-4 Verbal Comment**

Questioned if the Draft EIR is going to measure air quality in the future; does it address existing air quality. Questioned whether someone has been measuring particulate in the area near the site.

#### **DE-4 Response**

As indicated in Section 5.5 of the Draft EIR, the nearest monitoring station is the Los Alamitos station which is located approximately 3 miles north of the project site. This monitoring station monitors ozone and sulfur dioxide. Data for carbon monoxide and nitrogen dioxide was obtained from the Costa Mesa station located approximately 7 miles east of the project site. Table S of the Draft EIR summarizes the last five years of monitoring data and depicts the number of days on which pollution levels exceeded state standards. The Los Alamitos and Costa Mesa stations monitor air quality on an annual basis.

#### **LR-1 Verbal Comment**

Questioned who will own or manage the hotel proposed in Planning Area 5.

#### **LR-1 Response**

According to Section 5.1 Land Use of the Draft EIR, development applications for the development of a 104-room, three-story executive suite hotel to be located within Planning Area 5, have recently been submitted to the City of Huntington Beach. The project proponent is Extended Stay America who will be the owner/manager of the hotel in Planning Area 5 if approved. The hotel will be designed for the business traveler and does not include typical resort type amenities (pool, etc.) which would attract tourist/vacation type patrons.

#### **LR-2 Verbal Comment**

Questioned that with respect to possible impacts to adjacent residents, what are their recourses to affect the project. Also, questioned how effective their suggestions to mitigate impacts would be.

#### **LR-2 Response**

CEQA mandates that a Draft EIR go through a 45-day review period during which time the public has a chance to voice its opinion in written or verbal form regarding the document's adequacy. The public information meeting on July 8, 1997 also provided citizens the opportunity to comment on the Draft EIR. Lastly, the upcoming Planning Commission and City Council meetings will provide additional opportunities for public comment.

#### **LR-3 Verbal Comment**

Questioned the nature of proposed light industrial uses and whether these uses would result in significant environmental impacts related to air quality and noise.

#### **LR-3 Response**

Section 5.1 of the Draft EIR states that the proposed project will allow for the development of the site with a variety of aerospace, manufacturing, warehouse, office, R&D and commercial uses. Implementation of the proposed project will result in the ultimate development of an industrial,



research and development business park complex. The McDonnell Centre Business Park is proposed to be a Master Planned Industrial Business Park Community with supporting office and retail facilities. These uses are consistent with the City of Huntington Beach General Plan.

Please refer to Section 5.5 of the Draft EIR for a detailed discussion of short-term and long-term impacts related to air quality.

Please refer to Section 5.6 of the Draft EIR for a detailed discussion of short-term and long-term impacts related to noise.

Please refer to Response to Verbal Comment DE-3.

#### **LR-4 Verbal Comment**

Inquired about what percentage of anticipated traffic volumes were going to be generated by the project.

#### **LR-4 Response**

Section 5.4 of the Draft EIR states that the average Daily Traffic (ADT) is the total volume of traffic passing on a roadway on an average day of the year. ADT data is used to determine the amount of use a given roadway segment experiences on an average day. Exhibit 23 of the Draft EIR summarizes the roadway links ADT volumes on the ten study segments. These volumes were referenced through current traffic counts compiled by WPA, the City of Westminster General Plan, and the City of Huntington Beach Traffic Flow Map (dated July, 1994). Where 24 hour traffic count data was unavailable, ADT volumes were estimated by multiplying the total PM peak hour traffic volume for the subject link by a factor of 11.5, obtained through information provided by Robert Kahn & John Kain Associates (RKJK), who is the traffic modeling consultant that conducted the modeling for the City's General Plan Update. In addition, at several locations in close proximity to the project 24-hour traffic counts were conducted by WPA to update and verify these base data. Exhibits 24 and 25 of the Draft EIR summarize the existing AM and PM peak-hour turning movement traffic volumes, respectively, at the 22 study intersections.

The future traffic projections for interim and buildout conditions are also provided in the Draft EIR. Daily volume projections, which include the proposed project, are provided in Exhibits 31 and 37, respectively. The peak hour intersection volumes for the interim and buildout conditions (with project) can be referenced in Exhibits 30 and 36, respectively. Calculations of percentage increases were not specifically presented, but this information can be calculated for any particular location with the information provided.

#### **LR-5 Verbal Comment**

Questioned if there are any plans to modify Rancho Road, whether they would widen the road, put up lights, etc. Indicated that her concern is with citizens located in Westminster Village. Commented that it is impossible to exit (a 10 to 12 minute delay) out onto Rancho Road from Suffolk, due to existing traffic.

## **LR-5 Response**

The *Orange County Master Plan of Arterial Highways (MPAH)* designates Rancho Road as a Secondary Arterial, which indicates that this roadway is planned to provide four (4) travel lanes. In order to provide the four lanes, some widenings will be required and it is assumed that lighting will be required as a part of the street improvements.

Regarding the access from Suffolk to Rancho Road, some field counts / timings were taken on Thursday, August 7, 1997 during the AM and PM peak periods. In particular, the stopped delay of each vehicle on Suffolk, turning left or right onto Rancho Road, was timed. The results showed average stopped delays (waits) of 5.6 seconds and 3.6 seconds for the AM and PM peak hours before making a left turn, and 2.4 seconds and 2.1 seconds prior to making a right turn. The longest vehicle delay observed during either the AM or PM study periods was 16 seconds.

As a reference, for an unsignalized location such as at Suffolk / Rancho, average delay in seconds per vehicle of 5.0 or less is considered LOS A, while LOS E / F operations are defined as greater than 30 seconds per vehicle of average delay. The field measured delays are in the LOS A and B range (2.1, 2.4, 3.6, and 5.6 seconds per vehicle).

## **MC-1 Verbal Comment**

Asked whether there are any existing regulations on industrial operation hours and if any would be imposed on Specific Plan development. Requested that a block wall all the way to Springdale from Rancho Road be constructed to block out dirt and noise. Questioned whether the noise is going to get worse than it is right now. Indicated that he feels the noise is already significant now with people that race up the street behind his house.

## **MC-1 Response**

Industrial operation hours may occur at any time of the day as long as the operations do not exceed the City's noise level regulations stipulated in Section 5.6 of the Draft EIR. The proposed project has the potential to result in significant short-term noise impacts on nearby sensitive noise receptors due to construction and grading activities, as detailed in the Noise analysis section of the EIR. Standard City Policies and mitigation measures will reduce this impact to a level less than significant.

It is unknown exactly what level of traffic increases will occur with project implementation. It is possible that increased traffic due to the project may cause this roadway segment to experience higher CNEL values in the future which have the potential to impact nearby residential units. This is considered a significant impact. Mitigation Measure 3 has been proposed to monitor noise levels on this roadway segment and ensure compliance with City noise standards. With implementation of proposed mitigation, this impact will be reduced to a level less than significant.

With regards to the request for the construction of a block wall from Rancho Road to Springdale and the comment regarding the existing noise levels, the comment is acknowledged and will be forwarded to the appropriate decision makers.

#### **KT-1 Verbal Comment**

Concerned about air and noise impacts and the loss of eucalyptus trees as buffers. Questioned whether there is going to be replacement trees.

#### **KT-1 Response**

Applicable Standard City Policies and Requirements in Section 8.5 states that "any existing mature trees that must be removed shall be replaced at a 2 to 1 ratio with minimum 36-inch box trees, which shall be incorporated into the project's landscape plan." Additionally, the Specific Plan requires that perimeter landscaping shall be preserved or future applicant(s) must construct, a minimum twenty-four (24)-foot wide landscape buffer between the arterial highway and private project improvements, including buildings, walls, parking areas, etc.

#### **KT-2 Verbal Comment**

Questioned whether the current height standard (High Rise Overlay) in Planning Area 2 is being eliminated. Questioned what the height limit will be adjacent to Springdale. Indicated at one time a high rise residential project was proposed along Springdale and felt it was not compatible with the surrounding uses.

#### **KT-2 Response**

The current height standard is not being eliminated; however, the existing high-rise overlay suffix does not currently maintain a maximum height limit. According to Table E in Section 5.2 of the Draft EIR, the maximum building height allowed in Planning Area 2 is 50 feet, which would be a reduction from the existing high-rise overlay, which does not indicate a maximum height limit.

#### **KT-3 Verbal Comment**

Questioned whether there are air quality regulations related to areas zoned for industrial. Asked whether SCAMD would ever deny a development application for a particular user.

#### **KT-3 Response**

According to Section 5.5 of the Draft EIR, the proposed project is located in the South Coast Air Basin. This area is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD sets and enforces regulations for stationary sources in the basin. SCAQMD is a responsible agency and could deny a development application for a particular user if that use does not comply with its rules and regulations.

#### **KT-4 Verbal Comment**

Questioned what the applicant considers to be light industrial.

#### **KT-4 Response**

According to Section 5.1 of the Draft EIR, light industrial for this project includes aerospace, manufacturing, warehouse, office, R&D and commercial uses.

#### **DM-1 Verbal Comment**

Questioned the traffic study included in the Draft EIR; it stated that currently there are 6,000 cars on Rancho Road and looked at an increase to 11,000 without the project traffic and 14,000 cars with the project traffic. If you do not include the project, there is a 100% increase without the project; is this worst case?

#### **DM-1 Response**

The existing traffic on Rancho Road is shown at 6,000 vehicles per day (VPD). The future interim traffic without the project and with the project is projected to be 8,000 VPD and 11,000 VPD, respectively. For buildout conditions, the projections are 11,000 VPD and 16,000 VPD for without and with the project. These projections are based on the City Traffic Model, which reflects interim and buildout conditions of the entire surrounding areas, as well as for the proposed project. In addition, as a part of the modeling procedures, the project site and the potential land use plans were reviewed, then designed to be representative of the proposed project. The projections were prepared by a modeling consultant, then reviewed by *WPA Traffic Engineering, Inc.*, as well as City Staff.

It was determined that the procedures used represent acceptable traffic engineering methodologies and the results appear to be reasonable estimates. It can be noted that these are considered to be "*worst case*" estimates, as they assume the maximum growth of the entire surrounding areas, as well as maximum trip generation for the project site. The Draft EIR does analyze the "*worst case*," even though actual impacts may be less. This process, however, is not intended to be "*misleading*," but is designed to provide "*full disclosure*."

#### **DM-2 Verbal Comment**

Questioned how the traffic projections were made; indicated that the traffic study seemed misleading.

#### **DM-2 Response**

Refer to DM-1 Response to Verbal Comment.

**DM-3 Verbal Comment**

Indicated along Springdale, the power poles were taken down and stated it was an aesthetic improvement. Questioned whether Sharp did this or if the City pays for this.

**DM-3 Response**

The removal of the power poles is a City Condition that requires that any new development locate utilities underground.

**RM-1 Verbal Comments**

Questioned whether the hotel would be geared to the business within the Specific Plan area.

**RM-1 Response**

It is anticipated that the hotel would cater primarily to the business within the Specific Plan area.

**RM-2 Verbal Comment**

Questioned whether the project site would generate composites.

**RM-2 Response**

Please refer to Section 5.5 of the Draft EIR for a discussion of air quality impacts.

## **RESPONSES TO VERBAL COMMENTS RECEIVED AT PLANNING COMMISSION STUDY SESSION**

### **PC-1 Verbal Comment**

Added lanes to Bolsa Chica are shown in the Draft EIR. Are these possible and/or needed?

### **PC-1 Response**

The potential for added street segment lanes (along Bolsa Chica Street) is possible and has been reviewed by City Staff in the past, during the General Plan Update process. The need for these additional lanes have been examined on two levels. First, existing, year 2000 and year 2015 daily traffic analyses (utilizing conservative "worst case" traffic numbers for the project and General Plan buildout) were included as a part of the traffic evaluation and the added traffic lanes are indicated as necessary by these analyses procedures. The added lanes on Bolsa Chica Street under the year 2000 are consistent with and do not go beyond what was identified in the City's General Plan. The added lanes identified under the year 2000 and 2015 could be accommodated in the General Plan right-of-ways.

On a second level, it should be recognized that the street segment analysis procedure is more general than the intersection evaluations and contains various inherent assumptions (i.e., typical distribution of traffic throughout the day, typical intersection configurations and cross street operations, etc.). This essentially means that, for planning purposes, the added lanes should be considered as a potential need; but prior to the actual implementation of the added lane improvements, there should be further evaluation to determine if these improvements are warranted and cost effective. This further evaluation will be accomplished through the City's CIP implementation process (see below).

It can be noted that for any significant length of roadway such as Bolsa Chica Street, the major intersections are typically the critical traffic operational points. In some cases, the specific intersection improvements are actually more critical than the indicated street segment needs. These factors and other similar reasons support the City of Huntington Beach's approach to mitigating the potential traffic impacts of the *McDonnell Centre* project.

At this point in time, the potential impacts of the project have been identified and it has been determined that the required traffic fees represent a "*fair share*" portion of the needed roadway improvements, thereby mitigating the project's incremental impact to the segments along Bolsa Chica Street under the year 2000 Interim Buildout condition. The City of Huntington Beach, however, also realizes that as the improvements are implemented, there needs to be some form of review to assure that the improvements are still pertinent and the most cost effective solution. Since the improvements identified through the traffic analysis are required by the EIR mitigation to be added to the CIP, they will be in the system for implementation, but can undergo the needed scrutiny by the City.

This differs from the approach where future improvement plans are finalized today (i.e. through a condition that requires a developer to actually install a specific traffic improvement) and there is

no opportunity for modification of that improvement, if actual future traffic conditions differ from the projections.

#### **PC-2 Verbal Comment**

A significant traffic volume increase is noted on Rancho Road and won't the impacts be exaggerated by the high directionality of McDonnell Centre traffic?

#### **PC-2 Response**

The daily volume analyses show that about 40% to 50% of the future volume increase is related to growth in background traffic. The background traffic relates to the traffic model assumption that the entire area surrounding McDonnell Centre is growing toward its ultimate potential, which is causing general traffic growth. These volumes would be expected to have traffic characteristics similar to typical traffic patterns. In addition, these projections represent a "worst case" type scenario, so the levels of growth assumed may be somewhat overstated.

For the project related traffic, it should be noted that Planning Area 5 was assumed to contain a significant amount of retail development to provide a "worst case" scenario. Retail uses are assumed to have relatively high daily traffic volumes, as shopping trips occur throughout the day. The inclusion of the retail use in close proximity to Rancho Road may have served to increase the daily volume projections; however, retail type trips would tend to offset the directional nature of employment oriented trips.

#### **PC-3 Verbal Comment**

.Potential for significant added truck traffic on Rancho Road is a concern.

#### **PC-3 Response**

Rancho Road is not designated as a truck route by either the City of Huntington Beach or Westminster. This means that trucks would be prohibited from using Rancho Road as a "bypass" or "cut-through." Only areas which are directly served by Rancho Road would be permitted to have trucks travel on Rancho Road. Other areas that can be more directly served by Bolsa Chica, Bolsa, and Springdale (all designated truck routes) would need to utilize these arterials and avoid Rancho Road.

There is some potential for industrial type developments along Rancho Road, which would likely mean that trucks needed to serve the site would utilize Rancho Road. It can be noted, however, that the General Plan anticipated industrial use for the project site, so projects with truck related traffic have been previously assumed.

#### **PC-4 Verbal Comment**

What are the projected daily traffic volumes on Bolsa Avenue?

## PC-4 Response

Table I of the EIR shows the existing and future daily traffic volumes (both year 2000 - Interim and year 2015 - Buildout) for various street sections of Bolsa Avenue. There are two pages of Table I and Bolsa Avenue is on the second page. The projected traffic volumes on Bolsa Avenue as indicated on Table I are the following:

<b>BOLSA AVENUE</b>	<b>INTERIM WITHOUT PROJECT</b>	<b>INTERIM WITH PROJECT</b>
Bolsa Chica to Graham	14,000 ADT	20,000 ADT
Graham to Springdale	21,000 ADT	24,600 ADT
Springdale to Edwards	23,000 ADT	26,600 ADT
Edwards to Golden West	27,000 ADT	28,200 ADT
	<b>BUILDOUT WITHOUT PROJECT</b>	<b>BUILDOUT WITH PROJECT</b>
Bolsa Chica to Graham	18,000 ADT	28,000 ADT
Graham to Springdale	25,000 ADT	31,000 ADT
Springdale to Edwards	29,000 ADT	35,000 ADT
Edwards to Golden West	33,000 ADT	35,000 ADT



### 3.2 COMMENT CARDS/RESPONSES TO COMMENTS INDEX

#### COMMENT CARDS

1. David Ewel  
14361 Spa Drive  
Huntington Beach, CA 92647
2. Louise Racicot  
5375 Victoria Place  
Westminster, CA 92683
3. Mike Cormack  
14351 Spa Drive  
Huntington Beach, CA 92647
4. Kent Tucker  
5811 Spa Drive  
Huntington Beach, CA 92647

#### COMMENT/RESPONSE SERIES

Please refer to verbal comments  
DE 1-4

Please refer to verbal comments  
LR 1-5

Please refer to verbal comments  
MC-1

Please refer to verbal comments  
KT 1-4

### 3.3 COMMENT LETTERS/RESPONSES TO COMMENTS INDEX

#### WRITTEN COMMENT LETTERS

#### COMMENT/RESPONSE SERIES

- |  |              |
|--|--------------|
| 1. Robert S. Warth, Technical Supervisor<br>Southern California Gas Company<br>Box 3334<br>Anaheim, CA 92803-3334                            | SCGC 1-4     |
| 2. David & Alice Goecke<br>6002 Jade Circle<br>Huntington Beach, CA 92647  | D&AG#1 1 - 6 |
| 3. David & Alice Goecke<br>6002 Jade Circle<br>Huntington Beach, CA 92647  | D&AG#2 1     |
| 4. David & Alice Goecke<br>6002 Jade Circle<br>Huntington Beach, CA 92647  | D&AG#3 1     |
| 5. Orange County Vector Control District<br>13001 garden Grove Blvd.<br>Garden Grove, CA 92643   | OCVCD 1-5    |
| 6. Steven R. Conklin, Associate General Manager<br>Orange County Water District<br>Box 8300<br>Fountain Valley, CA 92728-8300                | OCWD 1       |
| 7. Robert F. Joseph, Chief<br>State of California<br>Department of Transportation, District 12<br>2501 Pullman Street<br>Santa Ana, CA 92705 | DOT 1        |
| 8. Peter Mackprang, Civil Engineering Associate<br>City of Westminster<br>8200 Westminster Boulevard<br>Westminster, CA 92683                | COW 1 - 4    |

## WRITTEN COMMENT LETTERS

## COMMENT/RESPONSE SERIES

- |   |             |
|---|-------------|
| 9. J. David Stein<br>SCAG<br>818 West Seventh, 12 <sup>th</sup> Floor<br>Los Angeles, CA 90017-3435   | SCAG 1 - 11 |
| 10. Carl F. Goodwin, Consultant for the District<br>Public Economics, Inc.<br>1970-D Old Tustin Avenue<br>Santa Ana, CA 92701                     | PEI 1 - 2   |
| 11. Patricia Wolf<br>Department of Fish and Game<br>330 Golden Shore, Suite # 50<br>Long Beach, CA 90802  | DFG 1 - 2   |
| 12. Antero A. Rivasplata, Chief<br>State of California<br>Governor's Office of Planning and Research<br>1400 Tenth Street<br>Sacramento, CA 95814 | GOPR 1      |
| 13. John Erskine<br>Nossaman, Guthner, Knox & Elliott, LLP<br>18101 Von Karman Avenue, Suite 1800<br>P.O. Box 18772<br>Irvine, CA 92623-9772      | NGKE 1 - 17 |
| 14. Ben Jarvis, Associate Transportation Analyst<br>OCTA<br>550 South Main Street<br>Orange, CA 92863-1584  | OCTA 1      |
| 15. George Britton, Manager<br>OCEMA<br>300 North Flower Street<br>Santa Ana, CA 92702  | OCEMA 1 - 6 |



RECEIVED

June 26, 1997

JUN 30 1997

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

City of Huntington Beach  
Community Development Department  
2000 Main Street  
Huntington Beach, Ca. 92648

Attention: Julie Sakaguchi

**Subject: EIR No. 96-1 for McDonnell Centre Business Park**

Southern Califor  
Gas Company

Mailing Address:  
Box 3334

Anaheim, Ca.  
92803-3334

This letter is not to be interpreted as a contractual commitment to serve the proposed project but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be served by an existing main without any significant impact on the environment. The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

SCGC-1

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

SCGC-2

Estimates of gas usage for non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial Market Services Staff by calling 1(800)427-2000. We have developed several programs which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

SCGC-3

Information regarding construction particulars and any costs associated with initiating service may be obtained by contacting the Lead Planning Associate for your area at (714) 379-3433.

SCGC-4

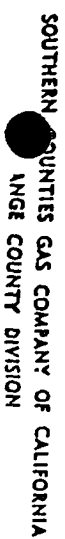
Sincerely,

Robert S. Warth  
Technical Supervisor  
tap

EIRCOMM

[illegible]

**SOUTHERN COUNTIES GAS COMPANY OF CALIFORNIA  
ANGE COUNTY DIVISION**



## **RESPONSES TO COMMENT LETTERS**

### **SCGC-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers. Additionally, Mitigation Measure 2 in Section 5.9 Public Services and Utilities of the Draft EIR requires applicants to consult with Southern California Gas Company during the building design phase for energy conservation measures.

### **SCGC-2**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

### **SCGC-3**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

### **SCGC-4**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

David & Alice Goecke  
6002 Jade Circle  
Huntington Beach, CA 92647  
714 895-5625

June 30, 1997

Ms. Julie Sakaguchi  
City of Huntington Beach  
Department of Community Development  
2000 Main Street  
Huntington Beach, CA 92648

RECEIVED  
JUL 07 1997  
DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Re: "Traffic Noise Concern"  
Proposed project on the 307 acre property at McDonnell Douglas  
Aerospace Facility, Located off Bolsa Avenue.

Dear Ms. Sakaguchi,

I am not sure how to begin this letter and to whom it should be addressed, but I want to express our concerns about the development that is currently in progress and also the future development on the above referenced property.

D&AG 1-1

We are homeowners in Huntington Beach and our house is located behind the block wall along Springdale Street between Bolsa Ave. and Glenwood Dr. As residents and tax payers of Huntington Beach, we do welcome new business and development, but we do not welcome any additional "traffic noise" from Springdale which is already a disturbing problem.

D&AG 1-2

I would like to find out what our rights are as residents to request from the business community of that particular development to finance the construction of a block wall barrier along Springdale which would be similar in height as the block wall along Bolsa Avenue across from the Westminster Mall. The existing wall along Springdale is shorter than many of the block walls throughout Huntington Beach. It would seem reasonable that an extension to this wall making it taller would help block out the traffic noise.

D&AG 1-3

I doubt anything can be done about the house shaking when trucks pass swiftly down Springdale Street, but if we could just muffle the sounds of traffic, it would make our home much more enjoyable. We could even have our windows open and enjoy the cool ocean breezes.

D&AG 1-4

Other neighbors have expressed their concerns about protecting property values and some have suggested that we start a petition requesting that something be done about the problem. However, my thought is that we should direct the problem to the attention of our city leaders. Let our leaders study the situation and come up with a reasonable solution. I will also write a letter to the Sharp Corp. and McDonnell Douglas alerting them of our concern about the "traffic noise" and maybe they will want to be good neighbors and take responsibility for corrective action.

D&AG 1-5

I would appreciate a reply to this letter including any advise you may have to offer regarding this concern.

D&AG 1-6

Sincerely,  
Alice Goecke



David & Alice Goecke  
6002 Jade Circle  
Huntington Beach, CA 92647  
714 895-5625

June 30, 1997

Sharp Electronics Corp.  
Sharp Plaza  
Mahwah, NJ 07430

Re: Huntington Beach, Calif. Property  
New World Headquarters Bldg.  
Parcel No. 19511211

Dear C.E.O.

We are homeowners in Huntington Beach and our house is located across from Skylab Road and behind Springdale Street near the above referenced property. When we bought our home over 12 years ago, the McDonnell Property along Springdale Street was a strawberry field and the traffic on Springdale was not a problem. Your new corporate building is on the corner of this site. As residents and tax payers of Huntington Beach, we do welcome new business and development, but we do not welcome the additional "traffic noise" due to the new development along Springdale Street which has become a disturbing problem. We cannot enjoy having our windows open because the noise of Springdale Street is too disturbing.

We are writing to let you know of our "noise problem" and to request from the business community of this particular development to finance the construction of a block wall barrier along Springdale which would serve as a sound barrier much like walls that are built near freeways to buffer traffic noise. We are asking you to be good neighbors and to include the construction of sound barrier block wall along Springdale Street as part of your development plan. There is an existing wall along Springdale Street, but it is much shorter than many of the block walls within the city and perhaps just an extension to make it taller is all that is needed. A city engineer would be able to advise you about this.

D&AG 2-1

Neighbors have expressed their concerns about protecting property values and some have suggested that we circulate a petition requesting from the city that something be done about this problem. However, I believe that if we notify the right people of our concern, a reasonable solution can be obtained. I have enclosed a copy of my letter to the City of Huntington Beach and will also send the city a copy of this letter.

I would appreciate a reply to this letter including any questions or comments you may have about this concern.

Sincerely,

-S-

David & Alice Goecke  
6002 Jade Circle  
Huntington Beach, CA 92647  
714 895-5625

June 30, 1997

Douglas Realty Co., Inc.  
PO Box 4111  
Hazelwood, MO 63042-0711

Re: Huntington Beach, Calif.  
Parcel No. 19511212  
Proposed Project on the 307 Acre Property  
McDonnell Douglas Aerospace Facility

Dear C.E.O.

We are homeowners in Huntington Beach and our house is located across from Skylab Road and behind Springdale Street near the above referenced property. When we bought our home over 12 years ago, the McDonnell Property along Springdale Street was a strawberry field and the traffic on Springdale was not a problem. As residents and tax payers of Huntington Beach, we do welcome new business and development, but we do not welcome any additional "traffic noise" from Springdale Street which has become a disturbing problem. We cannot enjoy having our windows open because the noise of Springdale Street is too disturbing.

We are writing to let you know of our "noise problem" and to request from the business community of this particular development to finance the construction of a block wall barrier along Springdale which would serve as a sound barrier much like walls that are built near freeways to buffer traffic noise. We are asking you to be good neighbors and to include the construction of sound barrier block wall along Springdale Street as part of your development plan. There is an existing wall along Springdale Street, but it is much shorter than many of the block walls within the city and perhaps just an extension to make it taller is all that is needed. A city engineer would be able to advise you about this.

D&AG 3-1

Neighbors have expressed their concerns about protecting property values and some have suggested that we circulate a petition requesting from the city that something be done about this problem. However, I believe that if we notify the right people of our concern, a reasonable solution can be obtained. I have enclosed a copy of my letter to the City of Huntington Beach and will also send the city a copy of this letter.

I would appreciate a reply to this letter including any questions or comments you may have about this concern.

Sincerely,

-S-

**D&AG#1-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

**D&AG#1-2**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

**D&AG#1-3**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

**D&AG#1-4**

In analyzing the project's noise impacts, the base year 2015 traffic conditions (traffic volumes without the project), as well as year 2015 traffic conditions with project buildout were modeled for estimated noise levels. As indicated in Table BB of the Draft EIR, the proposed project will increase the year 2015 traffic noise levels by up to 1.7 dB. The noise analysis recognizes that the results of the Year 2015 long-term buildout analysis are subject to change based upon the actual buildout of the Specific Plan project and other projects that have been assumed. Mitigation Measure 3 (refer to page 5-138 of the Draft EIR) has been proposed to monitor future buildout noise levels and to ensure compliance with City noise standards.

Also, please refer to Response to Verbal Comment DE-3.

**D&AG#1-5**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

**D&AG#1-6**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

**D&AG#2-1**

Please refer to Response to Comments D&AG#1 1-6.

**D&AG#3-1**

Please refer to Response to Comments D&AG#1 1-6.

# ORANGE COUNTY VECTOR CONTROL *District*

**DISTRICT OFFICE:**

13001 GARDEN GROVE BOULEVARD  
GARDEN GROVE, CALIFORNIA 92843  
PHONE: (714) 971-2421

**MAILING ADDRESS:**

P.O. BOX 87  
SANTA ANA, CA 92702  
FAX: (714) 971-3940

**50th**  
1947 Year 1997  
**RECEIVED** June 30, 1997

**BOARD OF TRUSTEES - 1997**

**PRESIDENT:**  
LARRY A. HERMAN  
**VICE-PRESIDENT:**  
WILLIAM OLIVA  
**SECRETARY:**  
KARL H. FANNING

**ANAHEIM**  
VACANT  
**BREA**  
KARL H. FANNING  
**BUENA PARK**  
STEVE BERRY  
**COSTA MESA**  
WILLIAM BANDARUK  
**CYPRESS**  
LINCOLN CASTRO  
**DANA POINT**  
RUBY L. NETZLEY  
**FOUNTAIN VALLEY**  
LAURANN COOK  
**FULLERTON**  
FLORENCE CAVILEER  
**GARDEN GROVE**  
THOMAS L. PETROSINE  
**HUNTINGTON BEACH**  
DR. PETER GREEN  
**IRVINE**  
DAVE CHRISTENSEN  
**LAGUNA BEACH**  
GRANT MCCOMBS  
**LAGUNA HILLS**  
DR. PHILIP D. HANF  
**LAGUNA NIGUEL**  
MARC W. WINER  
**LA HABRA**  
JOHN HOLMBERG  
**LAKE FOREST**  
JEAN D. JAMSON  
**LA PALMA**  
LARRY A. HERMAN  
**LOS ALAMITOS**  
ALICE JEMPSA  
**MISSION VIEJO**  
SYD GORDON  
**NEWPORT BEACH**  
TOM THOMSON  
**ORANGE**  
MIKE ALVAREZ  
**PLACENTIA**  
NORMAN Z. ECKENRODE  
**SAN CLEMENTE**  
GLENN EDWARD ROY  
**SAN JUAN CAPISTRANO**  
DAVID M. SWERDLIN  
**SANTA ANA**  
WILLIAM L. BOYNTON  
**SEAL BEACH**  
FRANK LASZLO  
**STANTON**  
AL ETHANS  
**TUSTIN**  
FABIE KAY COMBS  
**VILLA PARK**  
WILLIAM OLIVA  
**WESTMINSTER**  
FRANK FRY, JR.  
**YORBA LINDA**  
BARBARA W. KILEY  
**COUNTY OF ORANGE**  
R. PAUL WEBB  
**DISTRICT MANAGER**  
GILBERT L. CHALLET

**JUL 02 1997**

DEPARTMENT OF  
COMMUNITY DEVELOPMENT  
Ms. Julie Sakaguchi  
City of Huntington Beach  
Department of Community Development  
2000 Main Street  
Huntington Beach, CA 92648

**RE:** Vector Control Evaluation for  
McDonnell Centre Business Park  
Specific Plan Project EIR 96-1

Dear Ms. Sakaguchi:

I have reviewed the above project site and I do not anticipate any significant vector problems.

We should be notified at least two weeks prior to demolition or grading on any structures or dwellings that may have the potential to harbor rodents. This will allow our technician sufficient time to inspect or place rodenticide bait prior to demolition and thus reduce the potential for rodent dispersal.

All sites should be graded for proper runoff to avoid standing water that could breed mosquitoes. Also, trash should be held in fly proof containers and emptied weekly or preferably biweekly.

During the landscape phase of the project, plants that are attractive to rodents, such as Algerian ivy, oleander, palm trees, yuccas, bougainvillea, etc. should be avoided. A list of alternate types of ground cover less attractive to rodents is enclosed.

Thank you for allowing us to review this project. If you have any questions regarding these comments, please feel free to contact me.

Sincerely



Gary Reynolds  
Biologist

GR/cs  
Enc.

OCVCD-1

OCVCD-2

OCVCD-3

OCVCD-4

OCVCD-5

## ALTERNATIVE GROUND COVER TO ALGERIAN IVY

---

Algerian Ivy, a popular ground cover in Orange County, is known to harbor roof rats. For this reason the Orange County Vector Control District in cooperation with the California Department of Health, has developed a list of substitute ground covers not attractive to rats. The list is accompanied by a brief description of each species named. When purchasing these plants, check with your nurseryman for more specific information regarding your location.

### **Ajuga, Bronze** (*Ajuga reptans atropurpurea*):

This plant has bronze colored leaves with blue flowers, grows from two to four inches and is considered to be a hardy species. Good in sun or shade, planted six to twelve inches apart.

### **Giant Ajuga** (*Ajuga crispa*):

A large Ajuga plant, this species is very hardy, has metallic colored leaves with blue flowers and will grow to nine inches in height. May be planted in sun or shade, space 12 to 18 inches apart.

### **Camomile** (*Anthemis nobilis*):

A deep turf is produced by this plant and it can be mowed. Grows to a six inch height if not cut. Good around stepping stones and walkways. Produces a pleasant fragrance when leaves are crushed. Plant in sun, six to twelve inches apart.

### **Creeping Speedwell** (*Veronica repens*):

Dense green leaves with blue spring flowers. This hardy plant grows to a height of six inches. Prefers sun or light shade, plant 12 to 18 inches apart.

### **Creeping Thyme** (*Thymus serpyllum*):

Small, light green leaves with lavender, white or pink flowers. Reaches four inches in height, prefers sunny areas and should be planted at ten inch intervals.

### **Dichondra** (*Dichondra repens*):

Familiar lawn plant can also be used as ground cover. Grows to three inches in height and withstands moderate traffic.

### **Germander** (*Teucrium chamaedrys*):

Bright green foliage, resembling mint. Spreads well. Lavender flowers appear in spring. Prefers sun and warm climate, spreads rapidly. Reaches ten inches in height and should be planted at ten to twelve inch intervals.

### **Goldmoss Stonecrop**:

This ground cover is a hardy, succulent evergreen which will do well in sun or shade. They will grow to three inches in height and should be planted six to twelve inches apart.

### **Hahns Ivy** (*Hedera helix*):

Good ground cover for erosion control. Grows well in sun or shade to a height of 12 inches. Should be spaced 12 to 18 inches apart.

### **Needle Point Ivy**:

This subspecies of Hahns Ivy has the same characteristics, except the leaves are pointed. Plant the same as Hahns Ivy.

**Mondo Grass (*Ophiopogon japonicum*):**

Evergreen and grass-like, this plant will reach ten inches in height. Plant's appearance improves with age, and is very hardy. Space six to eight inches apart.

**Sand Strawberry (*Fragaria chiloensis*):**

Popular ornamental plant in Orange County. Very hardy and rapid spreading. Reaches a height of eight inches. Plant 12 to 14 inches apart.

**Snow-in-Summer (*Cerastium tomentosum*):**

A low spreading perennial with grayish foliage. Does well in hot, dry areas. Grows to six inches in height and should be spaced 18 to 24 inches apart.

**Spring Cinquefoil (*Potentilla verna*):**

Has attractive palmate, strawberry-like foliage, dark green in color. Spreads rapidly and produces a bright yellow flower. Grows to six inches in height and should be spaced a foot apart. Very hardy.

**Trailing African Daisy (*Osteospermum fruticosus*):**

A good erosion control ground cover. This popular plant blooms through spring and summer. It will reach a height of 18 inches and is very hardy. Plant 12 to 18 inches apart.

**Wooly Yarrow (*Achillea tomentosa*):**

Olive-green foliage, spreads rapidly and is good for erosion control. Produces yellow flowers in the spring and is hardy. Grows to nine inches high and should be planted six to twelve inches apart.



ORANGE COUNTY VECTOR CONTROL DISTRICT

13001 Garden Grove Boulevard, Garden Grove, CA 92843 • Mailing Address: P.O. Box 87, Santa Ana, CA 92702  
(714) 971-2421 • 1-800-734-2421

1996-F

#### **OCVCD-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

#### **OCVCD-2**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers. This comment has been required as a Standard City Policy for the project.

#### **OCVCD-3**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers. This comment has been required as a Standard City Policy for the project.

#### **OCVCD-4**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers. This comment was included as part of Mitigation Measure 2 in Section 5.2 Aesthetics/Urban Design (refer to page 5-41 of the Draft EIR).

#### **OCVCD-5**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

*Directors*  
PHILIP L. ANTHONY  
WES BANNISTER  
KATHRYN L. BARR  
JOHN V. FONLEY  
DANIEL E. GRISET  
LAWRENCE P. KRAEMER JR.  
GEORGE OSBORNE  
LANGDON W. OWEN  
IRV PICKLER  
ARNT G. "BUD" QUIST



## ORANGE COUNTY WATER DISTRICT

*Officers*  
WES BANNISTER  
*President*  
DANIEL E. GRISET  
*First Vice President*  
ARNT G. "BUD" QUIST  
*Second Vice President*  
WILLIAM R. MILLS JR.  
*General Manager*  
CLARK IDE  
*General Counsel*

July 1, 1997

RECEIVED

JUL 1 1 1997

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Ms. Julie Sakaguchi  
City of Huntington Beach  
Department of Community Development  
2000 Main Street  
Huntington Beach, CA 92648

Dear Ms Sakaguchi:

Draft EIR No. 96-1 for McDonnell Centre Business Park Specific Plan

The Orange County Water District has reviewed subject document and has no OCWD-  
comments.

Sincerely,

Steven R. Conklin, P.E.  
Associate General Manager  
Engineering and Construction



**OCWD-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

## DEPARTMENT OF TRANSPORTATION

DISTRICT 12  
2501 PULLMAN STREET  
SANTA ANA, CA 92705



RECEIVED July 24, 1997

JUL 28 1997

Julie Osugi  
City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA. 92648

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

File: IGR/CEQA  
SCH # none

Subject: McDonnell Centre Business Park

Dear Ms. Osugi:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the McDonnell Centre Business Park. The proposed project is for the preparation of a Specific Plan to allow for the development of a mix of industrial and commercial/retail/office uses. Caltrans District 12 is a reviewing agency and our only comment pertains to the Traffic Impact Assessment (TIA). Caltrans concurs with the scope of the project provided the TIA is adopted and implemented.

Please continue to keep us informed of future developments which could potentially impact our State Transportation Facilities. If you have any questions, or need to contact us, please call Aileen Kennedy on (714) 724-2239.

Sincerely,

Robert F. Joseph, Chief  
Advance Planning Branch

cc: Tom Loftus, OPR  
Ron Helgeson, HDQTRS Planning  
Tom Persons, HDQTRS Traffic Operations  
Tim Buchanan, Traffic Operations North

**DOT-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.



# City of Westminster

CIVIC CENTER  
8200 WESTMINSTER BOULEVARD  
WESTMINSTER, CALIFORNIA 92683  
(714) 898-3311

July 29, 1997

RECEIVED

City of Huntington Beach  
Department of Community Development  
PO Box 190  
Huntington Beach, CA 92648

AUG 04 1997  
DEPARTMENT OF  
COMMUNITY DEVELOPMENT

ATT: Ms. Julie Sakaguchi

SUBJECT: Comments Related to McDonnell Center Business Park EIR

Gentlemen:

This letter is provided pursuant to your call for comments on the subject matter. The reference to existing conditions is a bit disturbing in light of the fact that the conditions exist for the most part because McDonnell Douglas exists. The conditions identified are a direct result of the traffic generated by the activities at their site. Since these were apparently not adequately accounted for previously, it would be wise to include them as the responsibility of McDonnell Douglas prior to consideration of future development.

COW-1

Traffic counts on record with the City show that protected left turns are warranted by volume at Rancho Road and Westminster Boulevard. Since Rancho Road primarily serves limited residential and McDonnell Douglas uses, and the peak hours for westbound left turns corresponds to McDonnell Douglas shift changes, it is not at all unreasonable to reason that the need for dual left turns is the result of McDonnell Douglas traffic. The same argument holds for Westminster Boulevard at the northbound I-405 Freeway. These situations exist now and should be dealt with by McDonnell Douglas whether or not the proposed development is approved. The Level 2 through Level 4 improvements appear to be adequate for future growth, assuming traffic patterns do not shift.

COW-2

LAND USE CONCERNS

A portion of the Springdale Street Corridor (from the subject site to the 405 Freeway interchange) is within the City of Westminster and is developed with residential uses. How will these residential areas be impacted by the project and how will these impacts be mitigated? In addition, to what extent does the E.I.R. address the project impacts as they relate to properties near the site and with the City of Westminster?

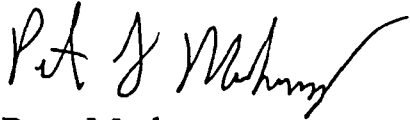
COW-3

If you have any questions regarding this matter, please feel free to contact me at 714/898-3311, extension 217.

COW-4

Sincerely,

PUBLIC WORKS DEPARTMENT  
Engineering Division



Peter Mackprang  
Civil Engineering Associate

PM/vap

cc: Planning Dept.

## COW-1

The Draft EIR, as it relates to the Westminster / Rancho intersection, is believed to reflect analyses that comply with *California Environmental Quality Act (CEQA)* laws, other related legislation, as well as input provided by the City of Westminster prior to finalization of the Draft EIR. The City of Huntington Beach would require, as a condition of approval, the posting of a bond with the City of Westminster for the Specific Plan's "*fair share*" contribution to complete Levels 1 and 3 improvements. (Level 2 is planned to be implemented as a condition of approval.) In fact, the potential improvements envisioned by the City of Huntington Beach could allow restriping to achieve the Level 5 improvements, as well.

## COW-2

The City of Huntington Beach is requiring "*fair share*" payment toward the added westbound left turn lane, which was identified by the City of Westminster as needed. The City of Huntington Beach, however, does not believe it can legally require the full cost of this improvement, since it relates to an existing condition. It is understood that the mitigations need to relate to the currently proposed project and cannot relate back to previous approvals or other traffic not related to the project.

In addition, a significant portion of the cost of this improvement is the widening of Rancho Road to accommodate the dual left turns from Westminster Boulevard. This improvement is ultimately required under the *Orange County Master Plan of Arterial Highways (MPAH)*, which would make it more difficult to justify assigning full cost / responsibility to the current *McDonnell Centre* project.

It also should be noted that the "*fair share*" contribution by the Specific Plan could alternatively be utilized to implement Levels 3 and 5 improvements identified in the Draft EIR. The bond could, therefore, be utilized as a part of the overall larger project or to fully address the proposed project improvement needs.

## COW-3

Impacts to adjacent residential areas along Springdale Street are discussed in Sections 5.1 through 5.3 and Section 5.6 of the Draft EIR. Please refer to these sections for a discussion of off-site/adjacent land use impacts and mitigation and policies proposed to reduce these impacts.

Additionally, it should be noted that the McDonnell Centre Business Park Specific Plan is consistent with the City of Huntington Beach General Plan. As indicated previously, the Specific Plan area has had an industrial land use and zoning designation for more than 20 years. This designation has been the basis for projections on build-out of the City with respect to infrastructure, public service, and traffic needs, etc. This designation was recently planned for in the City's General Plan Update and associated EIR.

## COW-4

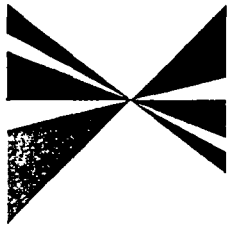
The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

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August 4, 1997

AUG 07 1997

SOUTHERN CALIFORNIA



ASSOCIATION of  
GOVERNMENTS

Ms. Julie Sakaguchi  
City of Huntington Beach  
Department of Community Development  
Department of Community Development  
200 Main Street  
Huntington Beach, CA 92648

RE: Comments on the City of Huntington Beach Draft Environmental  
Impact Report for McDonnell Centre Business Park Specific Plan -  
SCAG No. I 9700319

Dear Ms. Sakaguchi:

Thank you for submitting the City of Huntington Beach Draft Environmental  
Impact Report for McDonnell Centre Business Park Specific Plan to SCAG for  
review and comment. As area-wide clearinghouse for regionally significant projects,  
SCAG assists cities, counties and other agencies in reviewing projects and plans for  
consistency with regional plans.

SCAG-1

The attached detailed comments are meant to provide guidance for considering the  
proposed project within the context of our regional goals and policies. If you have  
any questions regarding the attached comments, please contact Bill Boyd at (213)  
236-1960.

Sincerely,

J. DAVID STEIN  
Manager, Performance Assessment and Implementation

Officers: • President Supervisor Judy Mikels,  
• County • First Vice President Mayor Bob  
Jett, City of Monrovia • Second Vice President  
Supervisor Yvonne Brathwaite Burke, Los Angeles  
County • Immediate Past President Mayor Dick  
Kelly, Palm Desert

County of Imperial: Sam Sharp, Imperial County  
David Dhillon, El Centro

County of Los Angeles: Yvonne Brathwaite Burke,  
Los Angeles County • Richard Alarcon, Los Angeles  
• Richard Alarcon, Los Angeles • Eileen Ansari,  
Diamond Bar • Bob Bartlett, Monrovia • George  
J. Bell • Sue Bauer, Glendora • Hal Bernson, Los  
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Bresch, Rosemead • Laura Chuck, Los Angeles •  
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Palmdale • Jackie Goldberg, Los Angeles • Garland  
Hedman, Inglewood • Mike Hernandez, Los  
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Messina, Alhambra • David Myers, Palmdale •  
George Nakano, Torrance • Pam O'Connor, Santa  
Monica • Jenny Oropeza, Long Beach • Beatrice  
P. Pico Rivera • Mark Ridley-Thomas, Los  
Angeles • Richard Ruordan, Los Angeles • Marcine  
S. Compton • Ray Smith, Bellflower • Rudy  
Svornuch, Los Angeles • Joel Wachs, Los Angeles •  
Rita Walters, Los Angeles • Paul Zee, South  
Pasadena

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County • Steve Apodaca, San Clemente • Ron Bates,  
Los Alamitos • Art Brown, Buena Park • Jan DeBay,  
Newport Beach • Richard Dixon, Lake Forest •  
Charlene Hatakeyama, La Palma • Bev Perry, Brea

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In Desert • Ron Lovendge, Riverside • Andrea  
Fuga, Corona • Ron Roberts, Temecula

County of San Bernardino: Larry Walker, San  
Bernardino County • Bill Alexander, Rancho  
Bamongo • Jim Bagley, Twentynine Palms •  
Andre Bennett, Colton • David Esbleman, Fontana  
• Elaine Muller, San Bernardino • Gwenn Norton-  
Perry, Chino Hills

County of Ventura: Judy Mikels, Ventura County •  
• New Fox, Thousand Oaks • John Melton, Santa  
Barbara • Toni Young, Port Hueneme

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AUG 07 1997

Ms. Julie Sakaguchi  
August 4, 1997  
Page 2

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

**COMMENTS ON THE CITY OF HUNTINGTON BEACH  
MCDONNELL CENTRE BUSINESS PARK SPECIFIC PLAN  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**PROJECT DESCRIPTION**

The McDonnell Centre Business Park site encompasses approximately 307 acres, of which approximately 173 acres are currently developed or have been granted entitlement for development of industrial storehouse/distribution and McDonnell Douglas aerospace uses. The site is located in the northwest section of the City of Huntington Beach and is bounded on the north by Rancho Road and the US Navy railroad right-of-way, on the east by Springdale Street, on the south by Bolsa Avenue, and on the west by Bolsa Chica Street. The Project involves the cohesive development of a mix of industrial and commercial/retail/office uses that are submitted under the existing Limited Industrial zoning designation. Two approved projects within the Specific Plan site are the Airtech International (121,500 sq. ft.) and Dynamic Cooking Systems (167,950 sq. ft.) properties.

The Specific Plan is divided into five planning areas as follows:

PLANNING AREA	DESCRIPTION	ACREAGE	PERCENT OF TOTAL
1 & 1A	McDonnell Douglas Aerospace - Aerospace Operations	120	39%
2	Area West of Able Lane to Springdale - Sharp Electronics and Cambro Manufacturing	58	19%
3	Bolsa Avenue Frontage West of Able Lane - mostly vacant	36	12%
4	Northern Perimeter Area Surrounding Planning Area 1 - vacant	35	11%
5	Bolsa Avenue Frontage west of Planning Area 1A - mixed use office complex	40	13%
	Streets, Roads, etc.	18	6%
	<b>TOTAL</b>	<b>307</b>	<b>100%</b>

The major components of the Specific Planning Area are as follows:

SCA -2



PROJECT COMPONENTS	ACRES	EXISTING USES	APPROVED USES	FUTURE USES
<u>Planning Area I &amp; 1A</u>				
McDonnell Douglas Aerospace	120	2,789,053 SF manufacturing/ aerospace		manufacturing - 253,312 SF warehouse - 76,472 SF office/office park - 409,524 SF R&D - 261,360 SF 1,000,668 SF -
Subtotal				
<u>Planning Area 2</u>				
Cambro Manufacturing	11.9	120,000 SF - warehouse	10,000 SF - office 40,000 SF - warehouse 110,400 SF - manufacturing	30,619 SF - office/warehouse/ manufacturing
Sharp Electronics Corp.	23.4	...	400,032 SF -warehouse/ distribution 88,139 SF - office 50,700 SF - warehouse/ distribution	72,711 SF - R&D, distribution, office, manufacturing
Vacant Land	22.7			593,287 SF - R&D, distribution, office, manufacturing
Subtotal				696,617 SF
<u>Planning Area 3</u>				
Vacant Land	36			570,448 SF - light industrial 235,224 SF - warehouse 235,224 SF -office/office park
Subtotal				940,896 SF
<u>Planning Area 4</u>				
Vacant Land	35			457,380 SF - light industrial 228,690 SF - warehouse 228,690 SF - office/office park
Subtotal				914,760 SF
<u>Planning Area 5</u>				
Mixed Use Office Complex	40	235,831 SF - office (8-story building)	345,551 SF - office (12-story building) 14,000 SF - restaurant 9,600 SF - support retail	98,450 SF - light industrial 134,169 SF - office/office park 107,399 SF - R&D 120,000 SF - 150 room hotel 150,000 SF - retail
Subtotal				610,018 SF
Streets & Roads	18			
<b>TOTAL</b>	<b>307</b>	<b>3,144,884 SF</b>	<b>1,068,422 SF</b>	<b>4,162,959 SF</b>

SCAG-2  
cont.

## **INTRODUCTION TO SCAG REVIEW PROCESS**

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Mobility (adopted June 1994), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Mobility Element (RME) constitutes the region's Transportation Plan. The RME policies are incorporated into the RCPG.

SCAG-3

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the project with those policies.

### **Consistency With Regional Comprehensive Plan and Guide Policies**

1. The Growth Management Chapter (GMC) of the Regional Comprehensive Plan contains a number of policies that are particularly applicable to this Project.

#### ***a. Core Growth Management Policies***

SCAG-4

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

SCAG staff comments. As SCAG has designated subregions, the project is situated in the Orange County subregion. The Draft EIR acknowledges substantial future land use development totaling 4,162,959 sq. ft. of manufacturing, warehouse, office/office park, R&D, distribution, light industrial, hotel and retail uses. This is in addition to the 3,144,884 sq. ft. of existing and 1,068,422 sq. ft. of approved uses within the Specific Plan area. Limited information is provided on existing employment within the Specific Plan area and no information is provided on the forecasted employment of the future land uses. Chapter 5.12 of the Draft EIR references employment growth projections for the City of Huntington Beach for year 2000 and 2010. No information is provided on the comparison of SCAG forecasted regional employment growth for the Orange County subregion with the projected employment growth from the Specific Plan area (existing, approved and future land uses). Because of the lack of information on forecasted employment growth from the Project, we are unable to determine consistency with this RCPG policy

SCAG-4  
cont.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG staff comments: The Draft EIR contains an analysis of the relationship of the Project to the location, timing and financing of public facilities, utility systems and transportation systems. Mitigation measures are included to assure the funding and timing of needed capital improvements. The Draft EIR acknowledges that a phasing plan is included in the Specific Plan to support this assurance. The Project is consistent with this RCPG policy.

SCAG-5

b. *Ancillary Growth Management Policies*

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

SCAG staff comments. The Draft EIR contains no information on the types of jobs that would be attracted to the Specific Plan area nor to the availability of appropriately priced housing in the vicinity to meet the needs of Project generated employment. We are unable to determine whether the Project is supportive of this RCPG policy.

SCAG-6

- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

SCAG staff comments. This Project would utilize existing water and sewer infrastructure that is available at the site boundary. The type of development proposed in the most recent modification of the Project makes good use of the available infrastructure. The Project is

SCAG-7

supportive of this RCPG policy.

- 3.08 *Encourage subregions to define an economic strategy to maintain the economic viability of the subregion, including development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

SCAG staff comments: The Draft EIR acknowledges that the proposed Project is consistent with applicable goals of the Economic Development Element of the City of Huntington Beach General Plan. The Project is supportive of this RCPG policy.

- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

SCAG staff comments: The Draft EIR acknowledges that the proposed development will minimize the cost for infrastructure, due to the design of the Project and the close coordination with water, storm drainage and sewer plans. The Project is supportive of this RCPG policy.

SCAG-7  
cont.

- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

SCAG staff comments. The Draft EIR references a number of Standard City Policies and Requirements that will facilitate the timely consideration of the Project and assure that its consideration will help to maintain economic vitality and competitiveness. The Project is supportive of this RCPG policy.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing subregions.*

SCAG staff comments. See comments on policy 3.04. We are unable to determine whether the Project is supportive of this RCPG policy.

SCAG-8

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

SCAG staff comments. The Draft EIR states that OCTA bus service to the site is currently offered only during peak hours. The developer and City of Huntington Beach is

SCAG-9

encouraged to work with OCTA to increase the level of transit service to the Project site during non-peak and weekend periods, in coordination with the development of retail, office, hotel and other transit supportive land uses. The Project is designed to provide for bus turnouts, passenger waiting areas ; bus shelters and benches is support of greater transit accessibility. The Project supportive of this RCPG policy.

*3.18 Encourage planned development in locations least likely to cause adverse environmental impact.*

SCAG staff comments. The Project is designed in a manner which will minimize adverse environmental impacts. The Project is supportive of this RCPG policy.

*3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

SCAG staff comments. The Draft EIR acknowledges that the Project is designed to accommodate on-site drainage, flooding and seismic conditions. The Project is supportive of this RCPG policy.

*3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments. Discussion of mitigation measures for noise, seismic, air quality, and light and glare are detailed in the Draft EIR. The Project is supportive of this RCPG policy.

SCAG-9  
cont.

2. The Regional Mobility Chapter (RMC) also has policies, all of which are core, that pertain to the proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption. promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies in this chapter are the following:

Transportation Demand Management and Regional Transit Program Policies

*4.01 Promote Transportation Demand Management programs along with transit and ridesharing facilities as a viable and desirable part of the overall program while recognizing the*

*particular needs of individual subregions.*

- 4.03 *Support the extension of TDM program implementation to non-commute trips for public and private sector activities.*
- 4.04 *Support the coordination of land use and transportation decisions with land use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand if provided for as a part of the entire package.*
- 4.06 *Support efforts to educate the public on the efficacy of demand management strategies and increase the use of alternative transportation.*
- 4.07 *Public transportation programs should be considered an essential public service because of their social, economic, and environmental benefits.*

SCAG staff comments. The Project incorporates design features that reflect a sensitivity to these five RCPG policies. The developer will provide bus stops and ancillary facilities in accordance with OCTA requirements and a TDM Plan in accordance with SCAQMD Rule 1501. The Project is consistent with the five TDM/transit RCPG policies.

#### Regional Streets and Highways Program Policies

- 4.20 *Expanded transportation system management by local jurisdictions will be encouraged.*
- 4.23 *TSM activities throughout the region shall be coordinated among jurisdictions.*

SCAG staff comments. The Draft EIR notes that the Project developer will pay for or participate in the cost of identified traffic signal improvements or modifications, parking facilities, and intersection improvements. The Project is consistent with these two RCPG policies.

#### Regional Non-Motorized Transportation Program Policies

- 4.25 *The development of the regional transportation system should include a non-motorized transportation system that provides an effective alternative to auto travel for appropriate trips. The planning and development of transportation projects and systems should incorporate the following, as appropriate:*
  - a     o     *Provision of safe, convenient, and continuous bicycle and pedestrian infrastructure to and throughout areas with existing and potential demand*

SCAG-9  
cont.

*such as activity areas, schools, recreational areas (including those areas served by trails), which will ultimately offer the same or better accessibility provided to the motorized vehicle.*

- b      o      Accessibility to and on transit (bus terminals, rail stations, Park-And-Ride lots), where there is demand and where transit boarding time will not be significantly delayed.*
- c      o      Maintenance of safe, convenient, and continuous non-motorized travel during and after the construction of transportation and general development projects. Existing bikeways and pedestrian walkways should not be removed without mitigation that is as effective as the original facility.*

SCAG staff comments. The Project will include non-motorized bicycle and pedestrian oriented improvements as part of the TDM Plan and as noted previously under SCAG policies 3.12 and 4.07. The Project is consistent with this RCPG policy.

- 4.27    Urban form, land use and site-design policies should include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit.*

SCAG staff comments. The Specific Plan includes urban form, land use and site-design policies that support non-motorized transportation as noted previously under SCAG policies 3.12, 4.07 and 4.25. The Project is consistent with this RCPG policy.

SCAG-9  
cont.

3. The Air Quality Chapter (AOC) core actions that are generally applicable to the proposed Project are as follows:

- 5.11    Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments: The Draft EIR, pages 5-121 through 5-122, details how the Project addresses land use, transportation and economic interrelationships which help to minimize motor vehicle trips and improve air quality. The Project is consistent with this RCPG policy.

The Draft EIR under review does not require a federal action, so is not subject to a finding of air quality conformity.

4. The Water Quality Chapter (WOC) core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters. The core recommendations and policy options that are particularly applicable to the Project include the following:

*11.02 Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*

SCAG staff comments: The Draft EIR references a number of "watershed management" strategies that have been incorporated in the Specific Plan, as discussed previously. The Project is consistent with this RCPG policy.

*11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current impediments to increased use of wastewater should be addressed..*

SCAG staff comments: The Draft EIR references a number of water conservation measures including connection to the Orange County Water District's "Green Acres" system of reclaimed water should this supply of water be available. We encourage the developed and City of Huntington Beach to continue to work with the Water District to assure that reclaimed water is available to the project site. The Project is consistent with this RCPG policy.

SCAG-9  
cont.

**Conclusions and Recommendations:**

(1) As noted in the staff comments, the proposed McDonnell Centre Business Park Specific Plan and Draft Environmental Impact Statement is consistent with or supports many of the policies in the Regional Comprehensive Plan and Guide, but we are unable to determine whether the Project is consistent with policy 3.01 or is supportive of policies 3.04 and 3.11.

SCAG-10

(2) All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements and reported to SCAG through the Annual Reasonable Further Progress Reports.

SCAG-11



## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### *Roles and Authorities*

**THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS** is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, the Association is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). Among its other mandated roles and responsibilities, the Association is:

- Designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. The Association is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.
- Responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). The Association is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.
- Responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. §7506.
- Responsible, pursuant to California Government Code Section 65089.2, for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. The Association must also evaluate the consistency and compatibility of such programs within the region.
- The authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).
- Responsible for reviewing, pursuant to Sections 15125(b) and 15206 of the CEQA Guidelines, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans.
- The authorized *Areawide Waste Treatment Management Planning Agency*, pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act)
- Responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).
- Responsible (along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

#### **SCAG-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

#### **SCAG-2**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

#### **SCAG-3**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

#### **SCAG-4**

The McDonnell Centre Business Park Specific Plan area has had an industrial land use and zoning designation for more than 20 years, as indicated in Section 3.4 History of Project of the Draft EIR. This designation has been the basis for projections on build-out of the City with respect to infrastructure, public service, and traffic needs, etc. This designation was recently planned for in the City's General Plan Update and associated EIR. The proposed project is to allow for a cohesive industrial and commercial/office/retail development of the area under a master plan (i.e., the Specific Plan) to prevent piecemeal/incongruous development of the site. As discussed in Section 5.1 Land Use of the Draft EIR (page 5-24), development under the proposed Specific Plan would allow for a mix of uses similar to those permitted under the existing zoning. The proposed development has been accounted for within City buildout projections; therefore, any population, housing, and jobs forecasts adopted by SCAG's Regional Council, which reflect local plans and policies, should also already account for this development.

#### **SCAG-5**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

#### **SCAG-6**

Please refer to SCAG-4.

#### **SCAG-7**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

#### **SCAG-8**

Please refer to SCAG-4.

**SCAG-9**

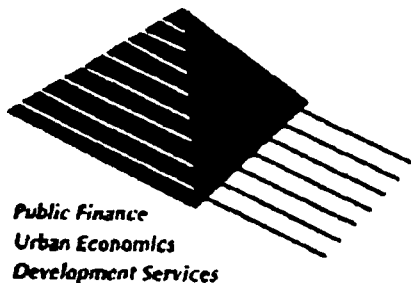
The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

**SCAG-10**

Please refer to SCAG-4.

**SCAG-11**

Please refer to Section 5.0 of this document, which includes the Mitigation Monitoring Program (MMP) for the McDonnell Centre Business Park Specific Plan project in the City of Huntington Beach, in accordance with AB 3180.

**PUBLIC ECONOMICS, INC.**DEPARTMENT OF  
COMMUNITY DEVELOPMENT

AUG 08 1997

RECEIVED

August 7, 1997

Attn: Julie Sakaguchi  
Community Development Department  
City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA 92648

RE: Coast Community College District Comments on Draft EIR for McDonnell Centre  
Business Park

Dear Sirs:

Public Economics, Inc. ("PEI") has reviewed the Draft Environmental Impact Report for the McDonnell Centre Business Park (EIR #96-1) on behalf of Coast Community College District. PEI has discussed with District staff the significance of new employment that will be generated by development of the McDonnell Centre as proposed in the EIR. The District has requested that PEI make the following comments regarding the EIR for the Proposed Project:

Due to the magnitude of potential employment from the build-out of the Project, the District would like to suggest that the City of Huntington Beach use its influence to encourage the project proponent and subsequent occupants of the Business Park to explore options with the College District for establishing an *on-site Community College education center*. Review of data in the EIR leads to the conclusion that the Project's on-site employment generation will consist of 12,000 to 21,000 new future employees, which, when coupled with 8,000 to 10,000 existing employees, will yield 20,000 to 31,000 employees in the Business Park at build-out. Given this high concentration of employment (The EIR projects *total* employment in the City of Huntington Beach in the year 2000 at 70,000--compared to the 20,000 to 31,000 from the proposed project alone at buildout.) and given the probable types of business uses in the Project Area, a Community College education center of 8-10 thousand square feet would complement the Project's proposed uses and enhance the Centre's attractiveness to future occupants.

## Coast CCD Comments on McDonnell Centre Business Park EIR


August 7, 1997

Page 2

The College District would very much look forward to discussing with the project proponent, representatives of current and future on-site businesses, and the City, possible avenues for developing this on-site education facility. Please contact C. M. Brahmhatt, Director of Fiscal Affairs, at the Coast Community College District Administrative Offices (Address: 1370 Adams Avenue, Costa Mesa, CA 92626; Phone: 714/438-4654, ) to further explore this matter with the District. Thank You.

PEI-2

Sincerely yours,



Carl F. Goodwin

Public Economics, Inc., Consultant for the District

cc: Mr. C. M. Brahmhatt, Coast Community College District

**PEI-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

**PEI-2**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

STATE OF CALIFORNIA - THE RESOURCES AGENCY

PETE WILSON, Governor

**DEPARTMENT OF FISH AND GAME**

Region 5

330 Golden Shore, Suite 50

Long Beach, California 90802

(562) 590-5113



August 4, 1997

Ms. Julie Sakaguchi  
City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA 92648

Dear Ms. Sakaguchi:

**Draft Environmental Impact Report  
McDonnell Centre Business Park Specific Plan  
SCH# 96061043, Orange County**

The Department of Fish and Game (Department) has reviewed the above-referenced Draft Environmental Impact Report (DEIR) as it affects biological resource values. The proposed McDonnell Centre Business Park specific plan encompass 307 acres of land proposed for industrial, retail and office use development.

**Biological Resources**

**Section 5.1 of the DEIR (Land Use)**

Page 5-2 of the DEIR states that 134 acres of the site consists of vacant, undeveloped land including 50 acres of fallow strawberry fields. The Final EIR should clearly indicate the type of land making up the remainder of the undeveloped portion of the project. This description should include the vegetative communities and acreages as they presently exist. In addition, the DEIR should indicate how long the strawberry fields have been fallow.

DFG-1

**Initial Study Page 10 Section (VII. a.)**

This section states that "no useful habitat exists onsite for endangered, threatened, or rare species." Based upon photographs provided within the DEIR and a cursory drive-by conducted by Department staff, it is clear that portions of the undeveloped areas of the project site support low growing ruderal vegetation. It is this type of habitat that burrowing owls (*Speotyto cunicularia*), a California Species of Special Concern, are known to inhabit. Guidelines for the implementation of the California Environmental Quality Act (CEQA) provide that a species may be considered as endangered or "rare" regardless of appearances on a formal list (see CEQA Guidelines, Section 15380, subsections b and d). Large-scale destruction and

DFG-2

Ms. Julie Sakaguchi  
August 4, 1997  
Page Two

fragmentation of suitable grasslands for breeding and foraging habitat have reduced the known breeding population of burrowing owls within Orange County to a single pair on the UCI Campus, and four or five pairs at Seal Beach National Wildlife Refuge. (1996: Hamilton and Willick - *the Birds of Orange County California*). In addition, the Department's Natural Diversity Data Base indicates historical records of burrowing owl pairs existing within the bunker area of the Seal Beach Naval Weapons Station. Both of these areas are within close proximity to the proposed project site and, therefore, there is the potential that portions of the site provides habitat for burrowing owls.

Because the DEIR does not discuss biological resources in any detail nor indicates whether or not a biologist surveyed the site for evidence of biological resources, the Department recommends that this be initiated, with special emphasis provided to document the existence of burrowing owls. A copy of Burrowing Owl Survey and Mitigation Protocol Guidelines is provided for your information. The Department recommends that this protocol be followed prior to certification of the proposed DEIR.

The final EIR should include a discussion of the results of any biological surveys conducted on-site and any mitigation measures to be taken to avoid impacts to any rare, threatened or sensitive species existing on-site.

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Scott Harris, Wildlife Biologist at (562) 590-5100.

Sincerely,



Patricia Wolf  
Acting Regional Manager

Attachments

Copy: See Attached List

DFC 2  
col.



**BURROWING OWL SURVEY PROTOCOL  
AND MITIGATION GUIDELINES**

**Prepared by:**

**The California Burrowing Owl Consortium**

**April 1993**



Printed on recycled paper

## INTRODUCTION

The California Burrowing Owl Consortium developed the following Survey Protocol and Mitigation Guidelines to meet the need for uniform standards when surveying burrowing owl (*Speotyto cunicularia*) populations and evaluating impacts from development projects. The California Burrowing Owl Consortium is a group of biologists in the San Francisco Bay area who are interested in burrowing owl conservation. The following survey protocol and mitigation guidelines were prepared by the Consortium's Mitigation Committee. These procedures offer a decision-making process aimed at preserving burrowing owls in place with adequate habitat.

California's burrowing owl population is clearly in peril and if declines continue unchecked the species may qualify for listing. Because of the intense pressure for development of open, flat grasslands in California, resource managers frequently face conflicts between owls and development projects. Owls can be affected by disturbance and habitat loss, even though there may be no direct impacts to the birds themselves or their burrows. There is often inadequate information about the presence of owls on a project site until ground disturbance is imminent. When this occurs there is usually insufficient time to evaluate impacts to owls and their habitat. The absence of standardized field survey methods impairs adequate and consistent impact assessment during regulatory review processes, which in turn reduces the possibility of effective mitigation.

These guidelines are intended to provide a decision-making process that should be implemented wherever there is potential for an action or project to adversely affect burrowing owls or the resources that support them. The process begins with a four-step survey protocol to document the presence of burrowing owl habitat, and evaluate burrowing owl use of the project site and a surrounding buffer zone. When surveys confirm occupied habitat, the mitigation measures are followed to minimize impacts to burrowing owls, their burrows and foraging habitat on the site. These guidelines emphasize maintaining burrowing owls and their resources in place rather than minimizing impacts through displacement of owls to an alternate site.

Each project and situation is different and these procedures may not be applicable in some circumstances. Finally, these are not strict rules or requirements that must be applied in all situations. They are guidelines to consider when evaluating burrowing owls and their habitat, and they suggest options for burrowing owl conservation when land use decisions are made.

Section 1 describes the four phase Burrowing Owl Survey Protocol. Section 2 contains the Mitigation Guidelines. Section 3 contains a discussion of various laws and regulations that protect burrowing owls and a list of references cited in the text.

We have submitted these documents to the California Department of Fish and Game (CDFG) for review and comment. These are untested procedures and we ask for your comments on improving their usefulness.

## **SECTION I BURROWING OWL SURVEY PROTOCOL**

### **PHASE I: HABITAT ASSESSMENT**

The first step in the survey process is to assess the presence of burrowing owl habitat on the project site including a 150-meter (approx. 500 ft.) buffer zone around the project boundary (Thomsen 1971, Martin 1973).

#### **Burrowing Owl Habitat Description**

Burrowing owl habitat can be found in annual and perennial grasslands, deserts, and scrublands characterized by low-growing vegetation (Zarn 1974). Suitable owl habitat may also include trees and shrubs if the canopy covers less than 30 percent of the ground surface. Burrows are the essential component of burrowing owl habitat: both natural and artificial burrows provide protection, shelter, and nests for burrowing owls (Henny and Blus 1981). Burrowing owls typically use burrows made by fossorial mammals, such as ground squirrels or badgers, but also may use man-made structures, such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement.

#### **Occupied Burrowing Owl Habitat**

Burrowing owls may use a site for breeding, wintering, foraging, and/or migration stopovers. Occupancy of suitable burrowing owl habitat can be verified at a site by an observation of at least one burrowing owl, or, alternatively, its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance. Burrowing owls exhibit high site fidelity, reusing burrows year after year (Rich 1984, Feeney 1992). A site should be assumed occupied if at least one burrowing owl has been observed occupying a burrow there within the last three years (Rich 1984).

The Phase II burrow survey is required if burrowing owl habitat occurs on the site. If burrowing owl habitat is not present on the project site and buffer zone, the Phase II burrow survey is not necessary. A written report of the habitat assessment should be prepared (Phase IV), stating the reason(s) why the area is not burrowing owl habitat.

### **PHASE II: BURROW SURVEY**

1. A survey for burrows and owls should be conducted by walking through suitable habitat over the entire project site and in areas within 150 meters (approx 500 ft.) of the project impact zone. This 150-meter buffer zone is included to account for adjacent burrows and foraging habitat outside the project area and impacts from factors such as noise and vibration due to heavy equipment which could impact resources outside the project area.

2. Pedestrian survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be no more than 30 meters (approx. 100 ft.), and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To efficiently survey projects larger than 100 acres, it is recommended that two or more surveyors conduct concurrent surveys. Surveyors should maintain a minimum distance of 50 meters (approx. 160 ft.) from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons.
3. If burrows or burrowing owls are recorded on the site, a map should be prepared of the burrow concentration areas. A breeding season survey and census (Phase III) of burrowing owls is the next step required.
4. Prepare a report (Phase IV) of the burrow survey stating whether or not burrows are present.
5. A preconstruction survey may be required by project-specific mitigations no more than 30 days prior to ground disturbing activity.

### **PHASE III: BURROWING OWL SURVEYS, CENSUS AND MAPPING**

If the project site contains burrows that could be used by burrowing owls, then survey efforts should be directed towards determining owl presence on the site. Surveys in the breeding season are required to describe if, when, and how the site is used by burrowing owls. If no owls are observed using the site during the breeding season, a winter survey is required.

#### **Survey Methodology**

A complete burrowing owl survey consists of four site visits. During the initial site visit examine burrows for owl sign and map the locations of occupied burrows. Subsequent observations should be conducted from as many fixed points as necessary to provide visual coverage of the site using spotting scopes or binoculars. It is important to minimize disturbance near occupied burrows during all seasons. Site visits must be repeated on four separate days. Conduct these visits from two hours before sunset to one hour after or from one hour before to two hours after sunrise. Surveys should be conducted during weather that is conducive to observing owls outside their burrows. Avoid surveys during heavy rain, high winds (> 20 mph), or dense fog.

**Nesting Season Survey.** The burrowing owl nesting season begins as early as February 1 and continues through August 31 (Thomsen 1971, Zam 1974). The timing of nesting activities may vary with latitude and climate conditions. If possible, the nesting season survey should be conducted during the peak of the breeding season, between April 15 and July 15. Count and map all burrowing owl sightings, occupied burrows, and burrows with owl sign. Record numbers of pairs and juveniles, and behavior such as courtship and copulation. Map the approximate territory boundaries and foraging areas if known.

**Survey for Winter Residents (non-breeding owls).** Winter surveys should be conducted between December 1 and January 31, during the period when wintering owls are most likely to be present. Count and map all owl sightings, occupied burrows, and burrows with owl sign.

**Surveys Outside the Winter and Nesting Seasons.** Positive results (i.e., owl sightings) outside of the above survey periods would be adequate to determine presence of owls on site. However, results of these surveys may be inadequate for mitigation planning because the numbers of owls and their pattern of distribution may change during winter and nesting seasons. Negative results during surveys outside the above periods are not conclusive proof that owls do not use the site.

**Preconstruction Survey.** A preconstruction survey may be required by project-specific mitigations and should be conducted no more than 30 days prior to ground disturbing activity.

#### **PHASE IV: RESOURCE SUMMARY, WRITTEN REPORT**

A report should be prepared for CDFG that gives the results of each Phase of the survey protocol, as outlined below.

##### **Phase I: Habitat Assessment**

1. Date and time of visit(s) including weather and visibility conditions; methods of survey.
2. Site description including the following information: location, size, topography, vegetation communities, and animals observed during visit(s).
3. An assessment of habitat suitability for burrowing owls and explanation.
4. A map of the site.

##### **Phase II: Burrow Survey**

1. Date and time of visits including weather and visibility conditions; survey methods including transect spacing.
2. A more detailed site description should be made during this phase of the survey protocol including a partial plant list of primary vegetation, location of nearest freshwater (on or within one mile of site), animals observed during transects.
3. Results of survey transects including a map showing the location of concentrations of burrow(s) (natural or artificial) and owl(s), if present.

### **Phase III: Burrowing Owl Surveys, Census and Mapping**

1. Date and time of visits including weather and visibility conditions; survey methods including transect spacing.
2. Report and map the location of all burrowing owls and owl sign. Burrows occupied by owl(s) should be mapped indicating the number of owls at each burrow. Tracks, feathers, pellets, or other items (prey remains, animal scat) at burrows should also be reported.
3. Behavior of owls during the surveys should be carefully recorded (from a distance) and reported. Describe and map areas used by owls during the surveys. Although not required, all behavior is valuable to document including feeding, resting, courtship, alarm, territorial, parental, or juvenile behavior.
4. Both winter and nesting season surveys should be summarized. If possible include information regarding productivity of pairs, seasonal pattern of use, and include a map of the colony showing territorial boundaries and home ranges.
5. The historical presence of burrowing owls on site should be documented, as well as the source of such information (local bird club, Audubon society, other biologists, etc.).

# Burrowing Owl Survey Protocol

April 1993

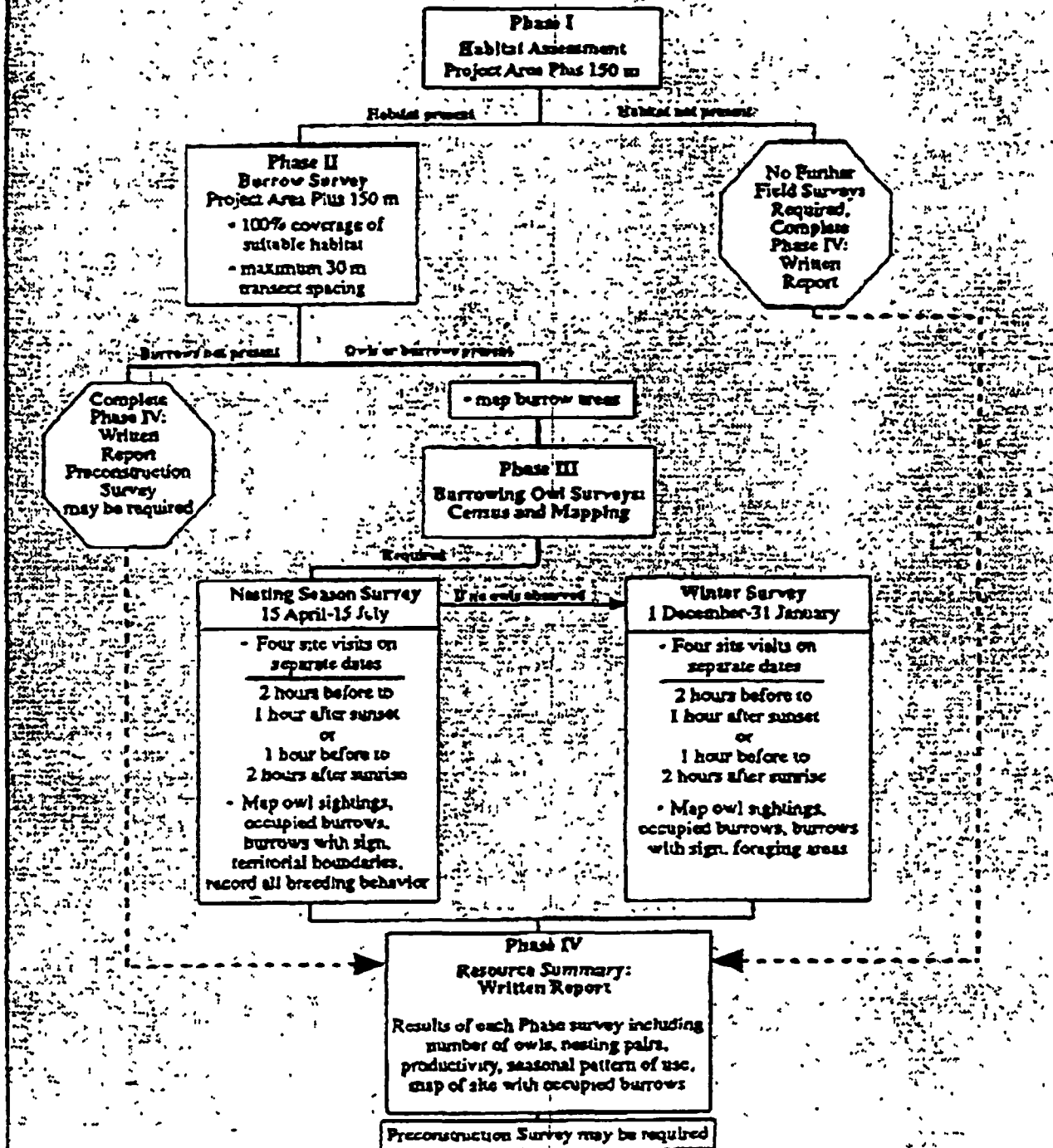


Figure 1.

## SECTION 2 BURROWING OWL MITIGATION GUIDELINES

The objective of these mitigation guidelines is to minimize impacts to burrowing owls and the resources that support viable owl populations. These guidelines are intended to provide a decision-making process that should be implemented wherever there is potential for an action or project to adversely affect burrowing owls or their resources. The process begins with a four-step survey protocol (see *Burrowing Owl Survey Protocol*) to document the presence of burrowing owl habitat, and evaluate burrowing owl use of the project site and a surrounding buffer zone. When surveys confirm occupied habitat, the mitigation measures described below are followed to minimize impacts to burrowing owls, their burrows and foraging habitat on the site. These guidelines emphasize maintaining burrowing owls and their resources in place rather than minimizing impacts through displacement of owls to an alternate site.

Mitigation actions should be carried out prior to the burrowing owl breeding season, generally from February 1 through August 31 (Thomsen 1971, Zarn 1974). The timing of nesting activity may vary with latitude and climatic conditions. Project sites and buffer zones with suitable habitat should be resurveyed to ensure no burrowing owls have occupied them in the interim period between the initial surveys and ground disturbing activity. Repeat surveys should be conducted not more than 30 days prior to initial ground disturbing activity.

### DEFINITION OF IMPACTS

1. Disturbance or harassment within 50 meters (approx. 160 ft.) of occupied burrows.
2. Destruction of burrows and burrow entrances. Burrows include structures such as culverts, concrete slabs and debris piles that provide shelter to burrowing owls.
3. Degradation of foraging habitat adjacent to occupied burrows.

### GENERAL CONSIDERATIONS

1. Occupied burrows should not be disturbed during the nesting season, from February 1 through August 31, unless the Department of Fish and Game verifies that the birds have not begun egg-laying and incubation or that the juveniles from those burrows are foraging independently and capable of independent survival at an earlier date.
2. A minimum of 6.5 acres of foraging habitat, calculated on a 100-m (approx. 300 ft.) foraging radius around the natal burrow, should be maintained per pair (or unpaired resident single bird) contiguous with burrows occupied within the last three years (Rich 1984, Feeney 1992). Ideally, foraging habitat should be retained in a long-term conservation easement.



3. When destruction of occupied burrows is unavoidable, burrows should be enhanced (enlarged or cleared of debris) or created (by installing artificial burrows) in a ratio of 1:1 in adjacent suitable habitat that is contiguous with the foraging habitat of the affected owls.
4. If owls must be moved away from the disturbance area, passive relocation (see below) is preferable to trapping. A time period of at least one week is recommended to allow the owls to move and acclimate to alternate burrows.
5. The mitigation committee recommends monitoring the success of mitigation programs as required in Assembly Bill 3180. A monitoring plan should include mitigation success criteria and an annual report should be submitted to the California Department of Fish and Game.

## **AVOIDANCE**

### **Avoid Occupied Burrows**

No disturbance should occur within 50 m (approx. 160 ft.) of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 m (approx. 250 ft.) during the breeding season of February 1 through August 31. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird (Figure 2).

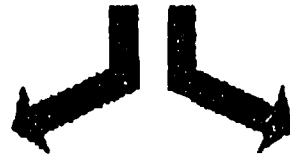
## **MITIGATION FOR UNAVOIDABLE IMPACTS**

### **On-site Mitigation**

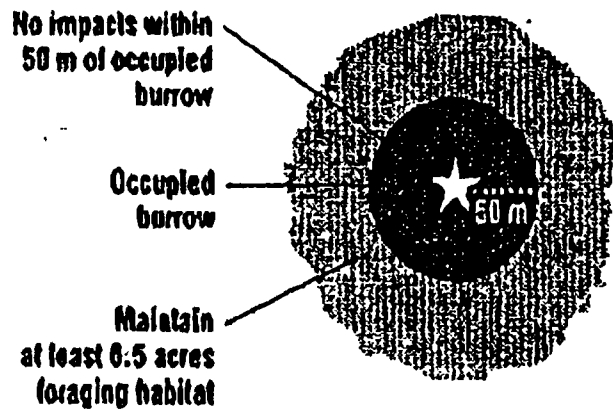
On-site passive relocation should be implemented if the above avoidance requirements cannot be met. Passive relocation is defined as encouraging owls to move from occupied burrows to alternate natural or artificial burrows that are beyond 50 m from the impact zone and that are within or contiguous to a minimum of 6.5 acres of foraging habitat for each pair of relocated owls (Figure 3). Relocation of owls should only be implemented during the non-breeding season. On-site habitat should be preserved in a conservation easement and managed to promote burrowing owl use of the site.

Owls should be excluded from burrows in the immediate impact zone and within a 50 m (approx. 160 ft.) buffer zone by installing one-way doors in burrow entrances. One-way doors should be left in place 48 hours to insure owls have left the burrow before excavation. One alternate natural or artificial burrow should be provided for each burrow that will be excavated in the project impact zone. The project area should be monitored daily for one week to confirm owl use of alternate burrows before excavating burrows in the immediate impact zone. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags should be inserted into the tunnels

## AVOIDANCE



**Non-breeding season**  
1 Sept. - 31 Jan.



**Breeding season**  
1 Feb. - 31 Aug.

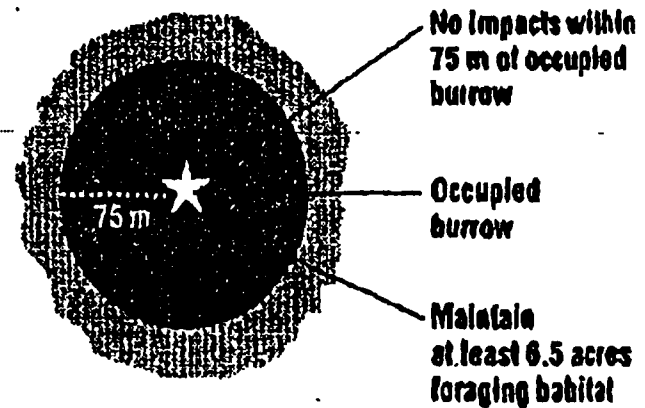


Figure 2. Burrowing owl mitigation guidelines.

**ON-SITE MITIGATION  
IF AVOIDANCE NOT MET**  
(More than 6.5 acres suitable habitat available)

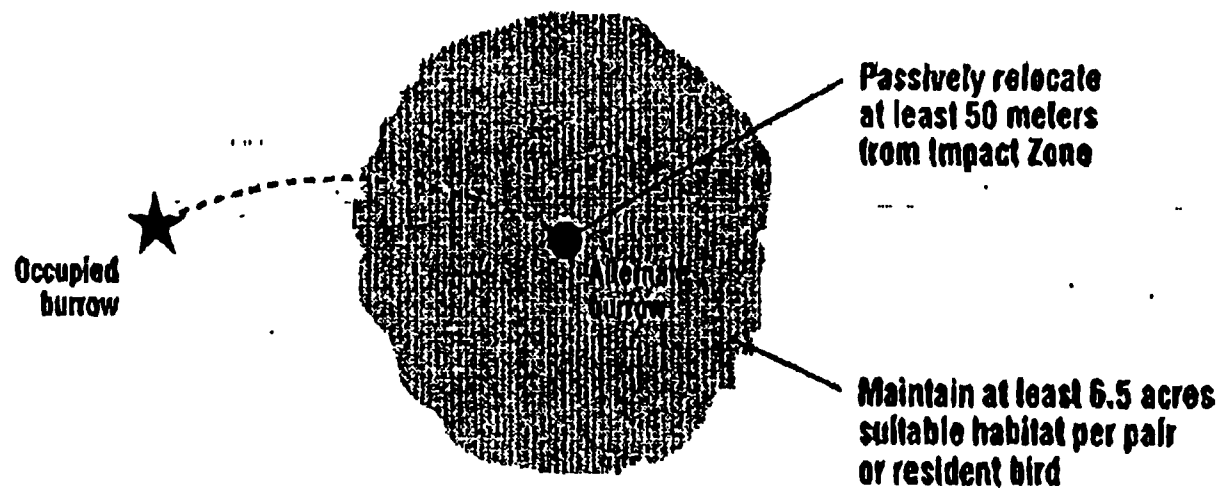


Figure 3. Burrowing owl mitigation guidelines.

during excavation to maintain an escape route for any animals inside the burrow.

#### **Off-site Mitigation**

If the project will reduce suitable habitat on-site below the threshold level of 6.5 acres per relocated pair or single bird, the habitat should be replaced off-site. Off-site habitat must be suitable burrowing owl habitat, as defined in the *Burrowing Owl Survey Protocol*, and the site approved by CDFG. Land should be purchased and/or placed in a conservation easement in perpetuity and managed to maintain suitable habitat. Off-site mitigation should use one of the following ratios:

1. Replacement of occupied habitat with occupied habitat: 1.5 times 6.5 (9.75) acres per pair or single bird.
2. Replacement of occupied habitat with habitat contiguous to currently occupied habitat: 2 times 6.5 (13.0) acres per pair or single bird.
3. Replacement of occupied habitat with suitable unoccupied habitat: 3 times 6.5 (19.5) acres per pair or single bird.

### SECTION 3 LEGAL STATUS

The burrowing owl is a migratory bird species protected by international treaty under the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 C.F.R. 21). Sections 3503, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs. Implementation of the take provisions requires that project-related disturbance at active nesting territories be reduced or eliminated during critical phases of the nesting cycle (March 1 - August 15, annually). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) or the loss of habitat upon which the birds depend is considered "taking" and is potentially punishable by fines and/or imprisonment. Such taking would also violate federal law protecting migratory birds (e.g., MBTA).

The burrowing owl is a Species of Special Concern to California because of declines of suitable habitat and both localized and statewide population declines. Guidelines for the Implementation of the California Environmental Quality Act (CEQA) provide that a species be considered as endangered or "rare" regardless of appearance on a formal list for the purposes of the CEQA (Guidelines, Section 15380, subsections b and d). The CEQA requires a mandatory findings of significance if impacts to threatened or endangered species are likely to occur (Sections 21001(e), 21083. Guidelines 15380, 15064, 15065). Avoidance or mitigation must be presented to reduce impacts to less than significant levels.

#### CEQA AND SUBDIVISION MAP ACT

CEQA Guidelines Section 15065 directs that a mandatory finding of significance is required for projects that have the potential to substantially degrade or reduce the habitat of, or restrict the range of a threatened or endangered species. CEQA requires agencies to implement feasible mitigation measures or feasible alternatives identified in EIR's for projects which will otherwise cause significant adverse impacts (Sections 21002, 21081, 21083; Guidelines, sections 15002, subd. (a)(3), 15021, subd. (a)(2), 15091, subd. (a).).

To be legally adequate, mitigation measures must be capable of "avoiding the impact altogether by not taking a certain action or parts of an action"; "minimizing impacts by limiting the degree or magnitude of the action and its implementation"; "rectifying the impact by repairing, rehabilitating or restoring the impacted environment"; "or reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action." (Guidelines, Section 15370).

Section 65474 (e) of the Subdivision Map Act states "a legislative body of a city or county shall deny approval of a tentative map or parcel map for which a tentative map was not required, if

it makes any of the following findings:...(e) that the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat". In recent court cases, the court upheld that Section 66474(e) provides for environmental impact review separate from and independent of the requirements of CEQA (*Topanga Assn. for a Scenic Community v. County of Los Angeles*, 263 Cal. Rptr. 214 (1989)). The finding in Section 66474 is in addition to the requirements for the preparation of an EIR or Negative Declaration.

## LITERATURE CITED

- Feehey, L. 1992. Site fidelity in burrowing owls. Unpublished paper presented to Raptor Research Annual Meeting, November 1992. Seattle, Washington.
- Haug, E. A. and L. W. Oliphant. 1990. Movements, activity patterns, and habitat use of burrowing owls in Saskatchewan. J. Wildlife Management 54:27-35.
- Henny, C. J. and L. J. Blus. 1981. Artificial burrows provide new insight into burrowing owl nesting biology. Raptor Research 15:82-85.
- Martin, D. J. 1973. Selected aspects of burrowing owl ecology and behavior. Condor 75:446-456.
- Rich, T. 1984. Monitoring burrowing owl populations: Implications of burrow re-use. Wildlife Society Bulletin 12:178-180.
- Thomsen, L. 1971. Behavior and ecology of burrowing owls on the Oakland Municipal Airport. Condor 73:177-192.
- Zam, M. 1974. Burrowing owl. U. S. Department of Interior, Bureau of Land Management. Technical Note T-N 250. Denver, Colorado. 25pp.

## **DFG-1**

The remaining approximately 80-acres of vacant land within the Specific Plan site, not covered by the fallow strawberry fields last farmed in 1994 (page 5-180 of Draft EIR), are comprised of low growing ruderal vegetation. According to consulting biologist, Frank Hovore, no natural vegetative communities exist on the project site and the ruderal vegetation is in a regularly disturbed state from routine site clearing conducted as part of weed abatement and fire suppression maintenance. Based upon the conclusions drawn in the June 1996 Initial Study and the fact that the project does not include actual development proposal requests at this time, a biological survey of the site was not conducted. The Department of Fish and Game did not provide comments in response to the City's June 1996 NOP and Initial Study, which was circulated for the required 30-day public review period.

## **DFG-2**

Based upon a cursory Phase I Burrowing Owl habitat assessment, Frank Hovore, consulting biologist, has determined that the vacant parcels contained within the Specific Plan could potentially serve as habitat for burrowing owls. Because the proposed McDonnell Centre Business Park Specific Plan consists of a zoning text and map amendment, and does not include any development requests at this time, a Phase II survey would be premature. The Specific Plan is anticipated to be built out over the next 10 - 13 years. The results of a survey done in 1997 may be very different in 3, 5 or 10 years from now; therefore, a mitigation measure has been added to the Draft EIR and is included in the Section 5.0 Errata to Draft EIR of this document. The mitigation requires a Phase II burrowing owl survey be conducted on any vacant parcel within the Specific Plan prior to the approval of a grading permit for development of the vacant parcel. The measure further requires that the survey be conducted consistent with the Fish and Game protocol in place at the time of the survey.

If the survey determines that burrowing owls are present on a particular parcel, then the project applicant is required to implement further on and/or off-site measures (as specified by the protocol) to reduce potential impacts to a less than significant level. The addition of this mitigation does not affect the overall conclusions of the environmental document.



STATE OF CALIFORNIA

PETE WILSON, Governor

## Governor's Office of Planning and Research

1400 Tenth Street  
Sacramento, CA 95814



August 11, 1997

JULIE SAKAGUCHI  
CITY OF HUNTINGTON BEACH  
2000 MAIN STREET  
HUNTINGTON BEACH, CA 92648

Subject: MCDONNELL CENTRE BUSINESS PARK SPECIFIC PLAN SCH #: 96061043

Dear JULIE SAKAGUCHI:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in cursive script, reading "Antero A. Rivasplata".

ANTERO A. RIVASPLATA  
Chief, State Clearinghouse

Enclosures

cc: Resources Agency

GOPR-1

See NOTE below

SCH# 96061043

## NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

Appendix F

Mail to: State Clearinghouse, 1402 Tenth Street, Sacramento, CA 95814 916/445-0615

Project Title: McDonnell Douglas Business Park Specific Plan EIR 96-1

Lead Agency: City of Huntington Beach

Contact Person: Julie Sakaguchi

Street Address: 2000 Main Street

Phone: (714) 535-5271

City: Huntington Beach

Zip: 92648

County: Orange

## Project Location

County: Orange

City/Nearest Community: Huntington Beach

Cross Streets: Springdale Street, Balsa Avenue, Balsa Chico Street, Rancho Road

Total Acres: 307

Assessor's Parcel No.: See Initial Study page 1

Section: 8

Twp: 8

Range: 11

Base: Seal Beach, Los

Alarming Quad

Within 2 Miles:

State Hwy #: 1, 105

Waterways:

Airports:

Highways: U.S. Navy Railroad Right-of-Way

Schools:

## Document Type

CEQA:

NOP

Early Cons

Neg Dec

Draft EIR

Supplement/Subsequent

EIR (If Not SCH No.)

Other

NEPA:

NOI

EA

Draft EIS

FONSI

Other:

Joint Document

Final Document

Other

## Local Action Type

General Plan Update

General Plan Amendment

General Plan Element

Community Plan

Specific Plan

Master Plan

Planned Unit Development

Site Plan

Rezoning

Prezone

Use Permit

Land Division (Subdivision)

Parcel Map, Tract Map, etc.)

Annexation (Water District)

Redevelopment

Coastal Permit

Other Sphere of Influence Amend

## Development Type

Residential:

Units

Acres

Offices:

Sq. Ft.

Acres

Employees

Commercial:

Sq. Ft.

Acres

Employees

Industrial:

Sq. Ft.

Acres

Employees

Educational:

Sq. Ft.

Acres

Employees

Recreational:

Sq. Ft.

Acres

Employees

Water Facilities:

Type

MGD

Transportation:

Type

Mining:

Mineral

Power:

Type

Watts

Waste Treatment:

Type

Hazardous Waste:

Type

Other:

## Project Issues Discussed in Document

Aesthetic/Visual

X

Flood Plain/Flooding

X

Schools/Universities

X

Water Quality

Agricultural Land

X

Forest Land/Fire Hazard

X

Septic Systems

X

Water Supply

Air Quality

X

Geologic/Seismic

X

Sewer Capacity

X

Groundwater

Archaeology/Historical

X

Minerals

X

Soil Erosion/Compaction/Grading

X

Wetland/Riparian

Coastal Zone

X

Noise

X

Solid Waste

X

Wildlife

Drainage/Absorption

X

Population/Housing Balance

X

Toxic/Hazardous

X

Growth Inducing

Economics/Jobs

X

Public Services/Facilities

X

Traffic/Circulation

X

Land Use

Fiscal

X

Recreation/Parks

X

Vegetation

X

Cumulative Effects

## Present Land Use/Zoning/General Plan Use

McDonnell Douglas Aerospace uses, vacant, underutilized land, and other industrial and associated office uses/Limited Industrial, with a multi-story suffix on a portion of the site/General Industrial

## Project Description

Project Description: The project involves preparation of a Specific Plan to allow for the cohesive development of a mix of industrial and commercial/retail/office uses that are submitted under the existing Industrial Limited (IL) zoning designation. Approximately 173 acres of the 307-acre project site are currently developed or have been granted entitlement for development of industrial storehouse/distribution and McDonnell Douglas aerospace uses.

State Clearinghouse Contact: Mr. Chris Belky  
(916) 445-0613

## Project Sent to the following State Agencies

State Review Began: 6.24.97

Dept. Review to Agency: 8.1

Agency Rev to SCH: 8.6

SCH COMPLIANCE: 8.8

Please note SCH Number on all Comments

96061043

Please forward late comments directly to the  
Lead Agency

AQMD/APCD 33 (Resources: 6.28)

X Resources

Boating

Coastal Comm

Coastal Conserv

Colorado Rvr Bd

Conservation

X Fish &amp; Game # 5

Delta Protection

Forestry

Parks &amp; Rec/OHP

Reclamation

BCDC

DWR

X OES

Bus Transp Hous

Amenities

CHP

X Caltrans # 12

X Trans Planning

X Housing &amp; Devel

Health &amp; Welfare

Drinking H2O

Medical Waste

State/Consumer Svcs

General Services

Cal/EPA

ARB

CA Waste Mgmt Bd

SWRCB: Grants

SWRCB: Delta

SWRCB: Wtr Quality

SWRCB: Wtr Rights

X Reg. WQCB # 8

DISUCTC

Yth/Adlt Corrections

Corrections

Independent Comm

Energy Comm

X NAHC

PUC

Santa Mn Mns

X State Lands Comm

Tahoe Rgl Plan

Other:

## **GOPR-1**

The comment is acknowledged and will be forwarded to the appropriate decisionmakers.

LAW OFFICES  
**NOSSAMAN, GUTHNER, KNOX & ELLIOTT, LLP**

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August 11, 1997

REFER TO FILE NUMBER  
190817-001

VIA FACSIMILE AND BY HAND DELIVERY

**RECEIVED**

**AUG 11 1997**

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Ms. Julie Sakaguchi  
Community Development  
City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA 92648

Re: McDonell Centre Business Park Specific Plan  
Draft Environmental Impact Report (SC No. 96061043)

Dear Ms. Sakaguchi:

We are transmitting the preliminary comments of our client, Sharp Electronics Corporation ("Sharp") with respect to the McDonell Centre Business Park Specific Plan ("specific plan") Draft Environmental Impact Report 96-1 ("Draft EIR"). We have both procedural and substantive concerns with respect to the Draft EIR and believe the document fails to comply with the provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines. Moreover, we believe that the Specific Plan should not be adopted until adequate environmental documentation is prepared and specific mitigation measures have been identified that will mitigate the numerous significant adverse impacts of the project to a level of insignificance.

We believe the magnitude of this vaguely defined project can be best put into perspective with a comparison to another well-known development project less than two miles south of the McDonell Centre Business Park -- Bolsa Chica.

The McDonell Centre Business Park will, according to Draft EIR 96-1, generate \*56,455 new trips or 2 1/2 times the 23,420 trips generated by the proposed Bolsa Chica development.

\* Does not include traffic from existing entitled but unoccupied business park users, MDA expansion, or development of the EELV rocket facility.

### Lack of Notice

The City of Huntington Beach ("City") and its environmental consultant, EDAW, Inc., failed to provide notice of the availability of the Draft EIR to Sharp, as a party which has requested such notice, or as a "contiguous" property owner, as required by Public Resources Code Section 21092(b)(3). As a result, Sharp has had no meaningful opportunity to fully review the Draft EIR, or to have its consultants review the document. In particular, Sharp requests the opportunity to have its traffic consultant, Kimley-Horne, review the traffic section of the Draft EIR.

According to the notice of preparation distribution list, notices of preparation were not sent to any of the McDonell Centre Business Park's ("business park") neighbors, nor to any current or planned future occupants of the business park, such as Sharp, Cambro Manufacturing, Dynamic Cooking Systems and Airtech International. Nor did Sharp receive any notice of the completion of the DEIR or its availability for public review.

NGKE-2

Although CEQA allows various methods of providing public notice, failing to assure notice to neighbors falls far short of CEQA's mandate to encourage public participation. In any event, the DEIR does not indicate that any notice was provided to the public beyond the limited distribution of the notice of preparation. At a minimum, the DEIR should be recirculated, with full notice to the public, to allow adequate time for public review and comment.

### Project Description

CEQA requires that the project description be adequate and stable throughout the EIR. It is neither. Instead, the project description is fatally uncertain.

The project being analyzed in the Draft EIR appears to be the adoption of a specific plan. (Draft EIR, ¶ 1.1 at p. 1-1 & ¶ 3.2 at p. 3-6.) However, the Draft EIR fails to adequately describe the specific plan project. The proposed actions for the City of Huntington Beach are only (1) certification of the Draft EIR, and (2) approval of a zone text and map amendment. If the project involves the adoption of a specific plan, the Draft EIR needs to clearly say so.

NGKE-3

The specific plan is not summarized in any detail in the Draft EIR, nor is the specific plan attached to the Draft EIR as an addendum, nor does the Draft EIR direct a reader to a location where the specific plan may be obtained. The Draft EIR does not even incorporate the specific plan by reference, as allowed by CEQA Guidelines Section 15150. Failure to provide a complete summary makes it impossible for the reviewing public to either understand the scope of the project proposed or to evaluate the adequacy of the environmental analysis in the Draft EIR.

Community Development

August 11, 1997

Page 3

To the extent the specific plan is described in the Draft EIR, the description is fatally vague. General summaries of land use in each of several planning area do not form a sufficient basis for environmental analysis. As a result, the evaluation of any environmental effects of the project is too general for decisionmakers to make an informed decision. Most of the environmental impact sections are infected with the weakness of the project description. The Draft EIR is full of apologetic statements that impacts are "speculative". (See, e.g., Draft EIR, ¶ 5.5 at 5-115.) Rather than limiting itself to such inadequate analysis, the City should revise the Draft EIR to provide an adequate, and sufficiently detailed, project description and on that basis should conduct environmental analysis of the actual proposed project.

NGKE-3  
cont.

In addition, the Draft EIR makes a very limited reference to the possibility that the "Delta IV-EELV" facility may be built somewhere within the business park. (Draft EIR, ¶ 3.2, at p. 3-6.) In the actual description of the specific plan in section 5, however, there is no analysis of the Delta IV-EELV facility. In fact, the Draft EIR does not even state what that facility is, or what impacts the construction and operation of the facility may cause. It is our understanding, however, that this project is not only a foreseeable part of the business park, but that it involves the manufacture of rockets, with all the attendant noise, traffic and hazardous materials usage which may be expected with such an enterprise.

NGKE-4

#### Further CEQA Compliance

The Draft EIR recognizes that it lacks detail on the full buildout of the business park, and claims to be a programmatic EIR. (Draft EIR, ¶ 1.2 at 1-3.) The City will be receiving substantial further information on each project in the business park area as the developer seeks final approvals. Indeed, since the actual uses for each of the planning areas are apparently not yet determined, this Draft EIR can only be considered as the very broadest form of programmatic EIR. Subsequent project-level EIRs therefore will be required. Unfortunately, the Draft EIR appears also to claim that it is sufficient to support later project approvals without further analysis. The Draft EIR states that "[t]he City of Huntington Beach recognizes the fact that if new information should arise (i.e. through subsequent geotechnical or hydrology studies), an addendum pursuant to Section 15164 of the CEQA Guidelines may be required." (Draft EIR, ¶ 1.2 at 1-3.) The City cannot have it both ways. If the Draft EIR is approved in its current form as a vague, programmatic document, it will need subsequent EIRs to support future projects.

NGKE-5

#### Subsequent Approvals

CEQA requires that the Draft EIR set out the anticipated approvals for which the EIR will be used. Depending on how the business park is actually built out, any number of subsequent approvals may be required from federal, state, county and other local agencies. For example, permits under the Clean Air Act may be required from the Environmental Protection Agency depending on the nature of the exhaust from the new industrial uses. Similarly, discharge permits under the Clean Water Act may be required. Incidental take permits under the

NGKE-6

federal and state endangered species acts may also be required. Section 3.9 of the Draft EIR should be expanded to identify the full range of subsequent approvals which are foreseeable.

NGKE-6  
cont.

### Transportation/Circulation

The traffic analysis in the Draft EIR also suffers from the inadequate project description. Projections of interim and buildout traffic are based on uncertain assumptions. The Draft EIR should provide a detailed discussion of the assumptions and methodology used to develop impact assessments. Furthermore, the traffic impacts of the proposed EELV rocket facility must, in our opinion, be analyzed in conjunction with the trips generated from the proposed business park.

NGKE-7

Finally, a cursory review of the traffic mitigation measures provides evidence that the artificial utilization of 60% of project trips as an "interim condition" is not justified by any market absorption studies or other demonstrable construction schedules, nor are the Level 1-5 intersection improvements (and/or other traffic impact mitigations) tied to permitted building phases. Many of these intersection improvements are illusory in that both the cost of the improvements and funding are undefined. (Draft EIR, ¶ 5.4 at 5-76, 77.)

NGKE-8

Sharp is particularly concerned, and believes Community Development, the Planning Commission and City Council should also be concerned about the impact of the development on the intersection of Bolsa/Springdale.

The intersection of Bolsa/Springdale is projected to be operating at unacceptable levels of service for the interim and buildout conditions. (Draft EIR, ¶ 5.4 at 5-69, 5-90.) The traffic mitigation measures appear only to require future traffic studies and payment of traffic impact fees which do not guarantee the referenced intersection improvements necessary to bring the intersection to an acceptable level of service. Additionally, at buildout (without the EELV facility), several intersections have no feasible mitigations to bring the intersections to acceptable levels of service.

NGKE-9

### Air

The air impact study fails to engage in any analysis of the impacts on the quality of air caused by the build-out of the plan, on the grounds an analysis would be "speculative". (Draft EIR, ¶ 5.5 at 5-115.) This omission is troubling in light of the current air quality problems in Southern California. As recognized in the Draft EIR, air pollution in the project area is among the worst in the United States (Draft EIR, ¶ 5.5 at 5-111)

NGKE-10

Moreover, the Draft EIR admits that even the emissions from the current uses of the business park are unknown. "The site . . . is assumed to generate noticeable mobile and stationary source air emissions typical of industrial and office uses." (Draft EIR, ¶ 5.5 at 5-112,

NGKE-11

emphasis added.) There is no analysis whatsoever of the actual emissions coming from the current uses at the business park.

NGKE-1  
cont.

There is no analysis in the Draft EIR of the actual nature of the industrial uses proposed for the project, only the square footage. Since the proposed industrial uses are not identified, the Draft EIR cannot and does not adequately analyze the air impacts which may be caused by the proposed industrial uses. The Draft EIR does recognize that odor-causing emissions may come from proposed uses. However, the Draft EIR fails to address any toxic air emissions which may be associated with the industrial uses in the business park, including the Delta IV-EELV facility. At a minimum, the Draft EIR should identify the possibility of hazardous materials use in industrial projects within the business park, and develop a worst case impact estimate and effective mitigation measures.

NGKE-12

The mitigation measures which are proposed with regard to air quality are therefore inadequate due to their failure to address toxic air emission. Mitigation Measure 7 is the only measure which addresses impacts arising from the use of facilities at the business park, and addresses odor impacts only.

Mitigations related to air quality effects of traffic increases are also inadequate, failing to take into account all feasible mitigation measures. For example, Mitigation Measure 8 calls for demand management plans for future projects in the business park, but does not provide for a comprehensive program for the development as a whole. Such a measure is both reasonable and feasible, and would provide much more effective mitigation than project-specific demand management efforts.

NGKE-13

The City will abuse its discretion if it approves the Draft EIR with this inadequate analysis of air impacts. The City does not know what the air impacts of the actual project will be, so its conclusions are unsupported. The City seems to be willing to allow a pollution "hot spot" to be created at the business park, given its statement that certain air impacts will be unavoidable adverse impacts. (Draft EIR, ¶ 5.5 at 5-122.) The City must at least know how much of a hot spot it is creating before it can approve this project.

#### Noise

The noise analysis disregards the noise which may be created by the buildout and operation of the business park. For example, there is no discussion of the impact of the "Delta IV-EELV" facility. We understand that a Delta IV is a very large long-range military rocket. If the Delta IV-EELV facility is developed at the business park it is likely to have significant noise impacts on the surrounding community which must be described and analyzed in the Draft EIR. Additionally, the traffic noise from transporting completed rockets may be substantial, depending on the size of the rocket transports, transportation routes and the frequency of delivery.

NGKE-14



Because there is no analysis of what is going to be built within the business park, the noise analysis restricts itself to analyzing noise caused by traffic. (Draft EIR, ¶ 5.6, at 5-133.) According to the Draft EIR, the only unavoidable adverse impact from the project relating to noise will be the cumulative increase in traffic noise levels. (Draft EIR, ¶ 5.6 at 5-139.) The Draft EIR must also evaluate noise effects from operation of the project. Neighbors, including existing occupants of the business park, may be significantly affected by the noise from operations within the business park, not just traffic noise. The Draft EIR should be revised to provide analysis of noise from operations, or an estimate of worst-case noise impacts, and should be recirculated for further public review.

NGKE-14  
cont.

### Growth-Inducing Impacts

The Draft EIR recognizes that implementation of the specific plan will be growth inducing "in terms of a localized employment increase." (Draft EIR, ¶ 7.2 at 7-2.) However, the Draft EIR contains no analysis of how many jobs may be created at the business park if the specific plan is implemented. Thus, there is no analysis of whether there is available housing for all the new employees. The Draft EIR goes on to state that no "major extension of overall infrastructure . . . outside the specific plan boundaries would occur." (Draft EIR, ¶ 7.2 at 7-2.) Because there is no analysis of the number of jobs to be created, or where the employees will be coming from, this assertion is simply unsupported by any facts. or analysis.

NGKE-15

The Draft EIR does recognize that the increase in employment "will in turn cause an increase in demand for utilities, community services, fire protection facilities and personnel, and increased police personnel." (Draft EIR, ¶ 7.2 at 7-2.) Again, because there is no quantitative analysis of the jobs to be created, the Draft EIR is unable to analyze where the employees are likely to come from, and whether existing services are adequate. This type of analysis is necessary, in order for City decisionmakers and the public to understand the growth impacts of the project.

### Cumulative Impacts

The Draft EIR fails to adequately describe in a cohesive manner the cumulative impacts of the proposed project. The individual cumulative impact analyses for each impact area do not show which other specific projects were actually considered. For example, the traffic impact analysis makes no reference to the Bolsa Chica project, instead referring generally to "past, present, and reasonably foreseeable projects." (Draft EIR, ¶ 5.4 at 5-102.) Since the Draft EIR does not identify what "reasonably foreseeable" projects were in fact considered, there is no way to determine whether the cumulative impacts of other significant projects were in fact considered. Thus, there is no way to determine whether the conclusions are supportable.

NGKE-16

Community Development

August 11, 1997

Page 7

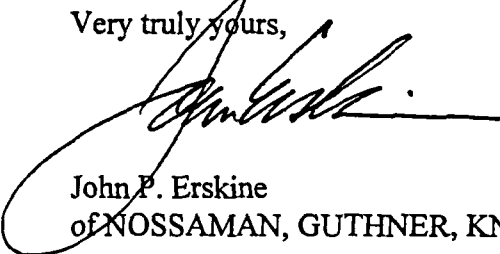
Alternatives

CEQA prohibits local governments from approving a project which will have a significant effect on the environment, unless the agency has determined that mitigation measures or alternatives which would mitigate the project are infeasible. The Draft EIR identifies the "reduced density" alternative as environmentally superior. (Draft EIR, section 6.5, p. 6-17.) Since the Draft EIR also indicates that this alternative is feasible, the City may not approve the project as proposed. Instead, the City should revise the Draft EIR to focus on a reduced density alternative, providing a complete discussion of the impacts including new traffic, noise and air quality studies. The City should redraft and recirculate the revised Draft EIR for public review and comment.

NGKE-17

Thank you for the opportunity, albeit brief, to provide our comments on the Draft EIR.

Very truly yours,



John P. Erskine  
of NOSSAMAN, GUTHNER, KNOX & ELLIOTT, LLP

JPE/cjd

cc: Melanie Fallon, Community Development  
Howard Zelefsky, Community Development  
Herb Fauland, Community Development  
Bob Stickman, Regional Director, Sharp Electronics Corporation

## NGKE-1

It should be noted that this letter was received after the official close of the review period (August 8, 1997); however, we have responded to all comments received related to the proposed project in the discussion that follows:

The purpose of an EIR is not to compare projects against one another (as implied by the comment). According to CEQA Statute 21002.1(a), "the purpose of an environmental impact report is to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." However, the following is provided in response:

The proposed project is not of the same nature as the Bolsa Chica project. The Bolsa Chica area was previously zoned for agricultural uses and did not have consistent zoning and land use designations on the site. The McDonnell Centre Business Park Specific Plan area currently has and has had an industrial land use and zoning designation for more than 20 years, as indicated in Section 3.4, History of Project of the Draft EIR. This designation has been the basis for projections on build-out of the City with respect to infrastructure, public service, and traffic needs, etc. This designation was recently planned for, analyzed and reconfirmed as appropriate in the City's General Plan Update and associated EIR. The proposed project is to allow for a cohesive industrial and commercial/office/retail development of the area under a master plan (i.e., the Specific Plan) to prevent piecemeal/incongruous development of the site. As discussed in Section 5.1 Land Use of the Draft EIR (page 5-24), development under the proposed Specific Plan would allow for a mix of uses similar to those permitted under the existing zoning at a level of intensity no greater than permitted under the existing General Plan designation and zoning.

With respect to the author's comment related to new trips generated by the proposed project, the following is offered:

Existing land uses are not part of the proposed future development; therefore, the project trip generation need not include traffic from existing land uses (refer to Table J of the Draft EIR, which identifies project trip generation). Similarly, the Bolsa Chica development traffic study did not include traffic from existing land uses in its analysis of project trip generation. Furthermore, any McDonnell Douglas Aerospace expansion, including development of the EELV rocket facility, is accounted for within the project trip generation estimate.

Although the project trip generation did not account for existing and entitled uses, Table K of the Draft EIR (Interim Project Trip Generation Development Trip "Budget") does in fact include both existing and entitled development. This interim project trip generation development trip "budget" was utilized to conduct the traffic/circulation impact analysis and to determine the necessary improvements at year 2000 - interim build-out. Additionally, Mitigation Measure 9 within Section 5.4 Transportation/Circulation of the Draft EIR requires monitoring of trips against this trip budget, which includes existing and entitled uses.

## NGKE-2

As required by CEQA, the Notice of Preparation list shall consist of responsible agencies and those public agencies having jurisdiction by law over natural resources affected by the project, which are held in trust for the people of the State of California. The Notice of Preparation list for this project indicated the parties, which directly received a copy of the document. These primarily consisted of State and local agencies and the project applicant.

Although not on the "Notice of Preparation" distribution list, Sharp's representative as well as the author of this comment letter were present at numerous bi-monthly project meetings which began in November 1996. The status of processing of the EIR was included on each meeting agenda (a total of 14 agendas have been prepared by EDAW). The processing status was also relayed to property owners within the site, via meeting minutes, which were provided to parties in attendance, as well as those that were unable to attend the meetings. Other parties within a 300-foot radius were notified of completion of the Draft EIR and locations where the documents were available for review. The notice was also included in the City of Huntington Beach Independent on July 3, 1997. Such notice of availability of the Draft EIR and a public information meeting was handed to Mr. Erskine at the July 2, 1997, bi-monthly meeting. Mr. Erskine and Mr. Stickman both attended the July 8, 1997 Public Information Meeting and made no verbal comments at that time. Neither City staff nor EDAW received a request from Sharp and/or Nossaman, Guthner, Knox & Elliott for a copy of the Draft EIR prior to or at the July 8, 1997 Public Information Meeting. Mr. Erskine requested that City staff provide him a copy of the Draft EIR following the July 8<sup>th</sup> meeting near the close of the Public Comment Period.

It should be noted that a Public Information Meeting is NOT a requirement of CEQA, but rather was an extra attempt by the City to encourage public participation. Additionally, the Notice indicated that copies of the EIR were available for review at City Hall and the Central Park library. In conversations with library staff, they indicated that it "did not look as though any of the documents were checked out."

Based on the above, noticing of the Draft EIR's availability and notice of the public information meeting, and the public information meeting itself not only meets but exceeds requirements of CEQA.

## NGKE-3

In the City of Huntington Beach, adoption of the Specific Plan constitutes a change in Zoning Text to incorporate the new standards for the project site, as well as an amendment to the City's zoning map to reflect the new Specific Plan designation. These are processed through Zoning Text Amendment and Zoning Map Amendment applications. This is indicated on page 3-18 of the Draft EIR.

The EIR does in fact summarize major components of the Specific Plan necessary to effectively evaluate impacts associated with implementation of the Specific Plan. Section 3.0 of the EIR describes the Specific Plan in both text and graphic format. Table B identifies project components, which identify acreage and square footages of existing, entitled and future uses of

the Specific Plan. The square footage associated with buildout of the Specific Plan as identified in Table B of the Draft EIR was utilized in order to evaluate traffic and other infrastructure (i.e. water, sewer, storm drain) impacts resulting from the proposed project. Section 5.1 of the EIR describes the permitted uses allowed within the Specific Plan in more detail. These permitted uses are consistent with and in some instances more restrictive than the list of uses permitted under the existing IL zoning for the site as is the intensity of development permitted.

We believe the above information does not qualify as "general summaries of land use" as noted by the author of the comment.

According to Section 15124 of the CEQA Guidelines, "the description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact.

- a) The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.
- b) A statement of the objectives sought by the proposed project.
- c) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.
- d) A statement briefly describing the intended uses of the EIR.
  - (1) This statement shall include, to the extent that the information is known to the lead agency,
    - (A) A list of the agencies that are expected to use the EIR in their decisionmaking, and
    - (B) A list of the approvals for which the EIR will be used.
  - (2) If a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed, preferably in the order in which they will occur. On request, the Office of Planning and Research will provide assistance in identifying state permits for a project."

The Draft EIR meets the above requirements identified by CEQA Guidelines. The Draft EIR provides sufficient detail of the proposed project needed for evaluation and review of environmental impacts.

As indicated in Section 15146 of the CEQA Guidelines, "the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity that is described in the EIR.

- (a) An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
- (b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be

expected to follow from the adoption, or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.”

While specific development within the Specific Plan area can at best be estimated at this point and time, the Draft EIR includes as much detailed information of the project as necessary in order to assess environmental impacts. The Draft EIR identifies the allowable land uses and intensities within each Planning Area of the Specific Plan and evaluates potential impacts based on a “worst-case” development scenario.

Additionally, it should be noted that the author of this comment letter took part in reviewing the draft Specific Plan during its preparation, concurrent with City staff, and provided written comments on the document.

#### **NGKE-4**

At this time and as previously stated to the author at bi-monthly status meetings, the Delta IV-EELV facility is not part of the project. While there have been on-going discussions on the possibility of the facility locating within the McDonnell Centre Business Park area, no applications have been submitted to date. The scope and details of the facility are unknown and cannot be evaluated in the EIR at this time. However, since the facility is a possibility, it has been generally identified in the EIR and Specific Plan. Pursuant to the provisions of the Specific Plan, development of the EELV facility will be subject to entitlement review; should the facility consist of development and operations which creates impacts different from or in excess of those addressed by the Specific Plan and EIR, additional CEQA review would be required.

#### **NGKE-5**

According to Section 15168 of the CEQA Guidelines, “A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- (1) Geographically,
- (2) As logical parts in the chain of contemplated actions,
- (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.”

Preparation of a Program EIR allows for consideration of cumulative impacts that might not have been realized through individual project environmental analysis. The Program EIR also enables the City of Huntington Beach to examine the overall effects of the proposed course of action and to take steps to avoid unnecessary adverse environmental effects. The approach that has been taken will also aid in reducing costs of CEQA compliance, while still achieving high levels of environmental protection.

The EIR looks at the worst case scenario for development anticipated under the Specific Plan. Individual development applications consistent with the Specific Plan that do not have any significant project-specific impacts should be able to proceed without preparation of a subsequent focused EIR. Any development applications which have project-specific impacts that exceed or are significantly different from those impacts considered in the EIR may require additional CEQA documentation and review.

In response to the author's comment that, "if the Draft EIR is approved in its current form as a vague, programmatic document, it will need subsequent EIRs to support future projects," a subsequent EIR would not be required, unless subsequent changes to the Specific Plan are proposed. Per Section 15168(c) of the CEQA Guidelines, "subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

- (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
- (2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
- (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
- (4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.
- (5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required."

#### NGKE-6

As indicated in Section 3.9 Lead, Responsible and Interested Agencies of the Draft EIR, "These agencies include but are not limited to, the following..." Additionally, incidental take permits under the federal and state endangered species acts would not be required. As identified within the Initial Study for the project (refer to Appendix A of the Draft EIR), the project site does not contain any listed Federal or State endangered or threatened species.

## NGKE-7

The author of the comment claims that there is an "*inadequate project description*" and that the traffic projections are based on "*uncertain assumptions*." However, the project planning areas are defined and the assumed sizes and types of developments within each planning area are also identified (Table J of the Draft EIR and Figure 2, Table 1 of the traffic study).

It is difficult to address the term "*uncertain assumptions*," when this term is not further defined or specified. The projections were based on analyses performed by RKJK, a modeling consultant accepted by the City, with the procedures and results reviewed by the preparers of the traffic study, as well as by City of Huntington Beach staff. The traffic projections are, therefore, based on procedures and assumptions accepted by the staffs of three professional traffic engineering firms/agency.

Detailed discussion was provided of the assumptions and methodologies used to determine the impacts, including documentation of existing conditions, explanation of Level of Service, identification of proposed improvements, discussion of trip generation and distribution, description of the future conditions studied, impacts of the proposed project, etc.

Projections of interim and buildout traffic are not based upon uncertain assumptions. In order to account for any possible traffic and circulation impacts related to buildout of the proposed project, the traffic analysis in the Draft EIR assumes a worst case development scenario allowed under the Specific Plan. This "worst-case" analysis approach is consistent with CEQA. Since the worst case traffic potential was analyzed in the study, if the EELV could be developed within the projected thresholds, then the trip generation impacts will have been addressed.

It is also important to remember that the project will not be granting entitlements for development in excess of that already permitted under the existing General Plan and Zoning. Rather, this project allows the City to develop comprehensive approaches and solutions to impacts that could occur on a more piece-meal basis under current zoning.

## NGKE-8

It is unclear how " ... *review of the traffic mitigation measures provides evidence ...* " that "... *utilization of 60% of project trips ... is not justified by any market absorption studies ...*" It is not clear *how* the traffic mitigation measures review leads to the statements that follow. Regardless, the primary focus of a traffic study is that the land use assumptions are adequately identified and evaluated. Based on the proposed land use assumptions, the potential traffic impacts would be identified, as was done in the *McDonnell Centre* analyses. The 60% land use assumptions for year 2000 are realistic assumptions which were developed utilizing information provided by McDonnell Douglas Realty Corporation. The potential marketing aspects of the project are not a primary focus of a traffic study and were not the focus of these analyses.

The traffic mitigation measures are actually tied to building phases, as each project will be required to pay its traffic fees as the project is developed. The intersection improvements are not "*illusory*," as they are clearly identified in the Draft EIR and will be added to the Capital



Improvement Program (CIP) by the City, if the project is approved. The potential improvements have been reviewed by City Staff, in conjunction with the evaluation of the potential traffic fees that could be collected, as the project is developed. The City has determined that the potential traffic fees to be collected are sufficient to mitigate the impacts of the project, as they relate to the costs of the intersection improvements identified in the study. The conditions also require the improvements to be added to the Capital Improvement Program (CIP), which includes cost and funding source references.

#### NGKE-9

The City of Huntington Beach is concerned about the potential impacts of development at the Bolsa/Springdale intersection and this intersection was included in the traffic analyses as a study location.

The intersection of Bolsa/Springdale is shown in the traffic analyses to be impacted for interim and buildout conditions both without and with the proposed project, as well as for existing conditions. This illustrates that the future intersection needs are not the sole responsibility of the proposed project.

The project is being required to pay its traffic fees, which were determined by the City to represent a "*fair share*" contribution toward the overall improvement needs. The potential projects in *McDonnell Centre* would be providing their mitigations prior to their traffic impacts appearing on the roadway. In addition, the City is implementing measures so that the identified improvements can be implemented in a timely manner.

The intersections which were identified to "*have no feasible mitigations*" have been identified in the Draft EIR and are being addressed in compliance with CEQA requirements.

The intent of the 60% threshold that would trigger additional traffic study(s) is to address these intersections that have been identified as having no feasible mitigation measures. This will allow a more realistic approach to defining mitigation measures that are based on more reasonably foreseeable future development proposals versus speculative development plans so far in the future.

#### NGKE-10

As indicated on page 5-115 of the Draft EIR, due to the nature of the project, no actual development plans are being submitted at this time; therefore it is impossible to accurately calculate short-term construction related emissions related to project implementation at this time. Any attempt to assess short-term construction related emissions would be speculative at this time. Per Section 15145 of the CEQA Guidelines, if after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact. Given this information, and in order to assume a worst-case analysis, the EIR does anticipate that the proposed project will exceed SCAQMD's daily threshold emission levels for short-term air quality impact. Mitigation Measures 1 through 6 (pages 5-119 through 5-121 of the Draft EIR) were provided in order to

reduce short-term air quality impacts to the extent feasible; however, the Draft EIR recognizes that the impact would remain significant and unavoidable. The City will consider such impacts in connection with individual development applications.

The Draft EIR utilized trip rates from the traffic study in order to assess long-term air quality impacts. Mitigation Measures 7 and 8 (pages 5-121 and 5-122 of the Draft EIR) were provided in order to reduce long-term air quality impacts to the extent feasible; however, the Draft EIR recognizes that the impact would remain significant and unavoidable. Additionally, it should be noted that the General Plan EIR anticipated and analyzed a similar level of development at the project site and called out significant and unavoidable Air Quality impacts. The City then adopted a Statement of Overriding Considerations.

#### **NGKE-11**

The quantification of existing emissions would not affect the conclusions made related to project-generated air quality emissions. The air quality analysis adequately assesses air quality impacts that would be generated by the proposed project. Quantification of existing emissions would not change the EIR conclusions related to air quality impacts of the project.

#### **NGKE-12**

The Specific Plan identifies the types of uses that would be allowed within each planning area of the Specific Plan. Based upon this information and anticipated buildout of the Specific Plan, the EIR reasonably anticipates the worst-case long-term emission levels that would be generated from the project.

Additionally, Mitigation Measure 7 as identified on page 5-121 of the Draft EIR requires that prior to issuance of building permits, the applicant shall provide proof that the use will not emit objectionable odors or provide an air quality analysis including a quantitative assessment of odors and meteorological conditions. Implementation of project design measures or additional control technology to ensure that odor emissions comply with SCAQMD standards is also required. The SCAQMD Air Quality Management Plan identifies that test methods such as ASTM D 1391 and E679-79 can be utilized to adequately determine odor impacts. Mitigation Measure 7, requires that an applicant provide proof to the City of Huntington Beach that the proposed use will not emit objectionable odors or provide an air quality analysis of odors, consistent with ASTM D or E679-79. Consistent with the "tiering" concept of the Program EIR, if a development project proposed within the Specific Plan will have significant project specific Air Quality impacts, then it will require appropriate analysis under CEQA.

#### **NGKE-13**

Refer to NGKE-10.

#### **NGKE-14**

As with all uses allowed within the McDonnell Centre Business Park Specific Plan, the Delta IV-EELV facility would be required to comply with Chapter 8.40 of the Municipal Code.

The long-term noise impacts were predicted, based upon the project trip generation as described above in NGKE-1. Mitigation Measure 3 (refer to page 5-138 of the Draft EIR) requires that commensurate with the updated TIA, an updated acoustical analysis shall be performed to determine if potential vehicular noise will impact nearby uses. The study will be prepared under the supervision of an acoustical engineer and include a discussion of the need for noise attenuation measures and/or noise barriers to ensure compliance with City noise standards.

Additionally, in response to comments received at the Public Information Meeting, noise readings were taken by the City of Huntington Beach Code Enforcement on Tuesday, July 22, 1997 between the times of 9:45 and 10:00 p.m. There were two separate readings taken at two different locations. The first reading was taken at the north-east corner of the project site, adjacent to the railroad tracks and read 56 decibels. The second reading was taken 150 feet south-east of the Rancho Road railroad tracks and read 52 decibels. The wind velocity was 3 mph from the north-west. There were no noticeable ambient sounds. The McDonnell Douglas site is located within zone 4 of the City Noise Control Ordinance which allows 70 decibels at any time of the day or night. Therefore, the McDonnell Douglas site is well within conformance to the City's Noise Control Ordinance.

#### **NGKE-15**

The McDonnell Centre Business Park Specific Plan is consistent with the City of Huntington Beach General Plan. As indicated previously, the Specific Plan area currently has and has had an industrial land use and zoning designation for more than 20 years. This designation has been the basis for projections on build-out of the City with respect to infrastructure, public service, and traffic needs, etc. This designation was recently planned for in the City's General Plan Update and associated EIR. Since implementation of the Specific Plan is consistent with the City's General Plan, employee projections would also be consistent with the City's General Plan. As stated on page 5-185 of the Draft EIR, the project will not result in a change in the City's employment base that would be considered a significant adverse impact.

#### **NGKE-16**

The Draft EIR provides a list of "Related Projects" on pages 4-2 through 4-6. These projects, which incidentally include the Bolsa Chica project, constitute the approved, proposed, and reasonably foreseeable future projects assessed in the cumulative impacts in the Draft EIR.

#### **NGKE-17**

The Draft EIR evaluated a range of alternatives to the proposed project. In accordance with Section 15126 (d) of the CEQA Guidelines, the Draft EIR provides a range of reasonable alternatives to the proposed project, which could feasibly attain all or most of the basic objectives

of the project. The Draft EIR also evaluates the comparative merits of the alternatives. By providing this range of alternatives, the decision-makers are allowed to take action within the range presented in the EIR.

Additionally, it should be noted that there are various types of feasibility determinations. An alternatives feasibility is determined at two (2) different milestones during a CEQA EIR process. The first milestone is within the EIR, and the second is within the findings that the decision-makers adopt with their final actions/decision on a project. The Draft EIR does note that the "reduced density" alternative is "technically" feasible and remains available for the City Council's consideration. However, the ultimate determination of the feasibility of the alternatives will be made by the City Council, taking into account, among others, economic, environmental, social, and technological factors as well as City policies and their implementation. It is the job of the lead agency decision-makers and not the EIR preparer to determine which alternative they should or should not approve. Based upon this and the previous responses NGKE-3 and NGKE-5, the Draft EIR is legally adequate. Revisions beyond what is presented in the Errata Section of this document are neither warranted nor necessary. Since the revisions included in the Errata do not raise significant new environmental issues nor change conclusions presented in the Draft EIR, it need not be recirculated.



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August 11, 1997

RECEIVED

AUG 14 1997

Julie Sakaguchi  
Department of Community Development  
City of Huntington Beach  
2000 Main Street  
Huntington Beach, CA 92648

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

Dear Ms. Sakaguchi:

The Orange County Transportation Authority ( OCTA ) has reviewed the Draft Environmental Impact Report NO. 96-1 for the McDonnell Centre Business Park. OCTA has the following comments:

There are several existing or proposed bus stop locations along the perimeter of this project that would require a bus turnout. Therefore, once a site plan becomes available, OCTA would appreciate the opportunity to receive a copy of the plan to plot the exact locations of the bus turnouts to be included in the project.

We appreciate the opportunity to provide input on this project. If you have further questions or need additional information, please call me at 714/560-5786.

OCTA-1

Sincerely,

Ben Jarvis

Associate Transportation Analyst

## **OCTA-1**

Mitigation Measures 22 through 24 in Section 5.10 Public Services and Utilities of the Draft EIR (refer to pages 5-178 and 5-179) as recommended by OCTA, shall reduce potential impacts to a level less than significant.



# County of Orange

## Planning & Development Services Department

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AUG 14 1997

NCL 97-36

Ms. Julia Sakaguchi  
City of Huntington Beach  
Department of Community Development  
2000 Main Street  
Huntington Beach, CA 92648

SUBJECT: DEIR for the McDonnell Centre Business Park Specific Plan

Dear Ms. Sakaguchi:

The above referenced item is a Draft Environmental Impact Report (DEIR) for the City of Huntington Beach. The proposed project relates to the buildout of the McDonnell Centre Business Park Specific Plan which allows for development of a cohesive mix of industrial and commercial/retail/office uses that are submitted under the existing Industrial Limited (IL) zoning designation. The 307-acre property is located in the north-west section the City and is bounded by Rancho Road on the north, Springdale Street on the east, Bolsa Avenue on the south, and Bolsa Chica Street on the west. The County of Orange has reviewed the DEIR and offers the following comments:

### CIRCULATION

1. Our review of the project's circulation impacts indicates that the project will significantly impact a number of roadway segments and intersections in the project vicinity. These locations include segments on Bolsa Chica Street, Westminster Avenue and Bolsa Avenue and Section 5-4 of the DEIR proposes mitigations to address these impacts.

As you are aware, implementation of the recently approved Bolsa Chica Local Coastal Plan (LCP) will also cause circulation impacts to a number of the same roadway and intersection locations. The extent of the circulation impacts and mitigation requirements of the Bolsa Chica LCP will be commensurate with the level of development that is implemented in the LCP. Due to the overlapping impacts by both projects on the circulation system, we suggest that the ZIR/Traffic Study provide clarification on the following issues:

- A. Identification of the responsible party and funding source for all the circulation assumptions considered for the project's "interim" and "build out" analyses.
- B. Identification of the project's share of circulation improvements.

OCEMA-1

OCEMA-;

- C. Coordination with the County on the methodology used to determine the project share of these improvements; project share of mitigation obligations pursuant to phased development by the Bolsa Chica LCP and overall financial strategy to ensure total funding of all the mitigation.
- D. Coordination of the implementation of these improvements with the County and other affected jurisdictions.

OCEMA-3

OCEMA-4

FLOOD

Drainage and Hydrology (Section 5.9)

- 2. This section provides a number of mitigations to address drainage and hydrology issues. We suggest that these mitigation measures be consistent with the future ultimate flood control improvements of Bolsa Chica Channel (C07) to convey approved 100-year discharge. In addition, due to the County's continuing need for the bridge discussed in mitigation measure #3 for access, we request that the bridge span and underlying channel section be widened to match the upstream and downstream channel sections rather than removing the bridge as suggested in this section.

OCEMA-5


WATER QUALITY

- 3. Regarding mitigation #5 on page 5-157 we suggest the addition of the underlined text in the beginning of the first sentence as: "Prior to issuance of grading permits or building permits, whichever comes first, within the Specific Plan...." Also, for conformance with the County as lead agency for NPDES issues, we recommend that the DEIR state that a "Water Quality Management Plan" should be prepared, not just a "plan". This change will provide for consistency with the standard language for this condition as can be found in the Drainage Area Management Plan (DAMP) Appendix G. It should also be acknowledged in this report that a WQMP will be required for each and every development prior to the issuance of grading permits or building permits, whichever comes first.

OCEMA-6

Thank you for the opportunity to respond to the DEIR. If you have questions, please contact me or feel free to call Charlotte Harryman directly. Charlotte can be reached at (714) 934-3522.

Very truly yours,



George Britton, Manager  
Environmental & Project Planning  
Services Division



## OCEMA-1

The City of Huntington Beach is taking the lead in implementing the roadway improvements in its jurisdiction. The City of Westminster had previously identified some of the study locations for improvement through its General Plan Circulation Element and Citywide Fee study. In addition, the Cities of Huntington Beach and Westminster have had ongoing meetings regarding the improvements to locations which involve joint jurisdiction.

The implementation of the improvements will undergo the process of being placed on the City Capital Improvement Program (CIP) and funding will be addressed through this process. It can be noted that the project will be required to provide its "*fair share*" toward these improvements, prior to completion of each individual project. Once the "*interim*" threshold is reached, an added study is required to determine if added mitigations are required based on the conditions and projections at that time. The study, however, will not relieve the developer of the condition to pay the traffic fees that are in force at the time of the updated analyses.

## OCEMA-2

The identifications of the project's share of circulation improvements have been identified and are listed as mitigations in the Draft EIR. As described above, however, once the "*interim*" threshold is met, there is the potential that added circulation mitigations could be required based on the traffic analyses to be provided.

## OCEMA-3

The City of Huntington Beach has determined the project share of the required improvements and it is outlined in the mitigation requirements. Overall, this comment appears to imply that the County is taking the lead or at least joint responsibility for the implementation of the identified improvements, which may or may not be the case. The City is certainly willing to accept any assistance that the County may be able to provide in implementing the identified improvements.

It is unclear, however, why the County appears to suggest that the *McDonnell Centre* "*project share*" should be somehow linked to the phasing of the *Balsa Chica LCP* project. It would seem that each individual project is responsible to provide mitigation of its own impacts, pursuant to the conditions and approvals of each individual project, but would not be linked or tied to a completely separate development project.

Despite some confusion regarding some of the points made in this comment, the City has the same overall goal of seeing that the needed circulation improvements are provided in a timely manner. It is assumed that the *Bolsa China LCP* will meet its obligations, as they pertain to the identified improvements.

#### **OCEMA-4**

See OCEMA Response 1 - 3 above.

#### **OCEMA-5**

As indicated by Mitigation Measure 3 of the Draft EIR, any recommendations from the County of Orange Flood Control Division shall be addressed in a plan submitted by each applicant within the Specific Plan prior to issuance of building permits. The plan shall address actual implementation of the County recommendations. It is assumed that future County recommendations would be consistent with the future ultimate flood control improvements of the Bolsa Chica Channel. During meetings with County staff in November, 1996, a detailed plan of ultimate flood control improvements for the Bolsa Chica Channel was not available. Additionally, there is no "nexus" to support the County's request for widening the bridge span and underlying channel and therefore this type of mitigation cannot legally be imposed by the City of Huntington Beach for the McDonnell Centre Business Park Specific Plan project. As indicated in Appendix F of the Draft EIR, the existing (pre-developed) flows from the project site to the Bolsa Chica Channel represent 8.1 percent of total channel flows. This project buildout (post-developed) flows to the Bolsa Chica Channel represent 8.8 percent of total channel flows or a 0.6 percent increase over existing flows. Based upon the project's increase in flows to the Bolsa Chica Channel, the bridge and channel widening is not an equitable improvement request. If the County adopts a program for implementing channel improvements, then future projects developed under the Specific Plan shall contribute their "fair share" of channel improvement costs. The payment of "fair-share" fees would be implemented as part of Mitigation Measure 3 prior to the issuance of building permits for future developments within the Specific Plan.

#### **OCEMA-6**

The timing of the implementation of Mitigation Measure 5 on page 5-157 in the Draft EIR has been revised from "building" permit to "grading" permit. Grading permits within the Specific Plan will be issued before building permits and therefore, the mitigation measure has been revised. Additionally, Mitigation Measure 5 has been revised to state a "Water Quality Management Plan" versus a "plan" be prepared. Please refer to Section 4.0 ERATTA of this document. These changes to Mitigation Measure 5 do not change the conclusions presented in the Draft EIR.

## 4.0 ERRATA TO THE DRAFT EIR

The following changes to the Draft EIR Volume I are as indicated on the following pages. These minor changes have been in response to typographical errors found and requests received from the City of Huntington Beach Community Development Department, Department of Public Works, and in response to DFG-2. The changes to the original text (see following pages with page numbers as they appear in the Draft EIR), which consist of completeness or accuracy edits, are being corrected at this time. Additions to the text are indicated with bold italics. Deletions to the text are indicated with strikeouts. The changes to the Draft EIR as they relate to issues contained within this errata sheet do not affect the overall conclusions of the environmental document. Please refer to the following pages of Section 4.0

Additionally, the following mitigation measure has been added in response to comments received from the Department of Fish and Game. The *addition of the mitigation measure does not change* the overall conclusions contained in the Draft EIR. Please refer to the following page.

## BIOLOGICAL RESOURCES

### Mitigation Measure

1. *Prior to the issuance of grading permits for projects on vacant parcels within the Specific Plan, a Phase II Burrow Survey shall be conducted by a qualified biologist, pursuant to Department of Fish and Game protocol for burrowing owls. If the survey results determine that burrowing owls are present, the project applicant shall implement appropriate on and/or off-site measures (as specified by the protocol) to reduce potential impacts to a less than significant level.*

PROJECT IMPACT SUMMARY MATRIX

CATEGORY OF IMPACT	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
LAND USE COMPATIBILITY	The proposed project may result in impacts to on-site land use.	Project-specific	None provided.	Project-specific impact is considered to be less than significant.
	The proposed project may result in impacts to adjacent land uses.	Project-specific	None provided.	Project-specific impact is considered to be less than significant.
	The proposed Specific Plan may result in impacts to the Land Use, Urban Design, Housing, Economic Development, Growth Management, Circulation, Public Facilities and Public Services, Recreation and Community Services, Utilities, Environmental Resources/Conservation, Coastal, Environmental Hazards, Noise, Housing, and Hazardous Materials Elements.	Project-specific	None provided.	Project-specific impact is considered to be less than significant.
	The proposed Specific Plan will result in impacts to the Air Quality Element due to the increase in local and regional emissions.	Project-specific <i>and Cumulative</i>	None provided.	Project-specific <i>and Cumulative</i> impacts <del>is</del> are considered significant and unavoidable.
	The proposed Specific Plan in conjunction with other past, present, and reasonably foreseeable future projects will not result in impacts to the Land Use, Urban Design, Housing, Economic Development, Growth Management, Circulation, Public Facilities and Public Services, Recreation and Community Services, Utilities, Environmental Resources/Conservation, Coastal, Environmental Hazards, Noise, and Hazardous Materials.	Cumulative	None provided.	Cumulative impact is considered to be less than significant.
AESTHETICS/URBAN DESIGN	The proposed project may result in impacts between on-site uses and development of the Specific Plan.	Project-specific	None provided.	Project-specific impacts considered to be less than significant.
	Off-site adjacent residential land uses located north and east of the project site will experience an aesthetic change associated with ultimate development of the McDonnell Centre Business Park.	Project-specific	Mitigation Measures 1 <del>and 2</del> through 3 shall be implemented.	Project-specific impacts mitigated to a level less than significant.
	The proposed project, in conjunction with other past, present, and reasonably foreseeable future developments will incrementally contribute to changes to the perceived aesthetic quality of the local and regional area.	Cumulative	Mitigation Measures 1 and 2 shall be implemented.	Cumulative impacts mitigated to a level less than significant.
LIGHT AND GLARE	The project will affect on-site and nearby residents' nighttime perception of light and glare.	Project-specific	Mitigation Measures 1 <del>through 3</del> and 2 shall be implemented.	Project-specific impacts mitigated to a level less than significant.
	The project will allow for the potential development of commercial recreation and entertainment-type uses in Planning Area 5. The development of such uses, which could include movie theaters, shops, etc., may result in an increase in night-time activity related light, unlike that of the typical industrial uses.	Project-specific	Mitigation Measure 2 shall be implemented.	Project-specific impacts mitigated to a level less than significant.
	The project in conjunction with other past, present and reasonably foreseeable future projects will incrementally increase the amount of light and glare in the area. Over time, the project will contribute to a cumulative increase in the amount of light and glare in the vicinity.	Cumulative	City policies and Mitigation Measures 1 <del>through 3</del> shall be implemented.	Cumulative impacts mitigated to a level less than significant.

CATEGORY OF IMPACT	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
TRANSPORTATION/CIRCULATION	The proposed project may result in impacts related to traffic <i>signal warrants</i> signalization on the surrounding street system.	Project-specific	None provided.	Project-specific impacts considered to be less than significant.
	The proposed project may result in impacts related to parking.	Project-specific	Mitigation Measure 2 shall be implemented.	Project-specific impacts mitigated to a level less than significant.
	Construction related traffic will result from the future buildout of the Specific Plan.	Project-specific	Mitigation Measure 1 shall be implemented.	Project-specific impacts mitigated to a level less than significant.
	Increased activity on-site and in the vicinity of the project could expose pedestrians and bicycles to traffic hazards.	Project-specific	Mitigation Measures 2 through 4 shall be implemented.	Project-specific impacts mitigated to a level less than significant.
	<del>The proposed project in conjunction with other past, present, and reasonably foreseeable future project will impact existing and future roadways and intersections.</del>	Cumulative	None Provided	Cumulative impacts considered significant and unavoidable.
	<del>Under the Level 2 Condition, the proposed project traffic may result in the specific need for the identified improvements at four identified intersections.</del>	Project specific	<del>Mitigation Measures 5 and 6 shall be implemented.</del>	<del>Project specific impacts mitigated to a level less than significant.</del>
	<del>Under the Level 2 Condition, the proposed project traffic may result in the specific need for the identified improvements at the three roadway segments.</del>	Project specific	<del>Mitigation Measure 5 shall be implemented.</del>	<del>Project specific impacts mitigated to a level less than significant.</del>
	Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for intersection improvements.	Project-specific <i>and Cumulative</i>	Mitigation Measure 5 <del>through and</del> 7 shall be implemented.	Project-specific <i>and Cumulative</i> impacts mitigated to a level less than significant.
	Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for improvements at the roadway segments.	Project-specific <i>and Cumulative</i>	Mitigation Measure 5 shall be implemented.	Project-specific <i>and Cumulative</i> impacts mitigated to a level less than significant.
	<del>Under the Level 4 condition, the proposed project traffic may result in the specific need for improvements at the identified intersections.</del>	Project specific	<del>Mitigation Measures 8 and 9 shall be implemented.</del>	<del>Project specific impacts cannot be mitigated to a level less than significant.</del>
	<del>Under the Level 4 condition, the proposed project traffic may result in the specific need for the identified improvements at the identified road segments.</del>	Project specific	None provided.	<del>Project specific impacts considered to be less than significant.</del>
	Under the Level 5 condition, the proposed <i>buildout interim</i> project traffic is contributing to the need for the identified improvements at Westminster/Bolsa Chica, Westminster-Rancho-Hammon, Bolsa/Springdale, and Bolsa Golden West.	Project-specific and Cumulative	Mitigation Measures 7 through 9 shall be implemented.	<i>Cumulative impacts to Westminster/Rancho-Hammon and Bolsa/Springdale are mitigated to a level less than significant.</i> Cumulative impacts to Westminster/Bolsa Chica and Bolsa/Goldenwest Intersections cannot be mitigated to a level less than significant.
	Under the Level 5 condition, the proposed <i>buildout interim</i> project traffic is contributing to the need for improvements at Edinger to Heil along Bolsa Chica Street and Rancho to Bolsa along Bolsa Chica Street.	Project-specific and Cumulative	Mitigation Measures 8 and 9 shall be implemented.	<i>Cumulative impacts at Edinger to Heil along Bolsa Chica Street are mitigated to a level less than significant.</i> Cumulative impacts to Rancho to Bolsa along Bolsa Chica Street cannot be mitigated to a level less than significant.
AIR QUALITY	The proposed project is anticipated to exceed SCAQMD's daily threshold emission during construction activities. In addition, the addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Project-specific	Mitigation Measures 1 through 6 shall be implemented.	Project-specific impacts cannot be mitigated to a level less than significant.
	The proposed project is anticipated to exceed SCAQMD's daily threshold emission levels for CO, NO <sub>x</sub> and HC. The daily exceedance of the thresholds for CO, NO <sub>x</sub> and HC is a long-term air quality impact. In addition, the addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Project-specific	Mitigation Measure 8 <del>7</del> shall be implemented.	Project-specific impacts cannot be mitigated to a level less than significant.

*Note: Level 2 and Level 4 traffic conditions do not assume project traffic and therefore are not summarized in this table.*

CATEGORY OF IMPACT	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
NOISE	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in a short-term air quality impact due to construction activities. The addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Cumulative	Mitigation Measures 1 through 6 shall be implemented.	Cumulative impacts cannot be mitigated to a level less than significant.
	The project will result in the development of industrial uses which has the potential to generate objectionable odors which could affect nearby sensitive receptors.	Project-specific	Mitigation Measure 7 shall be implemented.	Project-specific impacts mitigated to a level less than significant
	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in significant cumulative long-term impacts to air quality. The addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Cumulative	Mitigation Measure 8 shall be implemented.	Cumulative impact cannot be mitigated to a level less than significant.
	The proposed project has the potential to result in significant short-term noise impacts during construction activities.	Project-specific	Mitigation Measure 1 and 2 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	It is possible that increased traffic due to the project may cause the Rancho Road near the Navy Railroad roadway segment to experience higher CNEL values in the future which have the potential to impact nearby residential units.	Project-specific	Mitigation Measure 3 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project will increase the year 2015 traffic noise levels by up to 1.7dB. The increase in noise levels due to the project along the segment of Rancho Road between Bolsa Chica and Westminster is considered a significant impact.	Project-specific	Mitigation Measure 3 shall be implemented.	Project-specific impact <i>mitigated to a level less than significant</i> . <del>is considered to be less than significant.</del>
	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in a short-term construction noise impact.	Cumulative	Mitigation Measures 1 and 2 shall be implemented.	Cumulative impact mitigated to a level less than significant.
	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in an incremental increase in traffic noise levels that currently exceed 65 CNEL.	Cumulative	None proposed.	Cumulative impact is considered significant and unavoidable.
EARTH CONDITIONS	The proposed project may result in impacts related to local geology.	Project-specific	Mitigation Measure 1 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project may result in impacts related to seismicity.	Project-specific	Mitigation Measures 2 and 3 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project may result in impacts related to liquefaction.	Project-specific	Mitigation Measure 4 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project may result in impacts related to expansive soils.	Project-specific	Mitigation Measures 5 and 6 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project may result in impacts related to hazardous materials.	Project-specific	None proposed.	Project-specific impact is considered to be less than significant.
	The proposed project <del>will not</del> may result in cumulative impacts related to local geology, seismicity, liquefaction, expansive soils, and hazardous materials.	Cumulative	None proposed.	Project-specific impact is considered to be less than significant.
DRAINAGE AND HYDROLOGY	The proposed project may result in impacts related to drainage.	Project-specific	Mitigation Measures 1 and 2 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project may result in impacts related to flooding.	Project-specific	Mitigation Measures 1 and 3 shall be implemented.	Project-specific impact mitigated to a level less than significant.

CATEGORY OF IMPACT	DESCRIPTION OF IMPACT	SCOPE	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE
NATURAL RESOURCES/ENERGY	The proposed project may result in impacts related to water quality.	Project-specific	Mitigation Measures 4 and 5 shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project may result in cumulative impacts related to drainage, flooding, and water quality.	Cumulative	Mitigation Measures 1 through 5 shall be implemented.	Cumulative impacts mitigated to a level less than significant.
	Development of this property will result in an increase in the use of fuel, water and energy for the life of the project; this increase is considered significant on a project-specific basis. The project in conjunction with other past, present and reasonably foreseeable future projects will result in natural resources impacts.	Project-specific and Cumulative	Mitigation <i>Measures 1 and 2</i> shall be implemented.	Project-specific and cumulative impact mitigated to a level less than significant.
PUBLIC SERVICES AND UTILITIES	The proposed project may result in significant impacts to hospital facilities.	Project-specific	None provided.	Project-specific impact is considered to be less than significant.
	The proposed project may result in impacts to public services and utilities.	Project-specific	Mitigation <i>Measures 1 through 26 and Mitigation Measure 2 from Section 5.9</i> shall be implemented.	Project-specific impact mitigated to a level less than significant.
	The proposed project will create increased demand for public services and utilities on a local and regional basis. Additionally, the project in conjunction with other past, present and reasonably foreseeable future projects, will create an increased demand for police, community services, water, solid waste disposal, public transportation, and sewage.	Project-specific and Cumulative	Mitigation <i>Measures 1 through 26 and Mitigation Measure 2 from Section 5.9</i> shall be implemented.	Project-specific and cumulative impact mitigated to a level less than significant.
AGRICULTURE	The proposed project is located on an area of prime farmland as identified by the State Department of Conservation. The project will result in the loss of less than 80 acres of farmland.	Project-specific	None provided.	Project-specific impact is considered to be less than significant.
	The proposed project in conjunction with past, present, and reasonably foreseeable future projects will contribute to the ongoing cumulative impacts to agricultural resources in the region.	Cumulative	None provided.	<del>Cumulative Project-specific</del> impact considered significant and unavoidable.
SOCIOECONOMIC	The proposed project in and of itself, and in conjunction with other past, present and reasonably foreseeable future projects, may result in socioeconomic impacts.	Cumulative	None provided.	Cumulative impact is considered to be less than significant.



### **3.0 PROJECT DESCRIPTION**

#### **3.1 PROJECT LOCATION**

The proposed project is located within the northwest portion of the City of Huntington Beach, Orange County, California. The project site encompasses approximately 307 acres.

The site is bounded on the north by Rancho Road and the U.S. Navy Railroad right-of-way, and Astronautics Drive on the east by Springdale Street, on the south by Bolsa Avenue, and on the west by Bolsa Chica Street. ~~Low density residential uses are located north of the railroad tracks and Rancho Road.~~ Low density residential uses are located north of the railroad tracks and Rancho Road. Low density residential and commercial uses are located east of Springdale Street, and office and manufacturing uses are located south of Bolsa Avenue. To the west, is the Orange County Flood Control Channel (CO-3). The property across from Bolsa Chica Street and the flood control channel is owned by the U.S. Navy and is used as part of the Seal Beach Naval Weapons Station. The location of the project in relation to the local and regional setting is displayed in Exhibit 1 and Exhibit 2. Exhibit 3 illustrates the site on a USGS topographical map.

Access to the project site from a regional perspective is provided via the San Diego (405) Freeway directly from the Westminster Avenue and Bolsa Avenue interchanges. On a local perspective, access is provided via the four roadways surrounding the site: Rancho Road, Springdale Street, Bolsa Avenue and Bolsa Chica Street.

#### **3.2 PROJECT CHARACTERISTICS**

The EIR analyzes the potential environmental effects associated with a Specific Plan to allow for the cohesive development of a mix of industrial and commercial/retail/office uses. The permitted uses within the Specific Plan are discussed in more detail in Section 5.1 Land Use of this document. The purpose of the Specific Plan is to establish the planning concept, design theme, development regulations and administrative procedures necessary to achieve an orderly and compatible development of the project area; and to implement the goals, policies, and objectives of the Huntington Beach General Plan. The Specific Plan development procedures, regulations, standards and specifications shall supersede the relevant provisions of the City's Zoning Code (Huntington Beach Zoning and Subdivision Ordinance), as they currently exist or may be amended in the future. Any development regulation and building requirement not addressed in the Specific Plan shall be subject to the City's adopted regulations in place at the time of an individual request.

Approximately 173 of the 307-acre project site are currently developed or have been granted entitlement for development of industrial storehouse/distribution and McDonnell Douglas aerospace uses. Refer to Exhibit 4 which depicts an aerial view of the existing development on-site.

Since the initiation of this Environmental Impact Report for the total 307-acre Specific Plan, the City of Huntington Beach approved two separate industrial projects within two parcels of the McDonnell Centre Business Park area. The approved projects are Conditional Use Permit No. 96-104 (Airtech International 121,500 SF) and Conditional Use Permit No. 96-73 (Dynamic Cooking Systems 167,950 SF). The projects are located south of Skylab Road and east and west of Able Lane (northwest of the intersection of Springdale Street and Bolsa Avenue).

A Zoning Text and Map Amendment is being processed to implement the McDonnell Centre Business Park Specific Plan #11. The existing zoning on the property within the project is Limited Industrial, with a multi-story suffix on a portion of the site. The zoning for the property will change to McDonnell Centre Business Park Specific Plan #11 with approval of the project.

The proposed Specific Plan is divided into five (5) planning areas in an effort to create a distinct cluster of future uses/activities and to identify potential time frames for individual project development to occur in a timely manner, within the overall Master Plan Concept. Table C provides a breakdown of project components by planning area and current development status. Table C provides a breakdown of acreage per planning area and corresponding percentage of the total Specific Plan area. Exhibit 5 illustrates the location of the planning areas on the site. The following is a brief description of the areas:

Planning Area 1 includes the existing McDonnell Douglas Aerospace Facility comprised of approximately 2,789,053 square feet of building area and approximately 8,000 parking spaces on 100 net acres of land. The Specific Plan contemplates the continued expansion of aerospace facilities pursuant to existing entitlements, ~~which entitlements include expansion rights~~. Planning Area 1A, located directly south of Planning Area 1, is also anticipated to be developed as additional McDonnell Douglas research and development operations and/or industrial, Research and Design (R&D) and office uses. MDA has recently informed City staff of potential plans to expand the aerospace facilities. Although no formal City applications have been filed, the City of Huntington Beach has been selected as one of seven (7) sites to construct the Delta IV-EELV facility. This approximate 2.3 million square foot facility, depending on its location within the Specific Plan area, would be subject to the City's Subdivision and Zoning Ordinance and/or Specific Plan standards and requirements. This facility may also include special components that could trigger additional requirements such as special permitting from other responsible agencies.

Planning Area 2 is comprised of 58 net acres of land located along Springdale Street and Bolsa Avenue to Able Lane. Sharp Electronics is currently constructing a 538,859 square foot facility on 23.4 net acres of land. Cambro Manufacturing currently occupies a 120,000 square foot building on 11.9 net acres of land; with an ultimate building area of 280,412 square feet. The remaining acreage (currently vacant) is expected to be developed with research and development facilities, office space, light industrial, warehouse and/or distribution uses. A recently approved industrial project, Conditional Use Permit No. 96-73 (Dynamic Cooking Systems 167,950 SF), is to be located within this planning area.

Planning Area 3, currently vacant and west of Planning Area 2, is ultimately anticipated to be developed with office, light industrial, warehouse and distribution uses. A recently approved industrial project, Conditional Use Permit No. 96-104 (Airtech International 121,500 SF) is to be located within this planning area. Additionally, City staff has recently been informed of future development applications for the development of a 265,000 SF light industrial/office building to be located within Planning Area 3, north of Airtech International. This development would ultimately replace the vacant land previously utilized for strawberry fields (see Exhibit 4).

Planning Area 4 is comprised of 35 net acres of vacant land along the northern perimeter of the project site, intended to be developed as an expansion of the current aerospace facility located in Planning Area 1 (south of Planning Area 4). Expansion of aerospace facilities into Planning Area 4 would be subject to staff-level site plan review to ensure consistency with the design standards in the Specific Plan. Such an expansion into Planning Area 4 could be part of a larger expansion associated with McDonnell Douglas Aerospace's potential utilization of this site for its Delta IV-EELV facility.

Planning Area 5 consists of 40 acres, located at the northeast intersection of Bolsa Avenue and Bolsa Chica Street, with a significant amount of frontage on both arterials. Phase one of this planning area is complete, which includes an 8-story, 235,831 square foot office building (constructed in 1989). Phase Two is anticipated to include a 12-story, 345,551 square foot office building, restaurant, and support commercial services. Development applications for the development of a ~~104420~~ 104,420-room, three-story executive suite hotel to be located within Planning Area 5, has recently been submitted to the City of Huntington Beach.

The Specific Plan includes a circulation plan illustrating the general alignments, classifications, location and design of cross-sections for public and private streets within the Specific Plan area, consistent with the Huntington Beach General Plan Circulation Element (refer to Exhibit 6 on page 3-13). Access to the Specific Plan area is provided via a system of arterial highways including: Bolsa Chica Street; Springdale Street; Bolsa Avenue; Graham Street; and Rancho Road. A number of entry drives and public transportation facilities are also identified. The interior streets within the Specific Plan are: Able Lane, Astronautics Drive, Graham Street, Skylab Road, and Skylab Road West. The system is designed to accommodate traffic around and within the project area resulting from ultimate buildout. Section 5.4 Transportation/Circulation of this EIR provides a detailed impact analysis of the proposed Circulation Plan.

The Specific Plan also includes a Public Facilities Plan which identifies existing and proposed infrastructure, storm drain, sewer, and water facility improvements to serve development within the Specific Plan area. A specific analysis of infrastructure requirements and detailed design, construction and phasing plans can be found in the Infrastructure Master Plan Appendix F of this document. Infrastructure impact analyses are included within the appropriate sections of this EIR. As stated above, the Specific Plan identifies and requires sufficient infrastructure and public facilities to adequately and efficiently support any and all anticipated land uses and activities. These improvements will be phased to coincide with or precede individual development projects. This upfront effort will allow future development projects to obtain City approval in an expedited manner, providing the individual projects are consistent with the Specific Plan and this EIR.

Areas (1, 1A, 2, 3, 4, & 5) have been further divided into Subareas (A through M) to reflect the anticipated development pattern and infrastructure improvement phasing. The Phasing Plan presents a schedule of project development based on ~~thean~~ incremental installation of infrastructure improvements. The Phasing Plan recognizes that the project area is presently 40 percent built-out including the McDonnell Douglas facility with an additional 10 percent under construction and/or entitled. As indicated on the Phasing Plan (Exhibit 7), development of the eastern portion of the project site (Planning Areas 2 and 3) is anticipated to occur in the first phases of the Specific Plan implementation. Development of the western portion of the project site along Bolsa Chica Street, is anticipated to occur in later phases, as market conditions warrant; however, there is the potential for a hotel project at Bolsa Chica Street and Skylab Road West *to occur sooner*.

In order to ensure accommodation of proposed development, an Infrastructure Improvement Plan/Phasing Schedule has been prepared as part of the Specific Plan (Exhibit 19). The first phase of the infrastructure phasing plan will extend, install, and improve the utilities necessary to provide for new development in Planning Areas 2 and 3. First phase infrastructure improvements are anticipated to be complete by the year 1998.

Later phase infrastructure improvements will be extended west along the southern boundary of the project area. This extension of services will facilitate a variety of new development options in Planning Areas 1A and 5. It is anticipated that Planning Area 4 will be the last area to develop, allowing for expansion of the existing aerospace facility.

The applicant is not proposing development of the subject property at this time. Once approval has been obtained for the Specific Plan and associated Code Amendment, the applicant will implement the development phasing plan based upon current economic conditions.

### **3.6 PROJECT OBJECTIVES**

A statement of objectives is required by Section 15124 of the California Environmental Quality Act. The objectives of the applicant and the City of Huntington Beach are identified through the following:

#### **Applicant**

- Provide opportunity for a variety of high quality industrial, office and commercial uses consistent with the City's General Plan.
- Provide a range of employment opportunities including professional, retail and service, and industrial, thereby widening the employee base of the City.
- Result in a positive revenue flow to the City.
- Ensure that the development is perceived as a single, cohesive business park complex; design measures encompassing landscaping, signage, setbacks, and streetscapes will combine to establish the unique character of the development.

3. **Seaview Village:** Conditional Use Permit No. 96-8, Variance No. 96-9, Tentative Tract Map No. 14357 (Revised). The project consists of construction of 27 single family detached homes (ranging from 1,831 to 2,140 square feet) on an approximate 2.3-acre site located south of Happy Drive, between Joyful Lane and Jolly Lane. Southwest of Beach Boulevard and Talbert Avenue. The project was approved on June 11, 1996.
4. **Sea Call:** Conditional Use Permit No. 96-3/Variance No. 96-2/General Plan Conformance No. 96-3/Negative Declaration No. 92-31. The project consists of construction of 29 three and four bedroom single family detached homes ranging from 1,685 to 2,009 square feet on an approximately 2.27-acre site located at 8166 Constantine Drive (South side of Constantine Drive, east of Sunwood Circle). The project was approved on July 9, 1996.
5. **Ocean Crest:** Development Permit No. 96-11/Zone Change No. 96-3/Local Coastal Program Amendment No. 96-2. Tentative Tract No. 14135/Conditional Use Permit No. 96-27/Coastal (zone change from High Density Residential to Low Density Residential). The project consists of construction of 54 single family homes on a 9.8-acre site located northwest of the intersection of Palm Avenue and Seapoint Avenue. The project was approved by Planning Commission on November 12, 1996.
6. **3rd Block West:** Conditional Use Permit No. 90-39 (R)/Coastal Development Permit No. 90-30 (R)/Design Review Board No. 95-59/Tentative Tract Map No. 14352. The project was originally approved by the City Council in 1991. The Redevelopment Agency and JT Development have recently requested an amendment to the approved plans to add more commercial square footage and reduce the number of residential units. The revised project is currently under review by the Planning Division and will require review and approval of the Planning Commission prior to implementation. The project consists of a mix of uses with 25,500 square feet of retail on the ground level and 11,000 square feet of office space on a second level fronting Main Street and 45 townhomes units. The project is on an 82,023 square-foot site located on the West 300 block of Main Street (full block bounded by Main Street, Olive Avenue, Fifth Street, and Orange Avenue). ~~Currently awaiting submittal of revised plans depicting the project described above and will eventually require action by Design Review Board, Subdivision Committee, and Planning Commission. Was approved by City Council in April, 1997.~~
7. **Meadowlark Specific PlanPlaza:** Conditional Use Permit No. 90-45/Tentative Parcel Map No. 90-268 (submitted for *Meadowlark Plaza* - commercial portion only). The former Meadowlark Airport site will feature a combination of residential (600 residential units at various densities) and commercial development. The project is a 15-acre site located north of Warner Avenue and east of Bolsa Chica Street. Shopping center construction has been completed and residential development proposals are expected to occur in the next three years. *The first phase of residential development has been submitted for review. The proposed plans consist of development of 330 units on approximately 50 acres of the Specific Plan. The application is anticipated to go to Planning Commission for action during the winter of this year.*

8. **Bolsa Chica:** Bolsa Chica is a 1,588-acre unincorporated area within the County of Orange. The Bolsa Chica Local Coastal Program preparation/processing has shifted over to the County. Although the City surrounds the Bolsa Chica area and will be impacted by the development, the project is within the County's jurisdiction. Koll Real Estate Group is the primary land owner. Other owners include Fieldstone, Ocean View School District, Metropolitan Water District, Huntington Beach Company, D. E. Goodell, the State of California, and the City of Huntington Beach. On January 11, 1996, the California Coastal Commission approved the Bolsa Chica Local Coastal Program which allows-for the following developments: Residential - development of a maximum of 3,300 residential units (including a maximum 900 units in the lowlands) on a total of approximately 400 acres; Commercial - an optional 10 acres of commercial on the mesa; Recreational - designation of a total of 87 acres for recreational uses (consisting of 58 acres for the Linear Park, 17 acres for a mesa community park, 8 acres for a lowland community park, and 5 acres for beach access and trails); No Bolsa Chica Street Extension (BCSE) - the approved plan did not include the controversial Bolsa Chica Street Extension (a.k.a., the Cross-Gap Connector) but included an "interior collector street" connecting Talbert Ave. and Graham Street; Wetlands Restoration/Tidal Inlet: Ultimate creation of an 1,113-acre coastal wetland ecosystem with a non-navigable tidal inlet which will provide ocean water to support existing and restored tidal wetlands; and East Garden Grove Wintersburg Flood Control Channel (EGGW Channel) Improvements: The project includes improvements to the EGGW Channel. Flows from the channel will be diverted to the wetlands areas as part of the restoration plan.
9. **Holly Seacliff Specific Plan Area:** Tentative Tract No. 14700 (Peninsula II)/Tentative Tract No. 14662 (Parkside/The Cove)/Tentative Tract No. 14661 (Holmby Place)/Tentative Tract No. 14659 (Sherwood)/Environmental Impact Report No. 89-1. This is a 570-acre area generally bounded by Ellis Avenue to the north, Huntington and Main Streets to the east, Yorktown Avenue and Summit Drive to the south, and the Edwards Street bluffs to the west. Uses will include Low Density Residential, Medium Density Residential, Medium High Density Residential, Mixed Development, Commercial, Industrial and Open Space. Ultimately, up to 3,895 residential units may be constructed in the area over the next ten to fifteen years. The 570-acre project site is located on Ellis Avenue/Huntington and Main Street/Yorktown and Summit Drive/Edwards Street. Approximately 1,109 units have been approved.
10. **Broadmoor (Mukai Subdivision):** Tentative Tract No. 15071/Conditional Use Permit No. 95-72/Variance No. 95-16/Negative Declaration No. 95-8. The 3.7-acre project site with 17 detached single family units with square footages ranging from 3,100 to 3,600 are located at 17301 Edwards (between Slater and Warner Avenues). The project has been approved and is *under construction*~~in the plan check stage.~~

11. **Hamptons:** Conditional Use Permit No. 90-47 (with special permits) /Conditional Exception (Variation) 90-35/Tentative Tract No. 14007/Tentative Tract No. 14009/Mitigated Negative Declaration No. 90-44, 90-45, 90-46. The 41-acre project site consists of construction of 141 single family detached homes located on the northwest corner of Golden West Street and Garfield Avenue. The project is currently under construction.
12. **Gill School:** Tentative Tract No. 14990/Conditional Use Permit 94-26. The 8.94-acre project site consists of construction of 58 single family residential units, containing three to five bedrooms. Square footage ranges from 1,900 to 2,700. The project site is located at Cumberland Drive and Victoria Lane. The units are under construction and pre-selling of units has started.
13. **Bushard School:** Tentative Tract No. 14515/Site Plan Amendment No. 94-2. The 9.68-acre project site consists of construction of 58 single family residential units, containing three to five bedrooms. Square footages range from 1,900 to 2,700. The project site is located on Education Lane. The units are currently under construction and pre-selling of units has started.
14. **Centerstone:** Tentative Tract Map and Conditional Use Permit approved 3/95. Tentative Tract Map No. 15109/Conditional Use Permit No. 94-40. The 3.99-acre project site consists of construction of 30 single family residential units, containing three to five bedrooms. Square footage range from 2,058 to 2,218. Lot sizes are approximately 4,100 square feet. The project site located on Beach Boulevard, south of Adams. The units are currently under construction.
15. **Pier Plaza:** Permit No. 93-70/Coastal Development Permit. New parking lot with 634 stalls, new restroom and concession building, amphitheater and landscaping, improved pedestrian, vehicular: rollerblade, etc.) access in and around pier. The project is located on 1 Pacific Coast Highway. The project started in October 1996.
16. **Duke's Surf City Restaurant:** Conditional Use Permit No. 94-25/Coastal Development Permit No. 94-10. The project site consists of construction of a new 18,000 square foot, two story restaurant located at 317 Pacific Coast Highway (old Maxwell's site). The project has not yet been initiated.
17. **Cannes Pointe:** Tentative Tract Map No. 14590/Conditional Use Permit No. 96-35. The 6-acre project site consists of construction of 29 Single Family Homes, ranging in size from 1,645 to 2,000 square feet. The project site is a triangular lot bounded by Huntington Street, Main Street, and Garfield Avenue. *Project is anticipated to go to Planning Commission in August of this year.*
18. **Seabridge Specific Plan:** The project consists of development of 20 single family detached units on approximately 3.98 acres, located within the Seabridge Specific Plan (east side of Beach Boulevard, approximately 800 feet south of Adams Avenue). This

project was approved by the Planning Commission *and is currently under construction*; ~~but has not yet been constructed.~~

19. **Bowen Court:** Proposal to develop 23 senior residential units on approximately 0.75 acres located on the southwest corner of Yorktown Avenue and Lake Street. The project was denied by Planning Commission, *but*; ~~and~~ approved by the City Council on appeal of the Planning Commission decision, on June 2, 1997.
20. **21<sup>st</sup> - 22<sup>nd</sup> Street:** Proposal to amend the zoning on approximately 0.88 acres located on PCH between 21st and 22nd Streets, within the Downtown Specific Plan, from District- 1 (Visitors Serving Commercial) to District-2 (Residential). If approved, the residential designation will allow for development of a maximum of 10 single family detached units or a maximum of 26 multifamily units (or combination of single and multifamily units). However, no proposal for development has been submitted to date. ~~The project was approved by the Planning Commission and City Council and is pending California Coastal Commission approval.~~
21. **Wintersburg/Home Depot:** Proposal for a General Plan Amendment, Zone Change, Conditional Use Permit and Tentative Parcel Map to allow for the development of a Home Depot, School Administrative Office, and relocation of recreational fields at the southeast corner of Warner Avenue and Golden West Street. The project consists of the demolition of the closed Wintersburg School buildings, and the construction of a 106,548 SF Home Depot store and 24,337 SF garden center on a 10.5-acre site. The project also includes a future 30,000 SF building on 2.71 acres, and the relocation of various athletic fields on a 4.06-acre remainder parcel and on 16 acres at the adjacent Ocean View High School. The project was approved by *the* ~~Planning Commission in May and~~ City Council in June 1997 but has not yet been constructed.



## HOUSING ELEMENT

The Housing Element, adopted in July 1990, is intended to direct residential development and preservation in a way that coincides with the overall economic and social values of the community. The Housing Element is an official municipal response to a growing awareness of the need to provide housing for all economic segments of the community, as well as legal requirements that housing policy be made a part of the planning process. As such, the Element establishes policies that will guide City officials in daily decision making and sets forth an action program designed to enable the City to realize its housing goals. The City of Huntington Beach has adopted three goals for its housing program which are consistent with State and Regional housing policies. *The project does not contain a residential component and does not effect previously designated residential property.* These goals are:

- ~~The attainment of decent housing within a satisfying living environment for households of all socioeconomic, racial and ethnic groups in Huntington Beach.~~
- ~~The provision of a variety of housing opportunities by type, tenure, and cost for households of all sizes throughout the City.~~
- ~~The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.~~

## ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element is specifically concerned with the identification of a strategy to address development potentials that will broaden and stabilize the City's economic base. Its goals and policies are formulated to provide new policy direction for the City and the planning area.

The primary goal of the Economic Development Element is to provide for the economic opportunities of City's residents; business retention and expansion; and land use plan implementation. Applicable goals include:

- Provide economic opportunities for present and future Huntington Beach residents and businesses through employment and local fiscal stability.
- Aggressively retain and enhance the existing commercial, industrial and visitor serving uses while attracting new uses to Huntington Beach.
- Enhance Huntington Beach's economic development potential through strategic land use planning and sound urban design practices.

## GROWTH MANAGEMENT ELEMENT

The Growth Management Element, adopted in April 1992, is a pre-requisite to establish and continue eligibility to receive monies generated by the sales tax which was approved by Orange

Applicable goals include:

- Protect the community from criminal activity, reduce the incidence of crime and provide other necessary services within the City.
- Ensure adequate protection from fire and medical emergencies for Huntington Beach residents and property owners.
- Promote a strong public school system which advocates quality education. Promote the maintenance and enhancement of the existing educational systems facilities, and opportunities for students and residents of the City to enhance the quality of life for existing and future residents.

## RECREATION AND COMMUNITY SERVICES ELEMENT

The Recreation and Community Services Element has been adopted to identify, maintain and enhance local parks and recreational services and facilities.

Applicable goals include:

- Enrich the quality of life for all citizens of Huntington Beach by providing constructive and creative leisure opportunities.
- ~~• Provide adequately sized and located active and passive parklands to meet the recreational needs of existing and future residents, and to preserve natural resources within the City of Huntington Beach and its sphere of influence.~~
- ~~• Develop park sites to provide diverse recreational and sports facilities that meet the residents' and visitors' active and passive recreational needs.~~
- ~~• Ensure recreation facilities are renovated and upgraded to meet the current recreational interests of adults and youth.~~
- Provide parks and other open space areas that are efficiently designed to maximize use while providing cost efficient maintenance and operations.

## UTILITIES ELEMENT

The Utilities Element discusses water supply, sanitation treatment (wastewater), storm drainage, solid waste disposal, natural gas, electricity, and telecommunications.

The following analysis includes impacts which would result from the implementation of the proposed project as described in the project description. Exhibit 20 *on the following page* in ~~Section 5.2 Aesthetics/Urban Design of this EIR~~ provides *an conceptual* illustrative of the proposed master plan for the project site, which depicts the proposed land uses on-site. Approval of the project will allow for the cohesive development of a mix of industrial and commercial/retail/office uses that are *permitted* ~~submitted~~ under the existing Industrial Limited (IL) zoning designation. Establishment of the Specific Plan as proposed by this project will allow subsequent development, that is consistent with the Specific Plan to go forward without requiring additional discretionary approvals.

Impacts associated with implementation of alternatives for this project are discussed in Section 6.0 Alternatives to the Proposed Project.

Where there are measurable definitive General Plan standards, this EIR has used these standards for impact criteria (i.e. noise, traffic, aesthetics/light and glare); ~~and The impacts of the proposed Specific Plan and associated Zoning Text Amendment are discussed further in the Transportation/Circulation, Air Quality, Noise, Aesthetics/Urban Design and Light and Glare sections of this EIR.~~

### **On-Site Land Use**

The proposed project will allow for the development of the site with a variety of aerospace, manufacturing, warehouse, office, R&D and commercial uses. Implementation of the proposed project will result in the ultimate development of an industrial, research and development business park complex. The McDonnell Centre Business Park is proposed to be a Master Planned Industrial Business Park Community with supporting office and retail facilities. These uses are consistent with the City of Huntington Beach General Plan.

Additionally, implementation of the proposed project will establish new on-site land use relationships. Exhibit 5 in the Project Description section identifies the proposed Planning Areas for the project. Table D identifies specific uses permitted within each Planning Area per the McDonnell Centre Business Park Specific Plan. The potential for on-site land use compatibility impacts is evaluated below.

The proposed project divides the project site into a number of Planning Areas. The purpose of identifying individual Planning Areas is to create distinct subareas of potential future uses and to allow for private development to occur in a timely manner with an overall Master Plan Concept. The new on-site planning area land use relationships that will occur as a result of the proposed project include: 1) Planning Area 1 adjacent to Planning Area 1A; 2) Planning Area 2 adjacent to Planning Area 8; 3) Planning Area 3 adjacent to Planning Area 1A and 4; 4) Planning Area 4 adjacent to Planning Area 1 and Planning Area 5 and 5) Planning Area 5 adjacent to Planning Area 1 and 1A.

Planning Area 1 includes the existing McDonnell Douglas Aerospace Facility comprised of approximately 2,789,053 square feet of building area and parking spaces on 100 net acres of land. The Specific Plan proposes the continued expansion of the aerospace facility. Planning Area 1A, located directly south of Planning Area 1, is anticipated to be developed as additional McDonnell Douglas research and development operations. Uses between Planning Area 1 and Planning Area 1A are anticipated to be compatible. No impacts to on-site land uses between Planning Area 1 and 1A are anticipated.

Planning Area 2 is comprised of 58 net acres of land located along Springdale Street and Bolsa Avenue to Able Lane. Sharp Electronics is currently constructing a 538,859 square foot facility on 23.4 net acres of land. Cambro Manufacturing currently occupies a 120,000 square foot building on 11.9 net acres of land; with an ultimate building area of 280,412 square feet. A recently approved industrial project, Conditional Use Permit No. 96-78 (Dynamic Cooking Systems 167,950 SF) is to be located *on 7.5 acres* within this Planning Area. The remaining acreage (currently vacant) is expected to be developed with research and development facilities, office space, light industrial, warehouse and/or distribution uses.

Planning Area 3 *is comprised of 36 acres. It is*, currently vacant and west of Planning Area 2, *and* is anticipated to be ultimately developed with office, light industrial, warehouse and distribution uses. A recently approved industrial project, Conditional Use Permit No. 96-104 (Airtech International 121,500 SF) is to be located *on 5.51 acres* within this Planning Area. Additionally, City staff has been informed of potential future development applications for the development of a 265,000 SF light industrial/office building to be located within Planning Area 3, north of Airtech International. This development would ultimately replace the vacant land that was used previously for strawberry farming (see Exhibit 4). According to the Specific Plan, development patterns in Planning Area 2 and 3 will be very similar and compatible. No impacts to on-site land uses between Planning Areas 2 and 3 are anticipated.

Planning Area 4 is comprised of 385 net acres of vacant land along the northern perimeter of the project site, intended to be developed as an expansion of the current aerospace facility located in Planning Area 1 (south of Planning Area 4) and/or manufacturing, warehouse or office uses. No impacts to on-site land uses between Planning Areas 1 and 4 are anticipated.

Planning Area 5 consists of 40 acres, located at the northeast intersection of Bolsa Avenue and Bolsa Chica Street, with a significant amount of frontage on both arterials. Phase one of this planning area is complete, which includes an 8-story, 235,831 square foot office building (constructed in 1989). Phase Two is anticipated to include a 12-story, 385,551 square foot office building, restaurant, and support commercial services. Development applications for the development of a 1204-room, three-story executive suite hotel to be located within Planning Area 5, has recently been submitted to the City of Huntington Beach. This development would ultimately replace *a portion of* the current Parking Lot R located east of Bolsa Chica Road (see Exhibit 8). Planning Area 5 is located adjacent to Planning Areas 1, 1A and 4 (described above). According to the Specific Plan, landscape buffers shall be built along the edges and/or interfaces of differing uses. This shall ensure project identity, privacy and noise control. No impacts to on-site land uses between Planning areas 5 and 1, 1A and 4 are anticipated.

## Off-Site Land Use

Implementation of the proposed project will establish new land use relationships with adjacent land uses. Land uses immediately adjacent to the project site include commercial and single family residential to the east, the existing railroad track and single family residential to the north, United States Weapons Station to the west, and light industrial/business park *and commercial* uses to the south. The new adjacent land use relationships that will occur as a result of the proposed project include: 1) industrial, office and commercial uses (Planning Area 2) adjacent to commercial and single family residential uses across Springdale Street; 2) industrial, office, commercial, and aerospace uses (industrial, office, and commercial uses in Planning Area 2 and aerospace/industrial, office, manufacturing and R&D uses in Planning Area 4) adjacent to single family residential (i.e. homes across the railroad tracks); 3) aerospace, industrial, R&D, warehouse, manufacturing and office uses (Planning Area 4) adjacent to single family residential (i.e. homes located across Astronautics Drive and Rancho Road); 4) aerospace, industrial, office, commercial and R&D uses (Planning Area 5) adjacent to the United States Weapons Station (across Bolsa Chica Street); and 5) aerospace, industrial, R&D, distribution, office, and commercial uses (Planning Areas 5, 1A, 3& and 2) adjacent to light industrial, business park uses (across Bolsa Avenue). Based on the type of use, proposed layout, intervening walls and distance between future uses identified in the Design Guidelines and Development Regulations sections of the Specific Plan, compatibility impacts between off-site adjacent land uses are not expected to occur. Further analysis is provided below.

An at grade spurtrack of the U.S. Navy (Railroad Right-of-Way) and Rancho Road form the northern boundary of the site. Low density residential uses are located north of the railroad tracks, on the other side of Rancho Road. Implementation of the proposed project will result in the ultimate development of aerospace, industrial, office and commercial uses along Rancho Road, across from the existing single family residential uses. According to the Specific Plan, smaller industrial projects or an expansion of the McDonnell Douglas Aerospace Facility is envisioned for Planning Area 4. Additionally, the Specific Plan indicates that project area walls screening and fencing along the perimeter arterials shall provide project identity and privacy. No significant land use compatibility impacts to adjacent off-site uses across Rancho Road are anticipated.

Land uses south of the project site consist of business park and light industrial-type uses. These uses will be adjacent to the existing Sharp building, office park, and commercial uses. The proposed uses will be similar to the existing off-site uses; therefore, no land use compatibility impacts are anticipated. Additionally, it should be noted that the existing office park and light industrial-type uses to the south will be separated by walls screening and fencing (located along perimeter arterials), which provide privacy and security. No significant land use compatibility impacts to adjacent off-site uses across Bolsa Road are anticipated.

Land uses to the west of the project site across Bolsa Chica Street include the Orange County Flood Control Channel and the U.S. Navy Weapons Station (west of the Flood Control Channel). The U.S. Weapons Station area is primarily vacant. Based on the type of use, proposed layout, intervening walls and distance between future uses identified in the Design Guidelines and Development Regulations sections of the Specific Plan, compatibility impacts between off-site

adjacent land uses are not expected to occur. No land use compatibility impacts to adjacent off-site uses across Bolsa Chica Street are anticipated.

Land uses east of the project site consist of commercial and single family residential uses. These uses will be adjacent to the Sharp Electronics building, and commercial, and office uses. The commercial and single family residential uses across Springdale Street will be separated by *Specific Plan-proposed* intervening walls (located along the perimeter arterials), which provide privacy and security. No significant land use compatibility impacts to adjacent off-site uses across Springdale Street are anticipated.

### **Land Use Plans**

#### **City of Huntington Beach General Plan/Huntington Beach Zoning and Subdivision Ordinance**

The proposed project will result in development that is consistent with the adopted City of Huntington Beach General Plan land use designation. Appendix C of the McDonnell Centre Business Park Specific Plan, General Plan Consistency Analysis, explains how the Specific Plan achieves consistency with the City of Huntington Beach General Plan. Appendix C of the Specific Plan provides a brief discussion of the Elements that are applicable to the Specific Plan, including a listing of applicable goals and policies. Additionally, please refer to the following discussion:

#### **LAND USE ELEMENT**

The proposed project will result in the implementation of a Specific Plan and will not require a General Plan Amendment to change the General Plan Land Use. The proposed project will comply with the intent and will be consistent with the previously stated goals of the Land Use Element. No Land Use Element impacts are anticipated with the approval of the Specific Plan.

#### **URBAN DESIGN ELEMENT**

Specific aesthetic and visual image impacts are discussed in the Aesthetics/Urban Design and Light and Glare sections of this EIR. The proposed project will comply with the intent of the Urban Design Element. No Urban Design Element impacts are anticipated.

#### **HOUSING ELEMENT**

The proposed project will not result in impacts to the Housing Element. The project site is designated as Light Industrial. The buildout of the project area is accounted for in the General Plan and future growth scenarios for the City. The project will not result in a loss of land designated for the provision of affordable housing. The Housing Element does not designate any portions of the project site for residential uses. No Housing Element impacts are anticipated.

## ECONOMIC DEVELOPMENT ELEMENT

The project will comply with the intent and goals of the Economic Development Element. The Specific Plan will stimulate business opportunities within the City by allowing for and encouraging development consistent with the Specific Plan under an expedited entitlement process. Additionally, the Specific Plan provides for a range of employment opportunities in the professional, retail, service and industrial fields; thus stimulating business opportunities and widening the employment base of the community. Economic development impacts are further discussed in the Socioeconomic section of this EIR. No impacts with the Economic Development Element are anticipated.

## CIRCULATION/GROWTH MANAGEMENT ELEMENTS

Buildout of the proposed project will implement the policies of the Circulation Element. The planned road capacities have been evaluated based on proposed land uses. ~~and amended as required to accommodate ultimate projected traffic from both existing and proposed development in the region.~~ Please refer to the Transportation/Circulation section of this EIR for a complete discussion of the transportation impacts associated with the proposed project.

## PUBLIC FACILITIES AND PUBLIC SERVICES ELEMENT

This development will alter the need for various services in the area. The public services and utilities agencies involved have been contacted during preparation of this Environmental Impact Report. Specific impacts to these services are discussed in detail in the Public Services and Utilities section of this EIR. No impacts to the Public Facilities and Public Services Element are anticipated. Please refer to the Public Services and Utilities section of this EIR for a complete discussion of the public services and utilities impacts associated with the proposed project.

## RECREATION AND COMMUNITY SERVICES ELEMENT

The Recreation and Community Services Element indicates a park goal of five acres per 1,000 population. Buildout of the project under the proposed Specific Plan designations would not result in new population or a need for additional parkland. *The Specific Plan does provide for various landscaping and walkways to promote recreational activities.* A more detailed discussion of the recreational components of the project can be found in the Public Services and Utilities section of this EIR. No impacts to the Recreation Community Services Element are anticipated.

## UTILITIES ELEMENT

This development will alter the need for various services in the area. The City of Huntington Beach Public Works and other utilities agencies involved have been contacted during preparation of this Environmental Impact Report. Specific impacts to these services are discussed in detail in the Public Services and Utilities section of this EIR. No impacts to the Utilities Element are anticipated.

## ENVIRONMENTAL RESOURCES/CONSERVATION ELEMENT

The proposed Specific Plan will not result in inconsistencies with the City of Huntington Beach Environmental Resources/Conservation Element. Implementation of the proposed project will allow for the timely development of the industrial/business park community on the 3807-acre McDonnell Douglas site. The project will result in the development of underutilized land which has been proposed for eventual development of light industrial-type uses by the City's Land Use Element. *The Specific Plan requires that future development provide sufficient landscaping to continue the Landscape Plan concept, as well as encourage the provision of open space features.* No impacts to the Environmental Resources/Conservation Element are anticipated.

## AIR QUALITY ELEMENT

Specific air quality impacts, both short- and long-term are discussed in the Air Quality section of this EIR. The proposed project will not comply with the goals of the Air Quality Element and this is a significant impact. Mitigation measures to reduce air quality impacts are provided in the Air Quality section of this EIR. *However, because the proposed project will exceed SCAQMD's emission levels, impacts remain significant and unavoidable.*

## COASTAL ELEMENT

The proposed project site is not located within the Coastal Zone. Buildout of the proposed Specific Plan will not result in any impacts to the Coastal Element.

## ENVIRONMENTAL HAZARDS ELEMENT

The proposed project will comply with the intent of the Environmental Hazards Element by undergoing all required geologic and seismic safety processes and programs. A more detailed discussion of geologic characteristics of the site can be found in the Earth Resources section of this EIR. No impacts to the Environmental Hazards Element are anticipated with the proposed project.

## NOISE ELEMENT

Specific noise impacts, both on-site and traffic related, are discussed in the Noise section of this EIR. The proposed project will comply with the intent and goals of the Noise Element by complying with all applicable short- and long-term noise standards. No impacts to the Noise Element are anticipated.

## HAZARDOUS MATERIALS ELEMENT

Potential impacts associated with proposed land uses are discussed in the Air Quality section of this EIR. The proposed project will comply with the intent and goals of the Hazardous Materials Element. No impacts to the Hazardous Materials Element are anticipated.

As discussed above, the proposed McDonnell Centre Business Park Specific Plan will not result in impacts to the Land Use, Urban Design, Housing, Economic Development, Growth Management, Circulation, Public Facilities and Public Services, Recreation and Community Services, Utilities, Environmental Resources/Conservation, Coastal, Environmental Hazards, Noise, and Hazardous



Materials Elements. The project will result in incompatibilities with the Air Quality Element. This is a significant impact.

### **Huntington Beach Zoning and Subdivision Ordinance**

The adoption of the proposed Specific Plan will supersede the existing zoning and establish a new set of development regulations. This will not significantly change the existing industrial zoning and uses of the site. The zone change will be compatible with surrounding zoning. The proposed uses will be compatible with surrounding uses. Approval of the Specific Plan will not result in significant impacts to City zoning compatibility. No project specific impacts to the Huntington Beach Zoning and Subdivision Ordinance are anticipated.

### **CUMULATIVE IMPACTS**

The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will incrementally contribute to the cumulative impact of development in the area. The potential development of the project is consistent with the City of Huntington Beach General Plan and Subdivision and Zoning Ordinance. No significant cumulative land use consistency impacts are anticipated.

### **STANDARD CITY POLICIES AND REQUIREMENTS**

- A. Prior to submittal for building permits, the applicant/owner shall submit three copies of the site plan to the Planning Division for addressing purposes. If street names are necessary, submit proposal to Fire Department for review and approval.
- B. Prior to submittal for building permits, the applicant/owner shall depict all utility apparatus, such as but not limited to backflow devices and Edison transformers, on the site plan. They shall be prohibited in the front and exterior yard setbacks unless properly screened by landscaping or other method as approved by the Community Development Director.
- C. Prior to submittal for building permits, the applicant/owner shall depict colors and building materials as proposed.
- D. Prior to the issuance of building permits, the applicant/owner shall submit a Landscape Construction Set to the Departments of Community Development and Public Works which must be approved. The Landscape Construction Set shall include a landscape plan prepared and signed by a State Licensed Landscape Architect and include all proposed/existing plan materials (location, type, size, quantity), and irrigation plan, a grading plan, an approved site plan, and a copy of the entitlement conditions of approval. The landscape plans shall be in conformance with *Chapter 232 Landscape Improvements Section 9608* of the Huntington Beach *Zoning and Subdivision Ordinance Code*. The set must be approved by both departments prior to issuance of building permits. Any existing mature trees that must be removed shall be replaced at a 2 to 1 ratio with minimum 86-inch box trees, which shall be incorporated into the project's landscape plan.

- E. The applicant/owner shall comply with all applicable provisions of the Ordinance Code, Building Division, and Fire Department.
- F. The required landscaping and irrigation systems shall be completed and installed by the applicant/owner prior to final inspection/within 12 months.
- G. All improvements (including landscaping) to the property shall be completed in accordance with the approved plans and conditions of approval specified herein.
- H. 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.

### MITIGATION MEASURES

No mitigation measures have been provided, since no land use compatibility impacts have been identified with implementation of the Specific Plan and Standard City Policies and Requirements.

### LEVEL OF SIGNIFICANCE

No impacts related to on-site land use compatibility have been identified.

No significant impacts to the adjacent land uses are anticipated.

The proposed Specific Plan will not result in impacts to the Land Use, Urban Design, Housing, Economic Development, Growth Management, Circulation, Public Facilities and Public Services, Recreation and Community Services, Utilities, Environmental Resources/Conservation, Coastal, Environmental Hazards, Noise, Housing, and Hazardous Materials Elements.

The proposed Specific Plan will result in impacts to the Air Quality Element due to the increase in local and regional emissions. *Mitigation measures to reduce air quality impacts are provided in the Air Quality section of this EIR. However, because the proposed project will exceed SCAQMD's emission levels; impacts remain significant and unavoidable.* The impact remains significant and unavoidable.

The proposed Specific Plan in conjunction with other past, present, and reasonably foreseeable future projects will not result in impacts to the Land Use, Urban Design, Housing, Economic Development, Growth Management, Circulation, Public Facilities and Public Services, Recreation and Community Services, Utilities, Environmental Resources/Conservation, Coastal, Environmental Hazards, Noise, and Hazardous Material Elements. No significant cumulative land use impacts to the above stated elements are anticipated.

The Specific Plan includes a Landscape Concept to establish the design character and visual qualities of the interior and perimeter of the project area. The landscape concept is comprised of several design elements, including: the public arterials, local and private streets, entryways, access drives, parkway areas, transitional edges and security fencing and walls to create a cohesive community landscape image.

The Landscape Concept establishes the primary unifying design element for the project area. The streetscape design is intended to preserve and enhance the existing layout and variety of landscape patterns. The Landscape Concept incorporates landscaped areas adjacent to the perimeter arterials, landscaped pedestrian walkways within the right-of-way of interior streets, where feasible, the preservation of existing tree lines, and the creation of design consistency for private drives, access points and parking lot layouts. The Specific Plan includes several policies with which all individual landscape plans for future projects located within the Specific Plan area shall comply.

The proposed project may result in aesthetic impacts between the existing aerospace facility and any non-aerospace new development. The Specific Plan requires that landscape buffer areas be provided along the abutting edges between the planning areas in order to provide for an aesthetic transition between different types of developments. The buffer areas shall be a minimum of 50 feet in width and shall include landscaping and berming to *provide adequately screening between adjacent-on-site uses*. The buffer areas may include walls, fencing, utility easements and pedestrian walkways compatible with adjacent on-site developments. Exhibit 21 illustrates a typical landscape buffer. The landscape buffer may also be used for a private access drive and/or parking lot, provided an intensified landscape design is proposed. Exhibit 21 also illustrates a typical landscape/parking lot buffer. Implementation of the Specific Plan project with the incorporation of its design guidelines (particularly the landscape concept) will not result in aesthetic impacts between on-site uses. Mitigation Measure 2 will ensure that the Specific Plan landscape concept is implemented on future developments within the McDonnell Centre Business Park. The incorporation of Mitigation Measure 2, no significant impacts are anticipated.

### **Surrounding Vicinity**

Adjacent land uses in the vicinity will experience a significant aesthetic change associated with buildout of the proposed Specific Plan. Buildout of the proposed Specific Plan will permanently alter the existing visual environment of the site by developing additional industrial, office, and commercial uses.

As indicated above, the Specific Plan includes design guidelines to establish the character and style for the development of a business park complex. The major elements of the Design Guidelines include: site planning, architecture, streetscape, landscaping, and signage. The Specific Plan includes several policies related to these elements with which all future development proposals within the Specific Plan area shall comply.

As stated previously, the Specific Plan also includes a Landscape Concept to establish the design character and visual qualities of the interior and perimeter of the project area. The landscape concept is comprised of several design elements, including: the public arterials, local and private streets, entryways, access drives, parkway areas, transitional edges and security fencing and walls to create a cohesive community landscape image.

The Landscape Concept establishes the primary unifying design element for the project area. The streetscape design is intended to preserve and enhance the existing layout and variety of landscape patterns. The Landscape Concept incorporates landscaped areas adjacent to the perimeter arterials, landscaped pedestrian walkways within the right-of-way of interior streets, where feasible, the preservation of existing tree lines, and the creation of design consistency for private drives, access points and parking lot layouts.

Off-site improvements shall include a landscape area with a six-foot sidewalk and pedestrian walkways shall be required on both sides of all public and private streets as a necessary unifying component to the landscape theme. The Specific Plan includes several policies with which all individual landscape plans for future projects located within the Specific Plan area shall comply. With implementation of the Specific Plan design guidelines and landscape concept, the project will not result in aesthetic impacts on surrounding uses. Mitigation Measure 2 will ensure that the Specific Plan landscape concept is implemented on future developments within the McDonnell Centre Business Park. The incorporation of Mitigation Measure 2, no significant impacts are anticipated.

## **CUMULATIVE IMPACTS**

The proposed project, in conjunction with other past, present, and reasonably foreseeable future developments will incrementally contribute to changes to the perceived aesthetic quality of the local and regional area. The project's incremental contribution to this impact will be mitigated to a level less than significant with the implementation of Standard City Policies and Requirements and Mitigation Measures 1 and 2.

## **STANDARD CITY POLICIES AND REQUIREMENTS**

- A. All rooftop mechanical equipment shall be screened from any view. 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 must be submitted showing screening and must be approved.
- B. Prior to the issuance of building permits, the applicant/owner shall submit a Landscape Construction Set to the Departments of Community Development and Public Works which must be approved. The Landscape Construction Set shall include a landscape plan prepared and signed by a State Licensed Landscape Architect and include all proposed/existing plan materials (location, type, size, quantity), and irrigation plan, a grading plan, an approved site plan, and a copy of the entitlement conditions of approval. The landscape plans shall be in conformance with *Chapter 232 Landscape Improvements* ~~Section 9608~~ of the Huntington Beach *Zoning and Subdivision* Ordinance-Code. The set must be approved by both departments prior to issuance of building permits. Any existing mature trees that must be removed shall be replaced at a 2 to 1 ratio with minimum 36-inch box trees, which shall be incorporated into the project's landscape plan.

source. Furthermore, Sections 5.0 Design Guidelines and 6.0 Development Regulations of the Specific Plan identify policies to ensure that on-site exterior lighting is designed to minimize spillage and potential impacts. Additionally, implementation of Mitigation Measure 1 will reduce impacts related to on-site lighting to a level less than significant.

## **CUMULATIVE IMPACTS**

Buildout of the proposed project in conjunction with other past, present, and reasonably foreseeable future projects in surrounding areas will incrementally increase the amount of light and glare in the surrounding area. The project results in the potential for increased light and glare, particularly in areas not currently lit; however, the site is located in an area that does contain ~~similar~~ *uses similar to those proposed*. The site contributes to general night sky illumination. Implementation of the Specific Plan policies to ensure light and glare impacts are reduced to a minimum and the following standard City policies and requirements and mitigation measures will reduce cumulative light and glare impacts to level less than significant.

## **STANDARD CITY POLICIES AND REQUIREMENTS**

- A. Prior to the submittal for building permits, the applicant/owner shall ensure that if outdoor lighting is included, high-pressure sodium vapor lamps or similar energy saving lamps shall be used. All outside lighting shall be directed to prevent “spillage” onto adjacent properties and shall be noted on the site plan and elevations.

## **MITIGATION MEASURES**

1. Prior to the approval of building permits within the Specific Plan, all exterior lighting shall be consistent with the standards established by the Zoning Ordinance (unless otherwise addressed within the Specific Plan) to minimize on and off-site light and glare impacts. The lighting shall be approved by the Community Development and Public Works Departments.
2. Prior to approval of building permits for buildings constructed within Planning Area 5, proposed lighting shall be approved by the Community Development and Public Works Departments.
3. Buildings shall emphasize the minimization of glare by incorporating non-reflective building materials. Individual building site plans shall be reviewed and approved by the City Community Development Department to assure this measure is met prior to issuance of building permits within the Specific Plan.

## **LEVEL OF SIGNIFICANCE**

The project will affect on-site and nearby residents’ nighttime perception of light and glare. Implementation of Mitigation Measures 1-3 and standard City policies and requirements and Specific Plan policies will reduce project-specific light and glare impacts to a level less than significant.

**Edwards Street** is a north-south roadway that runs between Garden Grove Boulevard to the north and Garfield Street to the south. This roadway provides four lanes of divided travel with a posted speed limit of 35-45 miles per hour. Edwards Street is designated a Primary Arterial.

**Westminster Boulevard** is a four-lane roadway that runs in an east-west direction between Pacific Coast Highway to the west and Fairview Street to the east. There is a posted speed limit of 40 miles per hour within the vicinity of the proposed project. Westminster Boulevard is designated a Primary Arterial on the Orange County MPAH.

**Valley View Street** is a six-lane divided roadway with a posted speed limit of 45 miles per hour. Valley View Street begins in Los Angeles County at Broadway and runs in a north-south direction to the I-405 Freeway, where it becomes Bolsa Chica Street. Valley View Street is designated a Major Arterial on the Orange County MPAH.

**Garden Grove Boulevard**, within the project vicinity of the project site, runs in an east-west direction with four lanes of undivided travel separated by a two-way left turn lane. In some segments, the travel lanes are reduced to three lanes of travel. There is a posted speed limit of 45 miles per hour and limited on-street parking. Garden Grove *Bld.* runs between Bolsa Chica Road in the City of Westminster to Bristol Street in the City of Santa Ana. Garden Grove Boulevard is designated a Primary Arterial on the Orange County MPAH.

**Rancho Road-Hammon Avenue** is a two-lane undivided roadway that serves residential uses, as well as the McDonnell Douglas site. There is a posted speed limit of 40 miles per hour. Rancho Road is designated a Secondary Arterial within the Huntington Beach General Plan, the Westminster General Plan and the Orange County MPAH.

**McFadden Avenue** is an east-west street which begins at Bolsa Chica Road to the west and terminates at Newport Avenue to the east. This roadway provides four lanes of divided travel with a posted speed limit of 45 miles per hour. McFadden Avenue is designated a Secondary Arterial within the Orange County MPAH.

**Edinger Avenue** begins at Sunset Way East which is located in the Sunset Aquatic Park area. It extends eastward through the Cities of Westminster, Fountain Valley, Santa Ana, Tustin and becomes Irvine Center Drive at Harvard Avenue in Irvine. It is designated as a four-lane primary arterial by the Orange County MPAH. Edinger Avenue is currently configured as a two-lane facility between Sunset Aquatic Park and Bolsa Chica Street. It is a four-lane facility between Bolsa Chica Street and Edwards Street. It is a six-lane facility between Edwards Street and Beach Boulevard. It is a four-lane facility between Beach Boulevard and Newland Street. Edinger Avenue is designated a Primary Arterial on the Orange County MPAH.

**Graham Street**, which runs between Bolsa Avenue and Slater Avenue, is a north-south roadway that provides four lanes of travel which are separated by a two-way left turn lane. There is a posted speed limit of 45 miles per hour with no on-street parking permitted. Graham Street is designated a Secondary Arterial on the Orange County MPAH.

Within the 94HCM methodology, there are input data assumptions that must be made. The assumptions utilized in the intersection analyses were found to be acceptable to the City of Huntington Beach and were utilized in this report. Some of the assumptions made were a signal length of at least 120 seconds, a lost time of 3 seconds, and a yellow/red time of 5 seconds in the City of Huntington Beach and 4 seconds in the surrounding cities.

There was one study intersection, Graham/McFadden, which is currently controlled by a 4-Way STOP. This intersection was analyzed utilizing the 1995 Highway Capacity Software, which is based upon the 1994 Highway Capacity Manual (94HCM), for unsignalized intersections.

### **Intersection Analysis**

The analysis of existing intersection levels of service was based upon the peak-hour traffic volumes illustrated on previously referenced Exhibits 24 and 25 and the existing intersection geometrics depicted on previously referenced Exhibit 22. Table H summarizes the existing levels of service at 22 existing study intersections during the AM and PM peak hours. As shown in Table H, all of the study intersections have acceptable (LOS D or better) operations, except for the study intersections of Bolsa/Springdale, Bolsa/Golden West, Golden West/I-405 SB Off-Ramp, and Graham/McFadden during the PM peak hour. These unacceptable intersection operations are considered existing deficiencies. (Note: the ICU/HCM worksheets for all the study intersections can be referenced in Appendix B of the TIA and located in Appendix B of the EIR.) Table M, contained in the "Impacts" section, identifies the proposed improvements required under Existing Conditions - Level 1. As shown in Table M, improvements were identified at *six* five locations and are listed below.

1. **Westminster/I-405 NB On-ramp** - Signalize intersection with separate eastbound left turn phase.
2. **Bolsa Avenue/Springdale Street** - Add a northbound right turn lane. Add a third northbound through lane.
3. **Bolsa Avenue/Golden West Street** - Add a northbound right turn lane. Add a third eastbound through lane.
4. **Golden West Street/I-405 SB Off-Ramp** - Restripe the west leg to a separate eastbound left turn lane and dual eastbound right turn lanes.
5. **McFadden Avenue/Graham Street** - Signalize intersection.
6. **Westminster/Rancho** - Add a westbound left lane.

With these improvements, the study intersections would operate at acceptable Levels of Service during both the AM and PM peak hours. A discussion of the implementation status of above noted improvements is as follows.

TABLE H

## EXISTING INTERSECTION LEVEL OF SERVICE

INTERSECTION	INTERSECTION CAPACITY UTILIZATION/LEVEL OF SERVICE			
	EXISTING CONDITIONS		EXISTING CONDITIONS WITH MITIGATIONS (LEVEL I)	
	AM PK HR	PM PK HR	AM PK HR	PM PK HR
Garden Grove Fwy (S.R. 22) & Valley View Street (HCM Analyses) <sup>(1)</sup>	0.67/B (16.2/C)	0.81/D (22.3/C)	-	-
Valley View Street & Garden Grove Blvd. (HCM Analyses) <sup>(1)</sup>	0.75/C (24.5/C)	0.81/D (27.4/D)	-	-
Westminster Blvd. & Bolsa Chica Rd.	0.78/C	0.77/C	-	-
Westminster Blvd. & Rancho Rd. - Hammon Avenue	0.33/A	0.57/A <sup>(2)</sup>	-	-
Westminster Blvd. & Springdale St.	0.55/A	0.64/B	-	-
Westminster Blvd. & I-405 NB On-ramp	0.47/A <sup>(2)</sup>	0.54/A <sup>(3a)</sup>	(2)	(2)
Westminster Blvd. & I-405 NB Off-ramp	0.37A	0.55A	-	-
Westminster Blvd. & Edwards St.	0.41/A	0.69/B	-	-
Bolsa Chica Street & Rancho Rd.	0.59/A	0.48/A	-	-
Bolsa Chica Street & Bolsa Avenue	0.71/C	0.59/A	-	-
Bolsa Chica Street & McFadden Avenue	0.63/B	0.57/A	-	-
Bolsa Chica Street & Edinger Avenue	0.61/B	0.68/B	-	-
Bolsa Avenue & Graham St.	0.33/A	0.43/A	-	-
Bolsa Avenue & Springdale Street (HCM Analyses) <sup>(1)</sup>	0.65/B (27.9/D)	0.95/E (*F)	0.63/B (25.5/D)	0.88/D (38.1/D)
Bolsa Avenue & Edwards St.	0.54/A	0.65/B	-	-
Bolsa Avenue & Golden West Street (HCM Analyses) <sup>(1)</sup>	0.75/C (33.2/D)	0.92/E (*F)	0.66/B (28.2/D)	0.78/C (33.2/D)
Golden West Street & I-405 SB Off-ramp (HCM Analyses) <sup>(1)</sup>	0.70/B (18.0/C)	0.93/E (*F)	0.56/A (17.1/C)	0.68/B (18.4/C)
McFadden Avenue & Graham St.	A-6.4	F-*	0.35/A	0.42/A
McFadden Avenue & Springdale St.	0.47/A	0.59/A	-	-
McFadden Avenue & Edwards St.	0.43/A	0.59/A	-	-
Edinger Avenue & Graham St.	0.47/A	0.48/A	-	-
Edinger Avenue & Springdale St.	0.39/A	0.55/A	-	-

Source: WPA Traffic

Notes: (1) 94HCM analyses based upon delay. (Delay/LOS)

(2) Although not required through modeling efforts, the added westbound left turn lane was identified by the City of Westminster as an existing need which would required median and signal modification. The added westbound left also requires widening/improvement to the west side of Rancho Road.

(3a) Due to an examination of the volumes, signal warrants were examined at this location. The volume to capacity is shown to be acceptable, but a traffic signal was also found to be warranted.

\* Over the Limit - HCM Delay is not calculated if the volume to capacity "limit" is exceeded.



**TABLE I**  
**EXISTING ROADWAY LINK LEVEL OF SERVICE**

ROADWAY SEGMENT	EXISTING <sup>(a)</sup>				INTERIM WITHOUT PROJECT <sup>(a)</sup>				INTERIM WITH PROJECT <sup>(a)</sup>				BUILDOUT WITHOUT PROJECT <sup>(a)</sup>				BUILDOUT WITH PROJECT <sup>(a)</sup>			
	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS
<b>BOLSA CHICA STREET:</b>																				
Garden Grove to Westminster*	6D/61,930	40,000	0.65	B	6D/61,930	40,000	0.79	C	6D/61,930	51,400	0.83	D	6D/61,930	50,000	0.81	D	6D/61,930	55,000	0.89	D
Westminster to Rancho*	6D/61,930	41,000	0.66	B	6D/61,930	47,000	0.76	C	6D/61,930	51,200	0.83	D	6D/61,930	57,000	0.92	E	8D/82,500	64,000	0.78	C
Mitigation Measure)																				
Rancho to Bolsa	6D/56,300	42,000	0.75	C	6D/56,300	49,000	0.87	D	8D/75,100	54,400	0.72	C	8D/75,100	61,000	0.81	D**	8D/75,100	70,000	0.97	E**
Mitigation Measure)																				
Bolsa to McFadden	6D/56,300	39,000	0.69	B	6D/56,300	44,000	0.78	C	6D/56,300	45,200	0.80	C	6D/56,300	52,000	0.92	E	8D/75,100	54,000	0.76	C
Mitigation Measure)																				
McFadden to Edinger	6D/56,300	41,000	0.73	C	6D/56,300	45,000	0.80	C	6D/56,300	46,200	0.82	D	8D/75,100	51,000	0.68	B	8D/75,100	53,000	0.74	C
Mitigation Measure)																				
Edinger to Heil	6D/56,300	35,000	0.62	B	6D/56,300	39,000	0.69	B	6D/56,300	39,600	0.70	B	6D/56,300	45,000	0.80	C	6D/56,300	46,000	0.82	D
(Proposed Improvement Mitigation Measure)																				
<b>GRAHAM STREET:</b>																				
Bolsa to McFadden	4U/25,500	8,000	0.31	A	4U/25,500	8,000	0.31	A	4U/25,500	9,200	0.36	A	4U/25,500	9,000	0.35	A	4U/25,500	11,000	0.43	A
McFadden to Edinger	4U/25,500	10,000	0.39	A	4U/25,500	11,000	0.43	A	4U/25,500	11,000	0.43	A	4U/25,500	13,000	0.51	A	4U/25,500	13,000	0.51	A
Edinger to Heil	4U/25,500	5,000	0.20	A	4U/25,500	5,000	0.20	A	4U/25,500	5,600	0.22	A	4U/25,500	6,000	0.24	A	4U/25,500	7,000	0.27	A
<b>SPRINGDALE STREET:</b>																				
I-405 Fwy. to Westminster	4D/37,500	24,000	0.64	B	4D/37,500	25,000	0.67	B	4D/37,500	25,000	0.67	B	4D/37,500	26,000	0.69	B	4D/37,500	26,000	0.69	B
Westminster to Bolsa	4D/37,500	23,000	0.61	B	4D/37,500	24,000	0.64	B	4D/37,500	25,200	0.67	B	4D/37,500	25,000	0.67	B	4D/37,500	27,000	0.72	C
Bolsa to McFadden	4D/37,500	21,000	0.56	A	4D/37,500	22,000	0.59	A	4D/37,500	22,000	0.59	A	4D/37,500	23,000	0.61	B	4D/37,500	23,000	0.61	B
McFadden to Edinger	4D/37,500	20,000	0.53	A	4D/37,500	21,000	0.56	A	4D/37,500	21,000	0.56	A	4D/37,500	22,000	0.59	A	4D/37,500	22,000	0.59	A
Edinger to Heil	4D/37,500	24,000	0.64	B	4D/37,500	25,000	0.67	B	4D/37,500	25,000	0.67	B	4D/37,500	26,000	0.69	B	4D/37,500	26,000	0.69	B
<b>EDWARDS STREET:</b>																				
Westminster to I-405 Fwy.	4D/37,500	17,000	0.45	A	4D/37,500	20,000	0.53	A	4D/37,500	19,400	0.52	A	4D/37,500	24,000	0.64	B	4D/37,500	23,000	0.61	B
I-405 Fwy. to Bolsa	4D/37,500	13,000	0.35	A	4D/37,500	15,000	0.40	A	4D/37,500	14,400	0.38	A	4D/37,500	19,000	0.51	A	4D/37,500	18,000	0.48	A
Bolsa to McFadden	4D/37,500	25,000	0.67	B	4D/37,500	29,000	0.77	C	4D/37,500	29,000	0.77	C	4D/37,500	36,000	0.96	E	6D/56,300	26,000	0.64	B
Mitigation Measure)																				
McFadden to Edinger	4D/37,500	19,000	0.51	A	4D/37,500	22,000	0.59	A	4D/37,500	22,000	0.59	A	4D/37,500	27,000	0.73	C	4D/37,500	27,000	0.72	C
<b>GOLDEN WEST STREET:</b>																				
I-405 Fwy. to Bolsa*	6D/61,930	51,000	0.82	D	6D/61,930	53,000	0.86	D	6D/61,930	53,000	0.86	D	6D/61,930	56,000	0.90	D	6D/61,930	56,000	0.90	D
Bolsa to McFadden	6D/56,300	45,000	0.80	C	6D/56,300	48,000	0.85	D	8D/75,100	49,200	0.66	B	8D/75,100	52,000	0.69	B	8D/75,100	54,000	0.72	C
Mitigation Measure)																				

TABLE I (CONTINUED)

## EXISTING ROADWAY LINK LEVEL OF SERVICE

ROADWAY SEGMENT	EXISTING <sup>(a)</sup>				INTERIM WITHOUT PROJECT <sup>(b)</sup>				INTERIM WITH PROJECT <sup>(c)</sup>				BUILDOUT WITHOUT PROJECT <sup>(d)</sup>				BUILDOUT WITH PROJECT <sup>(e)</sup>			
	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS	LANES/ CAPACITY	ADT	V/C RATIO	LOS
WESTMINSTER BLVD.: Bolsa Chica to Rancho* Rancho to Springdale*	4D/41,250 4D/41,250	16,000 24,000	0.39 0.58	A A	4D/41,250 4D/41,250	21,000 31,000	0.51 0.75	A C	4D/41,250 4D/41,250	20,000 32,000	0.49 0.78	A C	4D/41,250 4D/41,250 (6D/61,930)	30,000 42,000 -	0.73 1.02 (0.68)	C F (B)	4D/41,250 6D/61,930	29,000 44,000	0.70 0.71	B C
Mitigation Measure) Springdale to I-405 Fwy.*	4D/41,250	28,000	0.68	B	4D/41,250 (6D/61,930)	40,000 -	0.96 (0.65)	F (B)	6D/61,930	41,800	0.67	B	6D/61,930	46,000	0.74	C	6D/61,930	49,000	0.79	C
Mitigation Measure) I-405 Fwy to Edwards*	4D/41,250	29,000	0.70	B	4D/41,250	33,000	0.80	C	4D/41,250	34,800	0.84	D	4D/41,250 (6D/61,930)	40,000 -	0.97 (0.65)	F (B)	6D/61,930	43,000	0.69	B
Mitigation Measure) Edwards to Golden West*	4D/41,250	27,000	0.65	B	4D/41,250	29,000	0.70	B	4D/41,250	30,200	0.73	C	4D/41,250	33,000	0.80	C	4D/41,250	34,000	0.82	D
RANCHO RD.: Bolsa Chica to Westminster Mitigation Measure)	2U/12,500	6,000	0.48	A	2U/12,500	8,000	0.64	B	2U/12,500 (4U/25,500)	11,000 -	0.88 (0.43)	B (A)	4U/25,500	11,000	0.43	A	4U/25,500	16,000	0.63	B
BOLSA AVENUE: Bolsa Chica to Graham Graham to Springdale Springdale to Edwards Edwards to Golden West	6D/56,300 6D/56,300 6D/56,300 6D/56,300	12,000 18,000 19,000 23,000	0.21 0.32 0.34 0.41	A A A A	6D/56,300 6D/56,300 6D/56,300 6D/56,300	14,000 21,000 23,000 27,000	0.25 0.37 0.41 0.48	A A A A	6D/56,300 6D/56,300 6D/56,300 6D/56,300	20,000 24,000 26,000 28,200	0.36 0.44 0.47 0.50	A A A A	6D/56,300 6D/56,300 6D/56,300 6D/56,300	18,000 25,000 29,000 33,000	0.32 0.44 0.52 0.59	A A A A	6D/56,300 6D/56,300 6D/56,300 6D/56,300	23,000 31,000 35,000 35,000	0.50 0.55 0.62 0.62	A A B B
MCFADDEN AVENUE: Bolsa Chica to Graham Graham to Springdale Springdale to Edwards Edwards to Golden West	2U/12,500 4U/25,500 4U/25,500 4U/25,500	6,000 13,000 17,000 13,000	0.48 0.51 0.67 0.51	A A B A	2U/12,500 4U/25,500 4U/25,500 4U/25,500	7,000 14,000 18,000 14,000	0.56 0.55 0.71 0.55	A A C A	2U/12,500 4U/25,500 4U/25,500 4U/25,500	7,000 14,000 18,000 15,200	0.56 0.55 0.73 0.60	A A C A	2U/12,500 4U/25,500 4U/25,500 4U/25,500	9,000 15,000 19,000 16,000	0.72 0.59 0.75 0.63	C A C B	2U/12,500 4U/25,500 4U/25,500 4U/25,500	9,000 15,000 20,000 18,000	0.72 0.59 0.78 0.71	C A C C
EDINGER AVENUE: Bolsa Chica to Graham Graham to Springdale Springdale to Edwards	4D/37,500 4D/37,500 6D/56,300	14,000 17,000 21,000	0.37 0.45 0.37	A A A	4D/37,500 4D/37,500 6D/56,300	14,000 18,000 22,000	0.37 0.48 0.39	A A A	4D/37,500 4D/37,500 6D/56,300	14,000 18,000 22,000	0.37 0.48 0.39	A A A	4D/37,500 4D/37,500 6D/56,300	15,000 19,000 23,000	0.40 0.51 0.41	A A A	4D/37,500 4D/37,500 6D/56,300	15,000 19,000 23,000	0.40 0.51 0.41	A A A

Source: WPA Traffic

ADT = Average Daily Trip

V/C = Volume to Capacity

LOS = Level of Service

— Acceptable LOS for Roadway Link Segments: City of Huntington Beach - LOS C

— Italicized Road Segments are located in the City of Westminster

— Road Segments that are operating at an unacceptable LOS are highlighted.

\* Signal Coordination in place per City of Westminster Engineering Department.

\*\* Additional improvements are determined to be infeasible.

D = Divided

U = Undivided

City of Westminster - LOS D

(a) Existing- Represents 1997 Conditions

(b) Represents Year 2000 Conditions without Project Traffic

(c) Represents Year 2000 Conditions with Project Traffic

(d) Represents Year 2015 Conditions without Project Traffic

(e) Represents Year 2015 Conditions with Project Traffic

The Caltrans Peak Hour Volume Warrant (Warrant 11) was applied to the intersection of McFadden/Graham. Based upon the guidelines for determining the applicable warrant, Figure 9-9 (Rural Areas) was utilized in the analysis as indicated in the Traffic Manual<sup>1</sup> for streets with speed limits over 40 MPH. Appendix C of the TIA contained in Appendix B of the EIR, contains Figure 9-9 and the warrant for the unsignalized intersection of McFadden Avenue/Graham Street. As shown in Appendix C of the TIA contained in Appendix B of the EIR, the study intersection of McFadden Avenue/Graham Street currently satisfies the requirements for installation of a traffic signal under existing conditions and this is considered an existing deficiency or an impact of existing conditions. As stated above, this signal improvement has been added to the City's CIP program.

The study intersection of Westminster and the I-405 NB on-ramp is currently not controlled. The eastbound left turn movement has an "presumed" yield control. Based upon the high eastbound left turn volumes, this intersection was examined to determine if a signal is warranted. Due to the fact that there are no minor street volumes some other means of evaluation is required. The eastbound left turn movement is a conflicting movement with opposing through traffic and can be compared to operations of a T-intersection. The eastbound left turn volumes may be considered as the minor street volumes in order to evaluate signalization needs. This methodology has been an accepted practice within the traffic engineering profession.

Based upon the guidelines for determining the applicable warrant, Figure 9-8 (Urban Areas) was utilized in the analysis as indicated in the Traffic Manual<sup>2</sup> for streets with speed limits under 40 MPH. Appendix C of the TIA contains Figure 9-8 and the warrant for the unsignalized intersection of Westminster/I-405 NB on-ramp. As shown in Appendix C of the TIA contained in Appendix B of the EIR, the study intersection of Westminster/I-405 NB on-ramp currently satisfies the requirements for installation of a traffic signal under existing conditions and this is considered an existing deficiency or an impact of existing conditions. As stated above, this signal improvement is addressed in the City of Westminster Citywide Fee Program.

#### Left-Turn Phase Warrant

The intersection of Westminster/I-405 on-ramp was also analyzed to ascertain whether it met with the guidelines to consider a protected left turn phase for the eastbound direction on Westminster. The guidelines can be referenced in the Traffic Manual<sup>3</sup> and state that 50 or more left turning vehicles (per hour in one direction) are required, in combination with the product of the left turn movement and conflicting through traffic (during the peak hour) which exceeds 100,000 or more; would warrant protected left turn phasing. Based upon these guidelines, the eastbound left turn

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<sup>1</sup> Traffic Manual; California Department of Transportation (Caltrans); Chapter 9 "Traffic Signals and Lighting", Warrant 11; May 1992.

<sup>2</sup> Traffic Manual; Ibid.

<sup>3</sup> Traffic Manual; California Department of Transportation (Caltrans); Chapter 9, "Traffic Signals and Lighting," 9-01.3; May, 1992.

- Potential future surface parking lots, if additional surface parking is ever required. These lots, shown as areas 1, 2, 3, 4, and 5, provide a total potential area for 1,990 stalls also as summarized on Exhibit II.
- Potential future parking structures that could be constructed in parking lots C, E, F, K, and U. The total number of potential stalls provided by these structures is dependent on the number of levels for each structure, however, as an example, a five level structure in parking lot C could provide an additional 2,500 stalls, and a five level structure in parking lots E and F could provide an additional 2, 900 stalls.

With either surface methods or with parking structures, there should be adequate potential for providing additional future parking to meet Specific Plan code requirements should the demand ever become a reality. Because the above analysis under "Existing Conditions" only covers the MDA uses, there is the potential for parking impacts if the parking demands of future Specific Plan uses exceed the parking supply. Implementation of Mitigation Measure 2 will ensure that parking impacts will be mitigated to a less than significant level. Additionally, the Specific Plan requires future development proposals provide a parking supply (i.e. required code parking) consistent with the Huntington Beach Zoning and Subdivision Ordinance (ZSO) Chapter 231 (Refer to Section 6.0 of the Specific Plan).

### **Project Traffic**

The proposed project will generate an increase in existing daily vehicle trips. Due to increases in vehicles, roadway capacity will be impacted. This impact is discussed in greater detail below. A three step process was utilized to estimate project-related traffic impacts and evaluate their significance at various points on the street network. First, the traffic which will be generated by the proposed development was determined. Secondly, the traffic volumes were geographically distributed to major attractions of trips, such as employment centers, commercial centers, recreational areas or residential areas. Finally, the trips were assigned to specific roadways and the project-related traffic volumes are analyzed using ICU/LOS techniques.

### **Traffic Generation**

Due to the size of the project and recommendation from City of Huntington Beach staff, *the* Santa Ana River Area (SARA) model was utilized. The City of Huntington Beach has trip generation rates that are specifically designed to coincide with the model. These rates were provided by the City and utilized in this study. In addition, trip generation rates for uses not found in the SARA Trip Generation Rates were referenced from Trip Generation<sup>4</sup> and provided to staff for their review.

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<sup>4</sup> Trip Generation, Fifth Edition; Institute of Transportation Engineers (ITE); January, 1991.

TABLE N

## COMPARISON OF AVERAGE DAILY TRAFFIC VOLUMES TO ESTIMATED ROADWAY CAPACITY

ROADWAY SEGMENT	EXISTING				INTERIM WITHOUT PROJECT				INTERIM WITH PROJECT				BUILDOUT WITHOUT PROJECT				BUILDOUT WITH PROJECT			
	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS
<b>BOLSA CHICA STREET:</b>																				
<i>Garden Grove to Westminster*</i>	6D / 61,930	40,000	0.65	B	6D / 61,930	49,000	0.79	C	6D / 61,930	51,400	0.83	D	6D / 61,930	50,000	0.81	D	6D / 61,930	55,000	0.89	D
<i>Westminster to Rancho*</i>	6D / 61,930	41,000	0.66	B	6D / 61,930	47,000	0.76	C	6D / 61,930	51,200	0.83	D	6D / 61,930	57,000	0.92	E	8D / 82,500	64,000	0.78	C
<i>(Proposed Improvement Mitigation Measure)</i>	6D / 56,300	42,000	0.75	C	6D / 56,300 (8D/75,100)	49,000 -	0.87 (0.65)	D (B)	8D / 75,100	54,400	0.72	C	8D / 75,100	- 61,000	(0.69) 0.81	(B) D**	8D / 75,100	70,000	0.97	E**
<i>Rancho to Bolsa</i>	6D / 56,300	39,000	0.69	B	6D / 56,300	44,000	0.78	C	6D / 56,300	45,200	0.80	C	6D / 56,300 (8D/75,100)	52,000 -	0.92 (0.69)	E (B)	8D / 75,100	54,000	0.76	C
<i>(Proposed Improvement Mitigation Measure)</i>	6D / 56,300	41,000	0.73	C	6D / 56,300	45,000	0.80	C	6D / 56,300	46,200	0.82	D	8D / 75,100	51,000	0.68	B	8D / 75,100	53,000	0.74	C
<i>Bolsa to McFadden</i>	6D / 56,300	35,000	0.62	B	6D / 56,300	39,000	0.69	B	(8D/75,100) 6D / 56,300	- 39,600	(0.62) 0.70	(B) B	6D / 56,300	45,000	0.80	C	6D / 56,300 (8D/71,500)	46,000 -	0.82 (0.64)	D (B)
<i>(Proposed Improvement Mitigation Measure)</i>																				
<b>GRAHAM STREET:</b>																				
<i>Bolsa to McFadden</i>	4U / 25,500	8,000	0.31	A	4U / 25,500	8,000	0.31	A	4U / 25,500	9,200	0.36	A	4U / 25,500	9,000	0.35	A	4U / 25,500	11,000	0.43	A
<i>McFadden to Edinger</i>	4U / 25,500	10,000	0.39	A	4U / 25,500	11,000	0.43	A	4U / 25,500	11,000	0.43	A	4U / 25,500	13,000	0.51	A	4U / 25,500	13,000	0.51	A
<i>Edinger to Heil</i>	4U / 25,500	5,000	0.20	A	4U / 25,500	5,000	0.20	A	4U / 25,500	5,600	0.22	A	4U / 25,500	6,000	0.24	A	4U / 25,500	7,000	0.27	A
<b>SPRINGDALE STREET:</b>																				
<i>I-405 Fwy. to Westminster</i>	4D / 37,500	24,000	0.64	B	4D / 37,500	25,000	0.67	B	4D / 37,500	25,000	0.67	B	4D / 37,500	26,000	0.69	B	4D / 37,500	26,000	0.69	B
<i>Westminster to Bolsa</i>	4D / 37,500	23,000	0.61	B	4D / 37,500	24,000	0.64	B	4D / 37,500	25,200	0.67	B	4D / 37,500	25,000	0.67	B	4D / 37,500	27,000	0.72	C
<i>Bolsa to McFadden</i>	4D / 37,500	21,000	0.56	A	4D / 37,500	22,000	0.59	A	4D / 37,500	22,000	0.59	A	4D / 37,500	23,000	0.61	B	4D / 37,500	23,000	0.61	B
<i>McFadden to Edinger</i>	4D / 37,500	20,000	0.53	A	4D / 37,500	21,000	0.56	A	4D / 37,500	21,000	0.56	A	4D / 37,500	22,000	0.59	A	4D / 37,500	22,000	0.59	A
<i>Edinger to Heil</i>	4D / 37,500	24,000	0.64	B	4D / 37,500	25,000	0.67	B	4D / 37,500	25,000	0.67	B	4D / 37,500	26,000	0.69	B	4D / 37,500	26,000	0.69	B

TABLE N (CONTINUED)

## COMPARISON OF AVERAGE DAILY TRAFFIC VOLUMES TO ESTIMATED ROADWAY CAPACITY

ROADWAY SEGMENT	EXISTING				INTERIM WITHOUT PROJECT				INTERIM WITH PROJECT				BUILDOUT WITHOUT PROJECT				BUILDOUT WITH PROJECT			
	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS
<b>EDWARDS STREET:</b>																				
Westminster to I-405 Fwy.	4D / 37,500	17,000	0.45	A	4D / 37,500	20,000	0.53	A	4D / 37,500	19,400	0.52	A	4D / 37,500	24,000	0.64	B	4D / 37,500	23,000	0.61	B
I-405 Fwy. to Bolsa	4D / 37,500	13,000	0.35	A	4D / 37,500	15,000	0.40	A	4D / 37,500	14,400	0.38	A	4D / 37,500	19,000	0.51	A	4D / 37,500	18,000	0.48	A
Bolsa to McFadden	4D / 37,500	25,000	0.67	B	4D / 37,500	29,000	0.77	C	4D / 37,500	29,000	0.77	C	<b>4D / 37,500</b> (6D/56,300)	<b>36,000</b> -	<b>0.96</b> (0.64)	E (B)	6D / 56,300	36,000	0.64	B
(Proposed Improvement Mitigation Measure)	4D / 37,500	19,000	0.51	A	4D / 37,500	22,000	0.59	A	4D / 37,500	22,000	0.59	A	4D / 37,500	27,000	0.72	C	4D / 37,500	27,000	0.72	C
McFadden to Edinger																				
<b>GOLDEN WEST STREET:</b>																				
I-405 Fwy. to Bolsa*	6D / 61,930	51,000	0.82	D	6D / 61,930	53,000	0.86	D	6D / 61,930	53,000	0.86	D	6D / 61,930	56,000	0.90	D	6D / 61,930	56,000	0.90	D
Bolsa to McFadden	6D / 56,300	45,000	0.80	C	<b>6D / 56,300</b> (8D/75,100)	<b>48,000</b> -	<b>0.85</b> (0.64)	D (B)	8D / 75,100	49,200	0.66	B	8D / 75,100	52,000	0.69	B	8D / 75,100	54,000	0.72	C
(Proposed Improvement Mitigation Measure)																				
<b>WESTMINSTER BLVD.:</b>																				
Bolsa Chica to Rancho*	4D / 41,250	16,000	0.39	A	4D / 41,250	21,000	0.51	A	4D / 41,250	20,400	0.49	A	4D / 41,250	30,000	0.73	C	4D / 41,250	29,000	0.70	B
Rancho to Springdale*	4D / 41,250	24,000	0.58	A	4D / 41,250	31,000	0.75	C	4D / 41,250	32,200	0.78	C	<b>4D / 41,250</b> (6D/61,930)	<b>42,000</b> -	<b>1.02</b> (0.68)	F (B)	6D / 61,930	44,000	0.71	C
(Proposed Improvement Mitigation Measure)	4D / 41,250	28,000	0.68	B	<b>4D / 41,250</b> (6D/61,930)	<b>40,000</b> -	<b>0.96</b> (0.65)	E (B)	6D / 61,930	41,800	0.67	B	6D / 61,930	46,000	0.74	C	6D / 61,930	49,000	0.79	C
Springdale to I-405 Fwy.*	4D / 41,250	29,000	0.70	B	4D / 41,250	33,000	0.80	C	4D / 41,250	34,800	0.84	D	<b>4D / 41,250</b> (6D/61,930)	<b>40,000</b> -	<b>0.97</b> (0.65)	E (B)	6D / 61,930	43,000	0.69	B
(Proposed Improvement Mitigation Measure)	4D / 41,250	27,000	0.65	B	4D / 41,250	29,000	0.70	B	4D / 41,250	30,200	0.73	C	4D / 41,250	33,000	0.80	C	4D / 41,250	34,000	0.82	D
I-405 Fwy to Edwards*																				
(Proposed Improvement Mitigation Measure)																				
Edwards to Golden West*																				
<b>RANCHO RD.:</b>																				
Bolsa Chica to Westminster	2U / 12,500	6,000	0.48	A	2U / 12,500	8,000	0.64	B	<b>2U / 12,500</b> (4U/25,500)	<b>11,000</b> -	<b>0.88</b> (0.43)	D (A)	4U / 25,500	11,000	0.43	A	4U / 25,500	16,000	0.63	B
(Proposed Improvement Mitigation Measure)																				

TABLE N (CONTINUED)

## COMPARISON OF AVERAGE DAILY TRAFFIC VOLUMES TO ESTIMATED ROADWAY CAPACITY

ROADWAY SEGMENT	EXISTING				INTERIM WITHOUT PROJECT				INTERIM WITH PROJECT				BUILDOUT WITHOUT PROJECT				BUILDOUT WITH PROJECT			
	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS	LANES/ CAPACITY (LOS E)	ADT	V/C RATIO	LOS
<b>BOLSA AVENUE:</b>																				
Bolsa Chica to Graham	6D / 56,300	12,000	0.21	A	6D / 56,300	14,000	0.25	A	6D / 56,300	20,000	0.36	A	6D / 56,300	18,000	0.32	A	6D / 56,300	28,000	0.50	A
Graham to Springdale	6D / 56,300	18,000	0.32	A	6D / 56,300	21,000	0.37	A	6D / 56,300	24,600	0.44	A	6D / 56,300	25,000	0.44	A	6D / 56,300	31,000	0.55	A
Springdale to Edwards	6D / 56,300	19,000	0.34	A	6D / 56,300	23,000	0.41	A	6D / 56,300	26,600	0.47	A	6D / 56,300	29,000	0.52	A	6D / 56,300	35,000	0.62	B
Edwards to Golden West	6D / 56,300	23,000	0.41	A	6D / 56,300	27,000	0.48	A	6D / 56,300	28,200	0.50	A	6D / 56,300	33,000	0.59	A	6D / 56,300	35,000	0.62	B
<b>MCFADDEN AVENUE:</b>																				
Bolsa Chica to Graham	2U / 12,500	6,000	0.48	A	2U / 12,500	7,000	0.56	A	2U / 12,500	7,000	0.56	A	2U / 12,500	9,000	0.72	C	2U / 12,500	9,000	0.72	C
Graham to Springdale	4U / 25,500	13,000	0.51	A	4U / 25,500	14,000	0.55	A	4U / 25,500	14,000	0.55	A	4U / 25,500	15,000	0.59	A	4U / 25,500	15,000	0.59	A
Springdale to Edwards	4U / 25,500	17,000	0.67	B	4U / 25,500	18,000	0.71	C	4U / 25,500	18,600	0.73	C	4U / 25,500	19,000	0.75	C	4U / 25,500	20,000	0.78	C
Edwards to Golden West	4U / 25,500	13,000	0.51	A	4U / 25,500	14,000	0.55	A	4U / 25,500	15,200	0.60	A	4U / 25,500	16,000	0.63	B	4U / 25,500	18,000	0.71	C
<b>EDINGER AVENUE:</b>																				
Bolsa Chica to Graham	4D / 37,500	14,000	0.37	A	4D / 37,500	14,000	0.37	A	4D / 37,500	14,000	0.37	A	4D / 37,500	15,000	0.40	A	4D / 37,500	15,000	0.40	A
Graham to Springdale	4D / 37,500	17,000	0.45	A	4D / 37,500	18,000	0.48	A	4D / 37,500	18,000	0.48	A	4D / 37,500	19,000	0.51	A	4D / 37,500	19,000	0.51	A
Springdale to Edwards	6D / 56,300	21,000	0.37	A	6D / 56,300	22,000	0.39	A	6D / 56,300	22,000	0.39	A	6D / 56,300	23,000	0.41	A	6D / 56,300	23,000	0.41	A

Source: WPA Traffic

□ ADT = Average Daily Trip

□ V/C = Volume to Capacity

□ LOS = Level of Service

◆ Acceptable LOS for Road Segments: City of Huntington Beach - LOS C

City of Westminster - LOS D

◆ Italicized Road Segments are located in the City of Westminster

◆ Road Segments that are operating at an unacceptable LOS are **highlighted**.

\* Signal Coordination in place per City of Westminster Engineering Department.

\*\* Additional improvements are determined to be infeasible

*D = Divided**U = Undivided.*

Improvements for the nine impacted study intersections operating at unacceptable Levels of Service for buildout, without project conditions, are listed below.

1. **Valley View/S.R. 22 Freeway** - Convert the southbound "Freeway Only" lane to through/right option.
2. **Valley View/Garden Grove** - Add a third northbound through lane. Add a third southbound through lane.
3. **Westminster/Bolsa Chica Road** - Add a third westbound through lane.
4. **Westminster/Springdale Street** - Add a third eastbound through lane.
5. **Westminster/I-405 NB Off-ramp** - Convert northbound left turn lane to a left/right combination lane.
6. **Westminster/Edwards Street** - Add a second eastbound left turn lane. Add an eastbound right turn lane. Add a third eastbound through lane.
7. **Bolsa Avenue/Edinger** - Add a northbound right turn lane. Add a southbound right turn lane. Restripe westbound through to a left/through combination lane.
8. **Bolsa Avenue/Edwards Street** - Add an eastbound right turn lane.
9. **Edwards Street/McFadden Avenue** - Add a southbound right turn lane.

With these improvements, the nine study intersections above would operate at acceptable Levels of Service during both the AM and PM peak hours, except for the intersection of Westminster/Bolsa Chica where no added improvements were found to be feasible. The intersection of Bolsa/Golden West cannot be fully improved to operate below LOS E in the PM peak hour. It is improved from the existing operating conditions. Under this Level 4 condition, the proposed project traffic is not resulting in the specific need for the identified improvements at the identified intersections, and therefore, project-specific mitigation is not necessary. The results of this Year 2015 long-term buildout analysis are subject to change based upon the actual buildout of the Specific Plan project and other projects assumed in the SARA traffic model.

*Although project specific mitigation is not required under this condition. Mitigation Measures 8 and 9 are proposed in the following section to assist the City of Huntington Beach in implementing the Level 4 improvements at the intersections in the City of Huntington Beach. reduce the project's contribution to the Year 2015 long-term impacts (beyond the 60% interim trip budget) to the extent feasible.*

### **Road Segment Analysis**

The daily traffic volumes for the Buildout conditions were referenced from the SARA model data and are shown on Exhibit 34. Table N shows a comparison of the Buildout baseline daily traffic volumes, to the estimated roadway capacity at Level of Service E. The General Plan's for the cities of Huntington Beach and Westminster were referenced to obtain any improvements to the road system to be completed for the Buildout conditions. As shown in Table N, the following road segment links are operating at an unacceptable level.

1. Bolsa Chica Street: Westminster Blvd. to Rancho Rd. - (LOS E)
2. Bolsa Chica Street: Rancho Rd. to Bolsa Avenue - (LOS D)
3. Bolsa Chica Street: Bolsa Avenue to McFadden Avenue - (LOS E)
4. Edwards Street: Bolsa Avenue to McFadden Avenue - (LOS E)



5. Westminster Blvd.: Rancho Rd. to Springdale Street - (LOS F)
6. Westminster Blvd.: I-405 to Edwards Street - (LOS E)

Table N identifies the proposed improvements required for Buildout conditions without the project. The following proposed improvements achieved acceptable Levels of Service for all road segments, except for Bolsa Chica Street between Rancho Road and Bolsa Avenue where an unacceptable LOS D is maintained. Additional proposed improvements beyond 8 lanes on this segment of Bolsa Chica Street would not be considered feasible and there would be remaining impacts along this segment. Under this Level 4 condition, the proposed project traffic is not resulting in the specific need for the identified improvements at the identified road segments, and therefore, project-specific mitigation is not necessary.

1. **Bolsa Chica Street: Westminster to Rancho** - Currently 6 lanes divided improved to 8 lanes divided. (LOS B)
2. **Bolsa Chica Street: Bolsa to McFadden** - Currently 6 lanes divided improved to 8 lanes divided. (LOS B)
3. **Edwards Street: Bolsa to McFadden** - Currently 4 lanes divided improved to 6 lanes divided. (LOS B)
4. **Westminster Blvd.: Rancho to Springdale** - Currently 4 lanes divided improved to 6 lanes divided. (LOS B)
5. **Westminster Blvd.: I-405 Fwy. to Edwards** - Currently 4 lanes divided improved to 6 lanes divided. (LOS B)

*Although project specific mitigation is not required under this condition, Mitigation Measures 8 and 9 are proposed in the following section to assist the City of Huntington Beach in implementing the Level 4 improvements to roadway segments in the City of Huntington Beach.*

#### **Post-2015 Total (With Project) Traffic Volumes/Levels of Service**

Buildout conditions were also completed for the proposed project conditions based on traffic model data. The project traffic volumes were added to the baseline volumes, within the model, and the intersection volumes and daily volumes were provided to us. As mentioned earlier in this section, the project buildout assumptions can be found in Table J. The buildout trip generation for the site which includes existing site plus projects which are already entitled and the proposed project is shown on Table P. Intersection and road segment analyses were completed so the proposed project's long term impacts could be evaluated.

#### **Intersection Analyses**

Intersection analyses were performed at all 22 study intersections based upon the model generated traffic volume turning movement forecasts, which can be found in Exhibits 35 and 36, and Level 4 improvements. Table O, which was presented earlier, lists the intersection analyses results under Buildout plus project conditions. All of the study intersections operate at an acceptable (LOS D or better) Level of Service during both the AM and PM peak hours, except for the four study intersections of Westminster/Bolsa Chica, Westminster/Rancho Hammon, Bolsa/Springdale, and Bolsa/Golden West. The ICU/HCM worksheets for all the study intersections can be referenced in Appendix B of the TIA, located in Appendix B of the EIR.

Table M identifies the proposed improvements required under Buildout plus project conditions - Level 5. As shown in Table M, there are two study intersections where proposed improvements are listed. The intersections of Westminster/Bolsa Chica and Bolsa Avenue/Golden West cannot be fully mitigated with feasible improvements; therefore, some significant traffic impacts remain for Buildout conditions. Improvements for the two study intersections operating at unacceptable Levels of Service, where improvements are possible, are listed below.

1. **Bolsa Avenue/Springdale Street** - Add a third southbound through lane and take out southbound right turn lane
2. **Westminster/Rancho Hammon** - Add a third eastbound and westbound through lane

With these improvements, the study intersections of Bolsa/Springdale and Westminster/Rancho Hammon would operate at an acceptable Levels of Service during both the AM and PM peak hours.

Under this Level 5 condition, the proposed ~~buildout~~<sup>interim</sup> project traffic is contributing to the need for the identified improvements at the above intersections. This is considered a project-specific impact. Mitigation Measure 7 in the following section has been required to reduce the project's incremental impact at the intersection of Westminster/Rancho Hammon to a less than significant level. Mitigation Measure 8 in the following section has been required to reduce the project's incremental impact at the intersection of Bolsa Avenue/Springdale Street to a less than significant level. Because feasible improvements do not exist to bring the other two (2) intersections to acceptable operating levels, this is considered a long-term significant, unavoidable cumulative impact to which the project traffic contributes. The results of this Year 2015 long-term buildout analysis are subject to change based upon the actual buildout of the Specific Plan project and other projects assumed in the SARA traffic model. Mitigation Measures 8 and 9 are proposed in the following section to reduce the project's contribution to the Year 2015 long-term impacts (beyond the 60% interim trip budget) to the extent feasible. Because feasible mitigation is not available for the three intersections, this impact remains unavoidable even with the mitigation.

### Road Segment Analysis

The daily traffic volumes for the Buildout conditions with the project were referenced from the SARA model data and are shown on Exhibit 37. Table N shows a comparison of the Buildout plus project daily traffic volumes, to the estimated roadway capacity at Level of Service E. As shown in Table N, the following road segment links are operating at an unacceptable level.

1. **Bolsa Chica Street: Rancho Rd. to Bolsa Avenue** - (LOS E)
2. **Bolsa Chica Street: Edinger Avenue to Heil Avenue** - (LOS D)

Table N identifies the proposed improvements required for Buildout conditions with the project. The following proposed improvements achieved acceptable Levels of Service for the road segment of Edinger to Heil along Bolsa Chica Street. The road segment of Rancho to Bolsa along Bolsa Chica Street would remain at an unacceptable LOS E. Additional improvements beyond 8 lanes divided on this segment of Bolsa Chica Street would not be considered feasible, which would result in some remaining significant impacts at this location.

1. **Bolsa Chica Street: Edinger to Heil** - Currently 6 lanes divided improved to 8 lanes divided. (LOS B)

Under this Level 5 condition, the proposed *buildout* ~~interim~~-project traffic is contributing to the need for the identified improvements at the two roadway segments. This is considered a project-specific impact. Mitigation Measure 8 in the following section has been required to reduce the project's incremental impact at the street segments of Bolsa Chica Street: Edinger Avenue to Heil Avenue to a less than significant level. Because feasible improvements do not exist to bring the other roadway segment to acceptable operating levels. This is considered a long-term, significant, and unavoidable impact to which the project traffic contributes.

The results of this Year 2015 long-term buildout analysis are subject to change based upon the actual buildout of the Specific Plan project and other projects assumed in the SARA traffic model. Mitigation Measures 8 and 9 are proposed in the following section to reduce the project's contribution to the Year 2015 long-term impacts (beyond the 60% interim trip budget) to the extent feasible. Because feasible mitigation is not available for the road segment, this impact remains unavoidable even with the mitigation.

#### **Site Access/Circulation**

The impacts associated with on-site circulation and pedestrian/bicycle safety are project specific issues and are therefore not impacted further by cumulative buildout.

#### **Signal Warrant Analysis/Traffic Signalization**

No significant cumulative 2015 buildout impacts have been identified related to traffic *signal warrant* ~~signalization~~.

#### **Parking**

The impacts associated with on-site parking are project specific issues and are therefore not impacted by further cumulative buildout.

### **STANDARD CITY POLICIES AND REQUIREMENTS**

- A. Prior to issuance of building permits (or certificate of occupancy, if determined appropriate by the Traffic Division and Planning Division), a Trip Generation Analysis shall be submitted for review and approval by the Public Works Department, Traffic Engineering Division. The

analysis shall be used to determine the project's Traffic Impact Fee. This has been accomplished; refer to Appendix B of this EIR. The traffic impact fees shall be paid prior to issuance of the certificate of occupancy.

- B. All applicable Public Works fees shall be paid.
- C. An interim parking and/or building materials storage plan shall be submitted to the Department of Community Development to assure adequate parking is available for employees, customers, contractors, etc., during the project's construction phase.

## MITIGATION MEASURES

The interim roadway geometrics (60%) are presented in Exhibits 5A and 5D of the TIA contained in Appendix B of the EIR, while the mitigated levels of service are shown in Tables M and N.

1. Prior to the issuance of building permits within the Specific Plan, each applicant shall coordinate with the City of Huntington Beach in developing a truck and construction vehicle routing plan. This plan shall specify the hours in which transport activities can occur and methods to minimize construction related impacts to adjacent residences. The final plan shall be approved by the City Engineer and Community Development Director.
2. Prior to the issuance of building permits within the Specific Plan, each applicant shall coordinate with the City of Huntington Beach Public Works Department to ensure the following is accomplished:
  - a. necessary review of signal warrants
  - b. review/approval of left-turn ingress/egress
  - c. review/approval of any added driveways
  - d. parking analysis demonstrating parking supplies meet or exceed the demands

*The purpose of the above review is to: 1) ensure site specific impacts from individual projects are reduced to a level less than significant and 2) identify the timing of future signal installations/improvements.*

3. Prior to the issuance of building permits within the Specific Plan, the applicant shall demonstrate to the satisfaction of the City Traffic Engineer that truck access points depicted on their "Final" site plan(s), meet the City's minimum truck turning radius standards.
4. Prior to the issuance of building permits within the Specific Plan, the applicant shall demonstrate to the satisfaction of the City Traffic Engineer that standards (including ADA) regarding pedestrian/bicycle safety along the perimeter sidewalks have been met.
5. The City of Huntington Beach shall collect its traffic impact fee as "interim" levels of development occurs prior to the issuance of building permits. These fees will relieve the developer of traffic mitigation obligations (as detailed for Levels 1, 2, and 3 as shown in Tables

M and N of the Traffic Impact Assessment) resulting from the interim levels of development. The specific Level 1-3 improvements detailed in Table M and N shall be added to the City's CIP and implemented in a reasonable time frame.

6. Prior to the issuance of the first building permit within the Specific Plan, the applicant (MDRC) shall complete the intersection improvements for Westminster and Rancho identified in Table M under the Level 2 - Year 2000 (Interim without Project) condition.
7. Prior to the issuance of the first building permit within the McDonnell Centre Specific Plan, the applicant (MDRC) shall post a bond with the City of Westminster for the Specific Plan's fair-share contribution to complete the intersection improvements for Westminster and Rancho identified in Table M under the Levels *1 and 3* ~~Year 2000 (Interim with Project)~~ and Level 5 - Year 2015 (Buildout with Project) conditions. The bond shall not exceed \$30,000 based on today's dollars and would be adjusted based upon the Engineering News Record Construction Cost Index. It would be activated at the time when the City of Westminster completes the identified intersection improvements. This mitigation would be unnecessary if the Cities of Westminster or Huntington Beach acquire intersection improvement funding through other efforts.
8. An updated Traffic Impact Assessment (TIA) shall be prepared at the expense of McDonnell Douglas or successor in interest as the interim trip budget is reached. This updated TIA shall be commenced when 90% of the interim trip budget is built or has approved development applications (entitled) and no further development shall be entitled or constructed (beyond that development that generates 100% of trips for the interim trip budget) until the updated TIA and required mitigations are reviewed and approved by the City. The purpose of the updated TIA is to determine whether the trips projected for the interim condition are consistent with the actual trips and the required traffic mitigation measures for the remaining buildout of the McDonnell Center Specific Plan Area (currently estimated in Levels 4 & 5 as shown in Table 4 of the TIA). This revised TIA shall not relieve the developer of any obligation to pay any traffic impact fees (should the present or any other traffic impact fee program be in place) or provide for mitigation measures for development at the time of developments.
9. Throughout the Specific Plan project's implementation, the City shall maintain and update an annual trip budget monitoring report to determine the status of the constructed and approved development applications (entitled) development and resulting expected trips within the McDonnell Center Specific Plan area. This annual trip budget monitoring report shall be based upon building permits issued and (entitled) development within the McDonnell Center. The trip budget monitoring report shall include gross and usable square footages of the constructed and/or entitled usages, a description of the land usage, and the trip generation rates used for the land usage proposed. The trip rates used in the monitoring report shall be those rates contained in the latest *Trip Generation* manual published by the Institute of Transportation Engineers (currently the 5th edition and 5th edition update) or another reliable source (*i.e., another traffic study*) as approved by the City Traffic Engineer.

## LEVEL OF SIGNIFICANCE

### Project Specific

No significant project-specific impacts have been identified related to traffic *signal warrants* ~~signalization~~ on the surrounding street system.

Construction related traffic will result from the buildout of the Specific Plan. Mitigation Measure 1 will mitigate potential construction related impacts (associated with projects in the Specific Plan) to a level less than significant.

The proposed Specific Plan project may result in significant parking impacts. Mitigation Measure 2 will reduce impacts to a level less than significant.

Increased activity on-site and in the vicinity of the project could expose pedestrians and bicycles to traffic hazards. Implementation of Mitigation Measures 2-4 will mitigate exposure of pedestrians and bicycles to traffic hazards to a level less than significant.

### Cumulative

The proposed project in conjunction with other past, present, and reasonably foreseeable projects will impact existing and future roadways and intersections (see below).

### Interim 2000 Non-Project (Baseline) Traffic Volumes/Level of Service

#### **Intersection Analysis**

Under the Level 2 Condition, the proposed project traffic is not resulting in the specific need for the identified improvements at four identified intersections, and therefore, project-specific mitigation is not necessary. ~~Although project specific mitigation is not required under this condition, Mitigation Measure 5 will assist the City of Huntington Beach in implementing the identified Level 2 intersection improvements. Mitigation Measure 6 ensures implementation of the Level 2 improvements at the intersection of Westminster and Rancho within the City of Westminster.~~

#### **Road Segment Analysis**

Under the Level 2 Condition, the proposed project traffic is not resulting in the specific need for the identified improvements at the three roadway segments and, therefore, project-specific mitigation is not necessary. ~~Although project specific mitigation is not required under this condition, Mitigation Measure 5 will assist the City of Huntington Beach in implementing the identified Level 2 improvements at the roadway segments.~~

## **Interim 2000 (with Project) Traffic Volumes/Levels of Service**

### **Intersection Analysis**

Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for the identified intersection improvements. Mitigation Measure 5 will reduce the project's incremental impact at the intersections of Bolsa Avenue/Springdale Street and Bolsa Avenue/Golden West to level less than significant. Mitigation Measure 7 will reduce the project's incremental impact at Westminster/Rancho-Hammon to a level less than significant.

### **Road Segment Analysis**

Under the Level 3 condition, the proposed interim project traffic is contributing to the need for improvements at the two roadway segments. This is considered a project-specific impact. Mitigation Measure 5 will reduce the project's incremental impact at the two street segments to a level less than significant.

## **Post-2015 Non-Project (Cumulative Background) Traffic Volumes/Levels of Service**

### **Intersection Analyses**

Under the Level 4 condition, the proposed project traffic is not resulting in the specific need for improvements at the identified intersections, and therefore, project-specific mitigation is not necessary. ~~The results of this Year 2015 long-term buildout analysis are subject to change based upon the actual buildout of the Specific Plan project and other projects assumed in the SARA traffic model. Mitigation Measures 8 and 9 will reduce the project's contribution to the Year 2015 long-term impacts (beyond the 60% interim trip budget) to the extent feasible.~~

### **Road Segment Analysis**

Under the Level 4 condition, the proposed project traffic is not resulting in the specific need for the identified improvements at the identified road segments, and therefore, project-specific mitigation is not necessary.

## **Post-2015 Total (With Project) Traffic Volumes/Levels of Service**

### **Intersection Analyses**

Under the Level 5 condition, the proposed *buildout* ~~interim~~ project traffic is contributing to the need for the identified improvements at Westminster/Bolsa Chica, Westminster/Rancho-Hammon, Bolsa/Springdale, and Bolsa/Golden West. This is considered a project-specific impact. Mitigation Measure 7 will reduce the project's incremental impact at Westminster/Rancho-Hammon to a level less than significant. Mitigation Measure 8 will reduce the project's incremental impact at the intersection of Bolsa Avenue/Springdale Street and Westminster/Rancho-Hammon to a less than significant level. Because feasible improvements do not exist to bring the other two (2)

intersections to acceptable operating levels, this is considered a long-term significant, unavoidable cumulative impact to which project traffic contributes. The results of this Year 2015 long-term buildout analysis are subject to change based upon the actual buildout of the Specific Plan project and other projects assumed in the SARA traffic model. Mitigation Measures 8 and 9 are proposed in the following section to reduce the project's contribution to the Year 2015 long-term impacts (beyond the 60% interim trip budget) to the extent feasible. Because feasible mitigation is not available for the two intersections, this impact remains unavoidable even with the mitigation.

### **Road Segment Analysis**

Under the Level 5 condition, the proposed *buildout* ~~interim~~ project traffic is contributing to the need for improvements at Edinger to Heil along Bolsa Chica Street and Rancho to Bolsa along Bolsa Chica Street. This is considered a project-specific impact. Mitigation Measure 8 will reduce the project's incremental impact at the street segments of Bolsa Chica Street: Edinger Avenue to Heil Avenue to a less than significant level. Because feasible improvements do not exist to bring the other roadway segment to acceptable operating levels. This is considered a long-term, significant, and unavoidable impact to which project traffic contributes. The results of this Year 2015 long-term buildout analysis are subject to change based upon the actual buildout of the Specific Plan project and other projects assumed in the SARA traffic model. Mitigation Measures 8 and 9 are proposed to reduce the project's contribution to the Year 2015 long-term impacts (beyond the 60% interim trip budget) to the extent feasible. Because feasible mitigation is not available for the road segment, this impact remains unavoidable even with the mitigation.

### **Site Access/Circulation**

Impacts associated with on-site circulation and pedestrian/bicycle safety are project specific issues and are therefore not impacted further by cumulative buildout.

### **Signal Warrant Analysis/Traffic Signalization**

No significant cumulative 2015 buildout impacts have been identified related to traffic *signal* ~~warrant~~ ~~signalization~~.

### **Parking**

Impacts associated with on-site parking are project-specific and are therefore not impacted by further cumulative buildout.



The nearest monitoring station is the Los Alamitos station which is located approximately 3 miles north of the project site. This monitoring station monitors ozone and sulfur dioxide. Data for carbon monoxide and nitrogen dioxide was obtained from the Costa Mesa station located approximately 7 miles east of the project site. Table S summarizes the last five years of monitoring data and depicts the number of days on which pollution levels exceeded state standards.

Air quality data in Table S indicates that ozone is the air pollutant of primary concern in the project area. Ozone is a secondary pollutant and is not directly emitted. Ozone is the result of the chemical reactions of other pollutants, most importantly hydrocarbons and nitrogen dioxide, in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the project vicinity.

All areas of the South Coast Air Basin contribute to the ozone levels experienced at both the Costa Mesa and the Los Alamitos monitoring stations with the more significant areas being those directly upwind. The ozone levels at the Los Alamitos station have significantly decreased over the past few years.

Carbon monoxide standards have not been exceeded over the past several years at the Costa Mesa station. This station is located adjacent to Harbor Boulevard and it is very likely that the carbon monoxide concentrations recorded at this station are influenced by the motor vehicle activity on this roadway. Carbon monoxide is generally considered to be a local pollutant. Carbon monoxide is directly emitted from several sources (most notably motor vehicles) and the highest concentrations experienced are directly adjacent to the source.

Particulate concentrations monitored at other stations in Orange County should be representative of the level currently experienced at the project site. Particulates are particles of dust, smoke and minute droplets of liquids called aerosols. These are the particles which have the potential to do the greatest harm to human health because they can pass through the body's natural filtering system and become *lodged* in the lungs. Inhaled particulates reduce lung capacity and may carry materials into the body

### **Project Site**

Presently, the project site is occupied by the McDonnell Douglas Aeronautics Facility along with mixed office and industrial uses with associated parking, support structures, landscaping, and lighting. The site currently generates traffic and is assumed to generate noticeable mobile and stationary source air emissions typical of industrial and office uses.

### **IMPACTS**

Appendix G of the CEQA Guidelines serves as a guideline/general example of consequences that are deemed to have a significant effect on the environment. A project may be deemed to have a significant air quality effect if it will:

## **Stationary Source Emissions**

Stationary sources can be divided into two major subcategories: point and area sources. Point sources are generally large emitters with one or more emission sources at a facility with an identified location (e.g., power plants, refinery boilers). Area sources generally consist of many small emission sources (e.g., residential water heaters, architectural coatings) which are distributed across the region.

Implementation of the proposed project will result in the development of industrial uses which have the potential to generate objectionable odors that could affect nearby sensitive receptors. Because specific users are unknown at this time, a specific analysis of odors would be "speculative" under CEQA and is therefore not required. The following discussion including mitigation measures is provided to reduce potential future odor impacts to a level less than significant.

Assessing odor impacts depends upon such variables as wind speed, wind direction, and the sensitivities of receptors to different odors. The facility that is, or will be, producing the odor can relocate equipment so that fumes can be emitted at locations to take the best advantage of wind patterns. Projects that may cause odors can also change stack heights and add additional control technology. In some cases, a project proponent for development of a sensitive receptor may be able to mitigate potential impacts by paying for mitigation at the source. Mitigation Measure 7 in the following section has been proposed and requires that future uses within the Specific Plan be reviewed to determine if odors are an issue. If it is determined that the proposed use may result in odor impacts, then an air quality analysis including a quantitative assessment of potential odors and meteorological conditions shall be performed. The analysis shall include a quantitative assessment of odors, consistent with the American Society of Testing Materials (ASTM, Standard Method D 1391 or Standard Method E679-79). Project design measures or additional control technology shall be implemented to ensure odor emissions comply with SCAQMD standards.

Stationary emissions will be generated on-site by the combustion of natural gas for space heating and water heating. Off-site emissions will be generated due to electrical usage. The generation of electrical energy by the combustion of fossil fuels results in additional off-site emissions. Emission factors were obtained from the 1993 South Coast Air Quality District's Air Quality Handbook. The factors in this handbook were obtained from Southern California Gas and Southern California Edison.

Projections of the proposed project's generated stationary source emissions for the year 2015 are presented in column 1 of Table T. The calculations for the projections are contained in the Appendix E of this EIR.

## **Mobile Source Emissions**

Mobile source emissions will be generated by vehicle trips as a result of the proposed project. Mobile source or indirect emissions projected to result from implementation of the proposed project are vehicular pollutants released by increases in vehicular traffic. Several pollutants are directly emitted from motor vehicles. These include CO, NO<sub>x</sub>, PM<sub>10</sub>, and HC. CO is the primary pollutant of major concern along roadways since air quality standards for CO along roadways are exceeded more frequently than the other pollutant standards.

Calaveras and San Jacinto faults, among others, which may contribute a potential hazard to structures from faulting activity.

The nearest active fault to the project site is the Newport-Inglewood fault located approximately 2 miles to the southeast. This fault has a probable magnitude of 6.7 on the Richter scale. Movement along this fault has been continuing sporadically since approximately the Middle Miocene Age. Net earth movement due to faulting on the Newport-Inglewood Fault System tends to be right-lateral strike-slip in nature. This means that overall movement occurs primarily in a horizontal plane with the northeast sides of the fault moving south and the southwest sides moving north.

Faults within the City of Huntington Beach determined to be geologically active and expected to be associated with the ground rupture at some time in the future are the North Branch, Bolsa-Fairview, and South Branch Faults; all of these are faults within the Newport-Inglewood Fault Zone. The project site lies approximately 2 miles northwest of this fault zone. Surface rupture has apparently not occurred within the past 9,000 years on these faults in the Huntington Beach area.

### **Liquefaction**

Liquefaction is defined as the transformation of a granular material from a solid state into a liquefied state as a consequence of increased pore water pressure. Groundshaking resulting from an earthquake is capable of providing the mechanism for liquefaction, usually in saturated, loose, medium to fine-grained sands, silty sands, and certain types of clayey soils. The potential for liquefaction is greatest in areas of shallow ground water or near-saturated soils at generally shallow depths. The porous alluvial soils, when saturated or wet, have a moderate to high potential for liquefaction. The likelihood of liquefaction occurring depends on many factors including differences in the compaction of soil layers, nature of the soil, depth of the deposits, and depth of the water table.

Based upon the existing soil types onsite and the level of filtration to the soils, the potential for liquefaction to occur onsite is high. Liquefaction occurring as a result of a seismic event would result in a localized area of subsidence.

### **Expansive Soils**

Surface and ~~shall~~-subsurface silt type soils exist onsite. According to the City's Expansive Soil Distribution Map, expansive soils range in percentage of clay content from Variable to Moderate/High 20% - 40% in the project area. The map indicates that the major deposits of clay having a Moderate-to-High Expansion potential are located within the inland areas of the northern half of the City. The soils within this area are primarily clay, clay loams, and clay adobe with percentages of clay size particles ranging from about 20 to 42 percent. Exhibit 38 depicts the expansive soil distribution in the vicinity of the project site.

## **Hazardous Materials**

A Phase I Environmental Assessment was conducted by Camp Dresser and McKee, Inc. on March 15, 1991 for the portion of the project site east of Able Lane within Planning Area 2.

A follow-up Phase II Soil Investigation was performed in November 1993 also by Camp Dresser and McKee, Inc. This area east of Able Lane has a history of strawberry cultivation. This assessment included a site survey to evaluate contamination potential associated with onsite storage of hazardous materials and use of pesticides.

The report details site conditions at the time the study was prepared. Since the 1991, several parcels detailed in the original Phase I report have been developed. The remaining undeveloped areas east of Able Lane are assumed to still contain potential chemical contamination. Both pesticides and herbicides were applied to the soil to assist in the strawberry cultivation. Table CC lists the chemicals which were used by the farms onsite.

Chemicals applied onsite are used in accordance with the manufacturer's instructions concerning the method and amount of application. Most of the chemicals are rapidly broken down (short-lived) upon application. Methyl bromide is the only product used which is classified as having high potential for environmental persistence. No accidental spills or releases of chemicals have been reported at the project site.

No evidence of extensive site contamination was uncovered. Based on the small quantities of stored materials at the site, the potential for extensive contamination is low.

## **IMPACTS**

Appendix G of the CEQA Guidelines serves as a guideline/general example of consequences that are deemed to have a significant effect on the environment. A project may be deemed to have a significant effect if it will:

- (r) Expose people or structures to major geologic hazards.
- (v) *Create a potential public health hazard to people or animal or plant populations in the area affected.*

For the purposes of this EIR, significant geologic hazards are considered geologic conditions that cannot be overcome by design using reasonable construction and/or maintenance practices in future development that will occur with implementation of the proposed project. The impacts related to the above stated criteria are discussed below.

## **Local Geology**

Currently the topography of the project site is flat. Buildout of the Specific Plan will most likely consist of grading and excavating associated with the development of future industrial, office and support retail facilities. It is unknown at this time the extent and depth of grading and excavating necessary for future project implementation.

### **Liquefaction**

4. Prior to issuance of grading permits within the Specific Plan, grading plans shall demonstrate that alluvial soils shall be removed in the areas that will receive fill or foundation loading down to competent materials and recompact. Additional studies may be deemed necessary by the Director of Public Works, to evaluate the extent of liquefaction of the soils for structural design purposes.

### **Expansive Soils**

5. Prior to approval of grading permits within the Specific Plan, the applicant shall prepare a report for approval by the Director of Public Works which assesses and provides recommendations for the following:
  - a. Specific measures for adequate foundation, paving and flatwork design in areas of any remaining expansive soils.
  - b. Identify the Expansive Index onsite and specify where necessary recommendations included, but not limited to: 1) presaturation of soils prior to concrete placement; 2) raised floors; 3) post-tensioned slabs; 4) thicker slabs; 5) deeper footings; 6) the addition of soil amendments to facilitate wetting during compaction.
6. The applicant(s) shall be responsible for remedial removal of expansive soils onsite during grading and prior to construction. Should any construction occur on expansive soils, the applicant(s) shall adhere to the recommendations identified above in Mitigation Measure 5.

### **LEVEL OF SIGNIFICANCE**

With implementation of standard City policies and requirements and Mitigation Measure 1, potential impacts related to local geology are reduced to a level less than significant.

| With implementation of Mitigation Measures 2 and 3, impacts related to ~~seismicity~~liquefaction will be reduced to a level less than significant.

| With implementation of Mitigation Measure 4, impacts related to ~~liquefaction~~Seismicity will be reduced to a level less than significant.

With implementation of Mitigation Measures 5 and 6, impacts related to Expansive Soils will be reduced to a level less than significant.

No significant impacts are anticipated related to Hazardous Materials.

Based on the information obtained regarding local geology, seismicity, liquefaction, expansive soils, and hazardous materials, buildout of the proposed conceptual plan will not result in the creation of any adverse cumulative impacts. No cumulative impacts have been identified.

Stormwater flows from the future buildout of the Specific Plan will be subject to the NPDES permit process. Through the NPDES Permit process, the City currently requires contributors to non-point runoff pollution to establish Best Management Practices (BMPs) to minimize the potential for pollution. Under this program, the developer is responsible for identification and implementation of a program of BMPs which can include special scheduling of project activities, prohibitions of certain practices, establishment of certain maintenance procedures, and other management practices to prevent or reduce the pollution of downstream waters. Typical elements of such a BMP program would include addressing the use of oil and grease traps, detention basins, vegetated filter strips, and other common techniques in order to preclude discharge of pollutants to local storm drains and channels. Mitigation Measures 4 and 5 will reduce potential water quality impacts to a less than significant level.

## CUMULATIVE IMPACTS

Buildout of the proposed Specific Plan in conjunction with future related projects will incrementally contribute to a cumulative increase in the total amount of surface runoff erosion and water quality impacts. Construction related activities that require grading and vegetation removal will increase runoff, causing greater erosion and downstream siltation. Implementation of proposed mitigation and standard City policies and requirements will reduce the project's incremental contribution to cumulative impacts to a level less than significant.

## STANDARD CITY POLICIES AND REQUIREMENTS

- A. Prior to issuance of building permits, drainage and hydraulic studies shall be submitted for Public Works approval.

## MITIGATION MEASURES

1. Prior to the issuance of building permits within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding storm drainage improvements which shall include, but not be limited to:
  - Construct the necessary storm drainage improvements (identified on Exhibit 39 *within the EIR*) to handle increased flows.
  - Ensure that future building pads are placed at elevations suitable to withstand 100-year flood for sites adjacent to Bolsa Chica Street between Bolsa Avenue and Rancho Road.
  - Confine street flows within the street right-of-way.
2. Prior to the issuance of ~~grading~~<sup>building</sup> permits within the Specific Plan, the project applicant shall submit and obtain approval of final drainage and erosion control plans for each project component. These final drainage plans shall demonstrate that future post-development stormwater discharge levels from the project will remain at *or below* existing stormwater discharge levels. The mitigation measures contained in the plan shall be approved by the Regional Water Quality Control Board and the City of Huntington Beach prior to any construction activities. The plans shall include measures such as the following:

- Diversion of offsite runoff away from the construction site;
  - Prompt revegetation of proposed landscaped areas;
  - Perimeter sandbagging or temporary basins to trap sediment; and
  - Regular sprinkling of exposed soils during construction phases
3. Prior to the issuance of building permits within the Specific Plan, the project applicant shall develop a plan to implement any recommendations from the County of Orange Flood Control Division and City Public Works Departments which will reduce impacts to the Bolsa Chica Channel floodplain resulting from onsite development. For example, one such recommendation would be the removal of the wooden bridge at a future time when it is no longer utilized by the County operations and maintenance staff to access the westerly bank of the Channel. This plan shall be submitted to the City Department of Public Works for review and approval.
  4. Prior to issuance of any grading permits within the Specific Plan, the applicant shall submit a "Notice of Intent" (NOI), along with the required fee to the State Water Resources Control Board to be covered under the State NPDES General Construction permit and provide the City with a copy of the written reply containing the discharger's identification number.
  5. Prior to the issuance of the ~~grading~~<sup>building</sup> permits within the Specific Plan, the applicant shall provide a plan showing conformance to the Orange County Drainage Area Management Plan and all NPDES requirements (enacted by the EPA) for review and approval by the City Engineer. The plan shall reduce the discharge of pollutants to the maximum extent practical using management practices, control techniques and systems, design and engineering methods, and such other provisions which are appropriate.

## LEVEL OF SIGNIFICANCE

With implementation of standard City policies and requirements and proposed Mitigation Measures 1 and 2, the potential impacts to drainage will be reduced to a level less than significant.

With implementation of standard City policies and requirements and proposed Mitigation Measures 1 and 3, the potential impacts associated with flooding will be reduced to a level less than significant.

With implementation of standard City policies and requirements and proposed Mitigation Measures 4 and 5, the potential impacts to water quality will be reduced to a level less than significant.

Implementation of proposed Mitigation Measures 1 through 5 and standard City policies and requirements will reduce the project's contribution to potential cumulative drainage, flooding, and water quality impacts to a level less than significant.

A new line is proposed in Skylab West and Astronautics Drive to convey the sewer flows from the existing residential area (not a part of the Specific Plan site) and the areas north of Skylab Road and areas adjacent to and west of Able Lane, with the exception of the Cambro facility. Cambro Manufacturing will drain to the existing 12-inch sewer in Able Lane and Bolsa Avenue, and will then drain to the Graham 24-inch sewer.

The proposed sewer system has been incorporated as part of the Specific Development Concept (refer to Section 4.3 Public Facilities Plan). The future sewer requirements were anticipated as part of the Specific Plan process in an effort to ensure the infrastructure would adequately support future land uses that could result from the Specific Plan implementation. Since the Specific Plan buildout will occur over a period of several years, the proposed sewer system improvements will be phased consistent with the level of future development. A proposed phasing plan is included in the Specific Plan and discussed in Section 3.0 Project Description of this EIR. A potential project-specific water impact would occur if the future sewer system components are not brought on line when future demands identify the need. Mitigation Measure 25 will reduce this potential impact to a level less than significant.

### **Storm Drainage**

Please refer to Section 5.8 Drainage and Hydrology of this EIR for a discussion of impacts related to storm drainage.

### **Natural Gas**

The Gas Company indicates that gas service could be provided by the existing main along Able Lane and Springdale Street. The availability of natural gas service is based upon present conditions of gas supply and regulatory policies. The Gas Company anticipates that project consumption can be accommodated by existing facilities without any significant impacts. Mitigation Measure 26-2 in Section 5.9 *Natural Resources/Energy of this EIR* is proposed to ensure energy conservation standards are met. No impacts are anticipated with implementation of proposed mitigation.

### **Electricity**

Adequate electric power supply can be provided from 12 kV distribution lines located along Bolsa Avenue and on Springdale Street. SCE does not anticipate any significant impacts given the fact that the electric loads of the project area are within the parameters of Southern California Edison's project load growth. The project site is surrounded by facilities adequate to serve it; some facilities may require relocation or removal depending on street alignments. Mitigation Measure 27-2 in Section 5.9 *Natural Resources/Energy of this EIR* is proposed to ensure energy conservation standards are met. No impacts are anticipated with implementation of proposed mitigation.

### **Telephone**

Service for the project area will be from underground lines. The proposed project will create a need for an extension of facilities toward the west along Bolsa Avenue. Mitigation Measure 286 is



Department's plan check it becomes evident that fireground operations will become impeded, the department will impose standard fire code requirements such as automatic sprinkler systems, alarm systems, access roads, etc.

2. Prior to issuance of building permits within the Specific Plan, the applicant shall contribute funding *on* a "fair-share" basis towards the relocation/enlargement of the Heil station, subject to the approval of the Community Development Department.
3. Prior to issuance of building permits within the Specific Plan, the applicant shall be subject to a fire facility needs assessment/review by the Fire Department to determine the actual necessity of the new fire station and whether applications should be halted until the fire facility at Graham and Production Lane is in service.

### **Police**

4. Prior to issuance of building permits within the Specific Plan, the need for additional police officers must be fully evaluated by the City of Huntington Beach and the applicant. If it is found that additional officers are needed to serve the area, funds must be procured on a "fair-share" basis to fill this position.
5. The Police Department shall be consulted during preliminary stages of the project design prior to approval of building permits within the Specific Plan to review the safety features, determine their adequacy, and suggest improvements.
6. During construction and at complete buildout, the project shall provide easy access into and within the project site for emergency vehicles and addresses shall be well marked to facilitate response by officers. Project site plans depicting these requirements shall be reviewed and approved by the Police Department.
7. Prior to issuance of building permits within the Specific Plan, the project shall be designed such that all areas of the project will be well lit, including alcoves, walkways, doorsteps, and parking facilities. Project site plans depicting these requirements shall be reviewed and approved by the Police Department.
8. Prior to issuance of building permits within the Specific Plan, an internal security system (e.g. security guards, alarms, access limits after hours) shall be incorporated, to be reviewed by the Police Department and the City Planning Department.

### **Schools**

9. Prior to issuance of building permits within the Specific Plan, the applicant shall provide school fees to mitigate conditions of overcrowding as part of building permit application. These fees shall be based on the State fee schedule in effect at the time of future building permit applications.

## Community Services

10. Prior to issuance of grading permits for Planning Area 3 in the Specific Plan resulting in removal of the existing fields, the applicant shall determine if recreation facilities are needed by existing and future employees. If deemed necessary, the applicant must enter into a lease-type agreement or provision of recreation facilities for employees to replace those lost, subject to the approval of the City of Huntington Beach Community Services Department.

## Library

11. The applicant shall provide development fees to mitigate conditions of increased demand as part of building permit application. These fees shall be based on the City fee schedule in effect at the time of future building permit applications.

## Water

12. Prior to issuance of *Certificates of Occupancy*~~use and occupancy permits~~, the following water conservation measures shall be implemented as required by state law:
  - a. Ultra-low-flush toilets
  - b. Ultra-low-flow showers and faucets
  - c. Insulation of hot water lines in water recirculating systems
  - d. Compliance with water conservation provisions of the appropriate plumbing code
13. Prior to issuance of building permits, irrigation systems which minimize water waste shall be used to the greatest extent possible. Such measures should involve such features as the following:
  - a. Raised planters and berming in conjunction with closely spaced low volume, low angle (22 ½ degree) sprinkler heads.
  - b. Drip irrigation
  - c. Irrigation systems controlled automatically to ensure watering during early morning or evening hours to reduce evaporation losses.
  - d. The use of reclaimed water for irrigated areas and grass lands. The project applicants shall connect to the Orange County Water District's "Green Acres" system of reclaimed water should this supply of water be available. Separate irrigation services shall be installed to ease this transition.
14. Prior to issuance of *Certificates of Occupancy*~~use and occupancy permits~~, water pressure regulators to limit downstream pressure to a maximum of 60 psi shall be installed.
15. Prior to issuance of building permits within the Specific Plan, *the use of* pervious paving material shall be *encouraged* ~~used whenever feasible~~ to reduce surface water runoff and aid in groundwater recharge and slopes and grades shall be controlled to discourage water waste through runoff.

16. Prior to issuance of *grading* ~~use and occupancy~~ permits, the ~~City applicant~~ shall provide information to prospective occupants regarding benefits of low water use landscaping and sources of additional assistance in selecting irrigation and landscaping.
17. Prior to issuance of building permits, complete landscape and irrigation plans which minimize use of lawns and utilize warm season, drought tolerant species shall be submitted to and approved by the Water Division. Mulch shall be used extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction. Irrigation system shall be designed to use reclaimed water when available.
18. Prior to issuance of building permits within the Specific Plan, the Water Division of the City's Public Works Department shall be consulted during design and construction for further water conservation measures to review irrigation designs and drought tolerant plant use, as well as measures that may be incorporated into the project to reduce peak hour water demand.
19. Prior to the issuance of building permits within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding water infrastructure improvements (identified on Exhibit 40 *within the EIR*) to handle increased water flow demands.

#### **Solid Waste Disposal**

20. To reduce the proposed project's impacts on waste disposal facilities, project designs shall develop a means of reducing the amount of waste generated both during construction and when the project is in use. The waste reduction program shall be approved by the ~~Community Development Planning~~ Director prior to issuance of building permits within the Specific Plan. Potential ways of reducing project waste loads include implementation of recycling programs, and use of low maintenance landscaping when possible (i.e., native vegetation instead of turf).
21. Rainbow Disposal shall be contacted during the design stage of project components to ensure the most efficient and economical means for rubbish removal. The designs shall include rubbish enclosures, projected travel areas, and turnabouts where necessary.

#### **Public Transportation**

22. Prior to issuance of building permits within the Specific Plan, a bus turnout, if determined by the City Traffic Engineer to be necessary based on roadway cross sections, travel volumes or speeds, shall be provided at each bus stop located in the project area.
23. Prior to *approval of a tentative map* ~~issuance of building permits~~ within the Specific Plan, the area adjacent to this turnout shall include a paved passenger waiting area complete with a bus shelter and bench.

24. Prior to issuance of building permits within the Specific Plan, a concrete bus pad sufficient to support the weight of a bus (see OCTD's Design Guidelines for Bus Facilities) may have to be provided at the transit stop. This would be necessary assuming the material used to construct Bolsa Avenue would be insufficient to support continued transit use of the bus stop.

#### **Sewer**

25. Prior to the issuance of building permits within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding sewer infrastructure improvements (identified on Exhibit 41) to handle increased sewer flow demands.

#### **Storm Drains**

Please refer to Section 5.8 Drainage and Hydrology of this EIR.

#### **Natural Gas**

*Please refer to Mitigation Measure 2 in Section 5.9 Natural Resources/Energy of this EIR.*

- ~~26. Prior to issuance of building permits within the Specific Plan, The Gas Company shall be consulted with during the building design phase for further energy conservation measures.~~

#### **Electricity**

*Please refer to Mitigation Measure 2 in Section 5.9 Natural Resources/Energy of this EIR.*

- ~~27. Prior to issuance of building permits within the Specific Plan, SCE shall be consulted with during the building design phase for further energy conservation measures.~~

#### **Telephone**

- ~~286. Prior to issuance of building permits within the Specific Plan, building plans shall be submitted to GTE enabling GTE to assess the improvements necessary to provide adequate service to the project site.~~

### **LEVEL OF SIGNIFICANCE**

Implementation of the Specific Plan project will not result in significant impacts to hospital facilities.

Implementation of the above measures will mitigate all project-specific impacts to public services and utilities to a level less than significant.

The proposed project will create increased demand for public services and utilities on a local and regional basis. Additionally, the project in conjunction with other past, present and reasonably foreseeable future projects, will create an increased demand for police, community services, water, solid waste disposal, public transportation, and sewage. Implementation of mitigation measures will reduce each incremental cumulative impact on the associated public services and/or utilities to a level less than significant.

**TABLE FF**  
**SUMMARY OF ALTERNATIVES**

Alternative	Technically Feasible	Meets Project Applicant's Objectives	Environmentally Superior	Under Further Consideration
1. No Project/No Development	Yes	No	Yes	Yes
2. Development under Existing General Plan/Zoning Standards	Yes	No	<del>Similar</del> No	Yes
3. Alternative Location	No	No	No	No
4. Reduced Intensity - 60% SP Buildout	Yes	No	Yes	Yes

Source: EDAW, Inc.

TABLE GG

ALTERNATIVE SUMMARY MATRIX (Continued)

CATEGORY OF IMPACT	DESCRIPTION OF IMPACT	ALTERNATIVE 1 NO PROJECT/NO DEVELOPMENT	ALTERNATIVE 2 DEVELOPMENT UNDER EXISTING GENERAL PLAN/ZONING	ALTERNATIVE 4 REDUCED INTENSITY - 60% SP BUILDOUT
TRANSPORTATION/CIRCULATION	The project in conjunction with other past, present and reasonably foreseeable future projects will incrementally increase the amount of light and glare in the area. Over time, the project will contribute to a cumulative increase in the amount of light and glare in the vicinity.	Alternative will increase this impact	Alternative will increase this impact	Alternative will result in similar impact
	The proposed project may result in impacts related to traffic signalization on the surrounding street system.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact
	The proposed project may result in impacts related to parking.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact
	Construction related traffic will result from the future buildout of the Specific Plan.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact
	Increased activity on-site and in the vicinity of the project could expose pedestrians and bicycles to traffic hazards.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact
	<del>The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will impact existing and future roadways and intersections.</del>	<del>Alternative will reduce this impact</del>	<del>Alternative will increase this impact</del>	<del>Alternative will reduce this impact</del>
	<del>Under the Level 2 Condition, the proposed project traffic may result in the specific need for the identified improvements at four identified intersections.</del>	<del>Alternative will reduce this impact</del>	<del>Alternative will increase this impact</del>	<del>Alternative will reduce this impact</del>
	<del>Under the Level 2 Condition, the proposed project traffic may result in the specific need for the identified improvements at the three roadway segments.</del>	<del>Alternative will reduce this impact</del>	<del>Alternative will increase this impact</del>	<del>Alternative will reduce this impact</del>
	Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for intersection improvements.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact
	Under the Level 3 condition, the proposed interim project traffic is contributing to the need for improvements at the roadway segments.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact
	<del>Under the Level 4 condition, the proposed project traffic may result in the specific need for improvements at the identified intersections.</del>	<del>Alternative will reduce this impact</del>	<del>Alternative will increase this impact</del>	<del>Alternative will reduce this impact</del>
	<del>Under the Level 4 condition, the proposed project traffic may result in the specific need for the identified improvements at the identified road segments.</del>	<del>Alternative will reduce this impact</del>	<del>Alternative will increase this impact</del>	<del>Alternative will reduce this impact</del>
	Under the Level 5 condition, the proposed <i>buildout</i> interim-project traffic is contributing to the need for the identified improvements at Westminster/Bolsa Chica, Westminster/Rancho-Hammon, Bolsa/Springdale, and Bolsa/Golden West.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact
	Under the Level 5 condition, the proposed <i>buildout</i> interim-project traffic is contributing to the need for improvements at Edinger to Heil along Bolsa Chica Street and Rancho to Bolsa along Bolsa Chica Street.	Alternative will reduce this impact	Alternative will increase this impact	Alternative will reduce this impact

*Note: Level 2 and Level 4 traffic conditions do not assume project traffic and therefore are not summarized in this table.*

TABLE GG

## ALTERNATIVE SUMMARY MATRIX (Continued)

CATEGORY OF IMPACT	DESCRIPTION OF IMPACT	ALTERNATIVE 1 NO PROJECT/NO DEVELOPMENT	ALTERNATIVE 2 DEVELOPMENT UNDER EXISTING GENERAL PLAN/ZONING	ALTERNATIVE 4 REDUCED INTENSITY - 60% SP BUILDOUT
AIR QUALITY	The proposed project is anticipated to exceed SCAQMD's daily threshold emission during construction activities. In addition, the addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will result in similar impact
	The proposed project is anticipated to exceed SCAQMD's daily threshold emission levels for CO, NO <sub>x</sub> and HC. The daily exceedance of the thresholds for CO, NO <sub>x</sub> and HC is a long-term air quality impact. In addition, the addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will result in similar impact
	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in a short-term air quality impact due to construction activities. The addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will result in similar impact
	The project will result in the development of industrial uses which has the potential to generate objectionable odors which could affect nearby sensitive receptors.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will result in similar impact
	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in significant cumulative long-term impacts to air quality. The addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will result in similar impact
NOISE	The proposed project has the potential to result in significant short-term noise impacts during construction activities.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will result in similar impact
	It is possible that increased traffic due to the project may cause the Rancho Road near the Navy Railroad roadway segment to experience higher CNEL values in the future which have the potential to impact nearby residential units.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will reduce this impact
	The proposed project will increase the year 2015 traffic noise levels by up to 1.7dB. The increase in noise levels due to the project along the segment of Rancho Road between Bolsa Chica and Westminster is considered a significant impact.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will reduce this impact
	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in a short-term construction noise impact.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will result in similar impact
	The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in an incremental increase in traffic noise levels that currently exceed 65 CNEL.	Alternative will reduce this impact	Alternative will result in similar impact	Alternative will reduce this impact
EARTH CONDITIONS	The proposed project may result in impacts related to local geology.	Alternative will reduce this impact.	Alternative will result in similar impact.	Alternative will result in similar impact.
	The proposed project may result in impacts related to <i>seismicity</i> liquefaction.	Alternative will reduce this impact.	Alternative will result in similar impact.	Alternative will result in similar impact.
	The proposed project may result in impacts related to <i>liquefaction</i> seismicity.	Alternative will reduce this impact.	Alternative will result in similar impact.	Alternative will result in similar impact.

## **Transportation/Circulation**

No significant project-specific impacts have been identified related to traffic *signal warrants* ~~signalization~~ on the surrounding street system.

Impacts associated with on-site circulation and pedestrian/bicycle safety are project specific issues and are therefore not impacted further by cumulative buildout.

No significant cumulative 2015 buildout impacts have been identified related to traffic *signal warrants* ~~signalization~~.

Cumulative impacts associated with on-site parking are project-specific and are therefore not impacted by further cumulative buildout.

## **Earth Conditions**

No significant impacts are anticipated related to Hazardous Materials.

Based on the information obtained regarding local geology, seismicity, liquefaction, expansive soils, and hazardous materials, buildout of the proposed conceptual plan will not result in the creation of any adverse cumulative impacts. No cumulative impacts have been identified.

## **Public Services and Utilities**

Implementation of the Specific Plan project will not result in significant impacts to hospital facilities.

## **Agriculture**

The proposed project is located on an area of prime farmland as identified by the State Department of Conservation. The project will result in the loss of less than 80 acres of farmland and will not result in a significant impact related to conversion of agricultural resources.

## **Socioeconomic**

The proposed project in and of itself, and in conjunction with other past, present and reasonably foreseeable future projects, will not result in socioeconomic impacts.

## **8.2 IMPACTS MITIGATED TO A LEVEL LESS THAN SIGNIFICANT**

Impacts associated with the following environmental issues will be mitigated to a level less than significant upon implementation of applicable standard City policies and requirements and recommended mitigation measures.



## **Aesthetics/Urban Design**

Off-site adjacent residential land uses located north and east of the project site will experience an aesthetic change associated with ultimate development of the McDonnell Centre Business Park.

## **Light and Glare**

The project will affect on-site and nearby residents' nighttime perception of light and glare.

The project will allow for the potential development of commercial recreation and entertainment-type uses in Planning Area 5. The development of such uses, which could include movie theaters, shops, etc., may result in an increase in night-time activity related light, unlike that of the typical industrial uses.

The project in conjunction with other past, present and reasonably foreseeable future projects will incrementally increase the amount of light and glare in the area. Over time, the project will contribute to a cumulative increase in the amount of light and glare in the vicinity.

## **Transportation and Circulation**

Construction related traffic will result from the future buildout of the Specific Plan.

Increased activity on-site and in the vicinity of the project could expose pedestrians and bicycles to traffic hazards.

Implementation of the proposed Specific Plan project may result in significant parking impacts.

~~Under the Level 2 Condition, the proposed project traffic will contribute to cumulative impacts to intersections.~~

~~Under the Level 2 Condition, the proposed project traffic will contribute to cumulative impacts to roadway segments.~~

Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for intersection improvements at Bolsa Avenue/Springdale Street and Bolsa Avenue/Golden West.

Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for improvements at the Westminster/Rancho-Hammon intersection.

Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for improvements at Bolsa Chica Street: McFadden to Edinger and Rancho Road: Bolsa Chica to Westminster.

Under the Level 5 condition, the proposed *buildout* interim project traffic is contributing to the need for the identified improvements at Westminster/Ranch-Hammon, and Bolsa/Springdale.

Under the Level 5 condition, the proposed ~~interim~~ **buildout** project traffic is contributing to the need for improvements at Bolsa Chica Street: Edinger Avenue to Heil Avenue.

### **Air Quality**

The project will result in the development of industrial uses which has the potential to generate objectionable odors which could affect nearby sensitive receptors.

### **Noise**

The proposed project has the potential to result in significant short-term noise impacts during construction activities.

It is possible that increased traffic due to the project may cause the Rancho Road near the Navy Railroad roadway segment to experience higher CNEL values in the future which have the potential to impact nearby residential units.

The proposed project will increase the year 2015 traffic noise levels by up to 1.7dB. The increase in noise levels due to the project along the segment of Rancho Road between Bolsa Chica and Westminster is considered a significant impact.

The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in a short-term construction noise impact.

### **Earth Conditions**

The proposed project may result in impacts related to local geology.

The proposed project may result in impacts related to liquefaction.

The proposed project may result in impacts related to seismicity.

The proposed project may result in impacts related to expansive soils.

### **Drainage/Hydrology**

The proposed project may result in potential impacts related to drainage.

The proposed project may result in potential impacts associated with flooding.

The proposed project may result in impacts to water quality.

The project will contribute to potential cumulative drainage, flooding, and water quality impacts.

## **Natural Resources**

Development of this property will result in an increase in the use of fuel, water and energy for the life of the project.

The project in conjunction with other past, present and reasonably foreseeable future projects will result in natural resources impacts.

## **Public Services and Utilities**

The proposed project will create increased demand for public services and utilities on a local and regional basis. Additionally, the project in conjunction with other past, present and reasonably foreseeable future projects, will create an increased demand for police, community services, water, solid waste disposal, public transportation, and sewage.

### **8.3 UNAVOIDABLE ADVERSE IMPACTS**

Impacts associated with the following environmental issues will be mitigated to the extent feasible by the implementation of the applicable standard City policies and requirements and recommended mitigation measures. The following issues cannot be mitigated to a level less than significant.

#### **Land Use**

The proposed Specific Plan will result in inconsistencies with the Air Quality Element due to the increase in local and regional emissions. The impact remains significant and unavoidable.

#### **Transportation/Circulation**

~~Under the Level 4 condition, the proposed project traffic will contribute to the Year 2015 long-term impacts (beyond the 60% interim trip budget).~~

Under the Level 5 condition, the proposed interim project traffic contributes to impacts to Westminster/Bolsa Chica and Bolsa/Golden West intersections.

Under the Level 5 condition, the proposed interim project traffic contributes to the need for improvements at Bolsa Chica Street: Rancho to Bolsa.

#### **Air Quality**

The proposed project is anticipated to exceed SCAQMD's daily threshold emission during construction activities. In addition, the addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.

The proposed project is anticipated to exceed SCAQMD's daily threshold emission levels for CO, NO<sub>x</sub> and HC. The daily exceedance of the thresholds for CO, NO<sub>x</sub> and HC is a long-term air quality impact.

### **Light and Glare**

1. Prior to the approval of building permits within the Specific Plan, all exterior lighting shall be consistent with the standards established by the Zoning Ordinance (unless otherwise addressed within the Specific Plan) to minimize on and off-site light and glare impacts. The lighting shall be approved by the Community Development and Public Works Departments.
2. Prior to approval of building permits for buildings constructed within Planning Area 5, proposed lighting shall be approved by the Community Development and Public Works Departments.
3. Buildings shall emphasize the minimization of glare by incorporating non-reflective building materials. Individual building site plans shall be reviewed and approved by the City Community Development Department to assure this measure is met prior to issuance of building permits within the Specific Plan.

### **Transportation/Circulation**

1. Prior to the issuance of building permits within the Specific Plan, each applicant shall coordinate with the City of Huntington Beach in developing a truck and construction vehicle routing plan. This plan shall specify the hours in which transport activities can occur and methods to minimize construction related impacts to adjacent residences. The final plan shall be approved by the City Engineer and Community Development Director.
2. Prior to the issuance of building permits within the Specific Plan, each applicant shall coordinate with the City of Huntington Beach Public Works Department to ensure the following is accomplished:
  - a. necessary review of signal warrants
  - b. review/approval of left-turn ingress/egress
  - c. review/approval of any added driveways
  - d. parking analysis demonstrating parking supplies meet or exceed the demands

*The purpose of the above review is to: 1) ensure site specific impacts from individual projects are reduced to a level less than significant and 2) identify the timing of future signal installations/improvements.*

3. Prior to the issuance of building permits within the Specific Plan, the applicant shall demonstrate to the satisfaction of the City Traffic Engineer that truck access points depicted on their "Final" site plan(s), meet the City's minimum truck turning radius standards.
4. Prior to the issuance of building permits within the Specific Plan, the applicant shall demonstrate to the satisfaction of the City Traffic Engineer that standards (including ADA) regarding pedestrian/bicycle safety along the perimeter sidewalks have been met.

5. The City of Huntington Beach shall collect its traffic impact fee as "interim" levels of development occurs prior to the issuance of building permits. These fees will relieve the developer of traffic mitigation obligations (as detailed for Levels 1, 2, and 3 as shown in Tables M and N of the Traffic Impact Assessment) resulting from the interim levels of development. The specific Level 1-3 improvements detailed in Tables M and N shall be added to the City's CIP and implemented in a reasonable time frame.
6. Prior to the issuance of the first building permit within the Specific Plan, the applicant (MDRC) shall complete the intersection improvements for Westminster and Rancho identified in Table M under the Level 2 - Year 2000 (Interim without Project) condition.
7. Prior to the issuance of the first building permit within the McDonnell Centre Specific Plan, the applicant (MDRC) shall post a bond with the City of Westminster for the Specific Plan's fair-share contribution to complete the intersection improvements for Westminster and Rancho identified in Table M under the Levels *1 and 3* ~~Year 2000 (Interim with Project)~~ and Level 5 - Year 2015 (Buildout with Project) conditions. The bond shall not exceed \$30,000 based on today's dollars and would be adjusted based upon the Engineering News Record Construction Cost Index. It would be activated at the time when the City of Westminster completes the identified intersection improvements. This mitigation would be unnecessary if the Cities of Westminster or Huntington Beach acquire intersection improvement funding through other efforts.
8. An updated Traffic Impact Assessment (TIA) shall be prepared at the expense of McDonnell Douglas or successor in interest as the interim trip budget is reached. This updated TIA shall be commenced when 90% of the interim trip budget is built or has approved development applications (entitled) and no further development shall be entitled or constructed (beyond that development that generates 100% of trips for the interim trip budget) until the updated TIA and required mitigations are reviewed and approved by the City. The purpose of the updated TIA is to determine whether the trips projected for the interim condition are consistent with the actual trips and the required traffic mitigation measures for the remaining buildout of the McDonnell Center Specific Plan Area (currently estimated in Levels 4 & 5 as shown in Table 4 of the TIA). This revised TIA shall not relieve the developer of any obligation to pay any traffic impact fees (should the present or any other traffic impact fee program be in place) or provide for mitigation measures for development at the time of developments.
9. Throughout the Specific Plan project's implementation, the City shall maintain and update an annual trip budget monitoring report to determine the status of the constructed and approved development applications (entitled) development and resulting expected trips within the McDonnell Center Specific Plan area. This annual trip budget monitoring report shall be based upon building permits issued and (entitled) development within the McDonnell Center. The trip budget monitoring report shall include gross and usable square footages of the constructed and/or entitled usages, a description of the land usage, and the trip generation rates used for the land usage proposed. The trip rates used in the monitoring report shall be those rates contained in the latest *Trip Generation* manual published by the Institute of Transportation Engineers (currently the 5th edition and 5th edition update) or another reliable source (*i.e., another traffic study*) as approved by the City Traffic Engineer.

- G. Require all trucks hauling dirt, sand, soil or other loose substances and building materials to be covered, or to maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.
- H. Use vegetative stabilization, whenever possible, to control soil erosion from storm water especially on super pads.
- I. Require enclosures or chemical stabilization of open storage piles of sand, dirt, or other aggregate materials.
- J. Control off-road vehicle travel by posting driving speed limits on these roads.
3. During grading and construction, the applicant shall be responsible for assuring that vehicle movement on any unpaved surface other than water trucks shall be terminated if wind speeds exceed 15 mph.
4. During grading and construction, the applicant shall be responsible for the paving of all access aprons to the project site and the maintenance of the paving.
5. Prior to issuance of grading permits within the Specific Plan, the applicant shall be responsible for assuring that construction vehicles be equipped with proper emission control equipment to substantially reduce emissions.
6. Prior to issuance of grading permits within the Specific Plan, the applicant shall be responsible for the incorporation of measures to reduce construction related traffic congestion into the project grading permit. Measures, subject to the approval and verification by the Planning Department, shall include:
- Provision of rideshare incentives.
  - Provision of transit incentives for construction personnel.
  - Configuration of construction parking to minimize traffic interferences.
  - Measures to minimize obstruction of through traffic lanes.
  - Use of a flagman to guide traffic when deemed necessary.
7. Prior to the issuance of ~~future~~ building permits within the Specific Plan, the applicant shall provide proof to the City Community Development Director that the use will not emit objectionable odors or provide an air quality analysis including a quantitative assessment of odors and meteorological conditions consistent with the ASTM, Standard Method D1391 or Standard Method E679-79. Project design measures or additional control technology shall be implemented to ensure that odor emissions comply with SCAQMD standards.
8. Prior to the issuance of certificates of occupancy within the Specific Plan, the applicant shall prepare a Transportation Demand Management Plan (TDM) for review and approval by the SCAQMD and City. At a minimum, the plan shall include the following major elements and shall be implemented in accordance with SCAQMD Rule 1501:

- Provision of a commuter transportation coordinator, with responsibilities to include coordinating and facilitating formation of carpools and vanpools, serving as a resource person for transit information, coordinating sale of transit passes, monitoring progress towards TDM goals and surveying employees, etc.
- Provision of a commuter center which would include such information as: bus and rail transit schedules/maps; telephone numbers for the designated transportation coordinator; bus route and Metrolink schedules; ridesharing promotional material; bicycle route and facility information; and location of on-site vanpool/carpool spaces.
- Carpool and vanpool program, including participation in a computerized matching system, provision of preferential parking, and provision of travel allowances/financial incentives.
- Encouragement of non-vehicle modes, such as bicycle, walk, or bus transit.
- Transit incentives and improvements, including subsidization of transit passes and dissemination of transit information and schedules.

#### Noise

1. Prior to issuance of ~~future~~-grading permits within the Specific Plan, the applicant shall submit and have approved a noise mitigation plan to the Department of Community Development that will reduce or mitigate short-term noise impacts to nearby noise sensitive receptors. The plan shall comply with the City of Huntington Beach Noise Ordinance and shall include, but not be limited to:
  - a. A criteria of acceptable noise levels based on type and length of exposure to construction noise levels;
  - b. Physical reduction measures such as temporary noise barriers that provide separation between the source and the receptor; and
  - c. Mitigation measures such as restrictions on the time of construction for activities resulting in high noise levels.
2. Prior to issuance of ~~future~~-grading permits within the Specific Plan, the applicant shall produce evidence acceptable to the City Engineer that:
  - a. All grading and construction vehicles and equipment, fixed or mobile, shall be equipped and maintained with effective muffler systems that use state of the art noise attenuation.
  - b. Stockpiling and/or vehicle staging areas shall be located as far as practicable from sensitive noise receptors.
  - c. All operations shall comply with the City of Huntington Beach Noise Ordinance.

- a. Specific measures for adequate foundation, paving and flatwork design in areas of any remaining expansive soils.
  - b. Identify the Expansive Index onsite and specify where necessary recommendations included, but not limited to: 1) presaturation of soils prior to concrete placement; 2) raised floors; 3) post-tensioned slabs; 4) thicker slabs; 5) deeper footings; 6) the addition of soil amendments to facilitate wetting during compaction.
6. The applicant(s) shall be responsible for remedial removal of expansive soils onsite during grading and prior to construction. Should any construction occur on expansive soils, the applicant(s) shall adhere to the recommendations identified above in Mitigation Measure 5.

### **Drainage/Hydrology**

1. Prior to the issuance of building permits within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding storm drainage improvements which shall include, but not be limited to:
  - Construct the necessary storm drainage improvements (identified on Exhibit 39 *within the EIR*) to handle increased flows.
  - Ensure that building pads are placed at elevations suitable to withstand 100-year flood for sites adjacent to Bolsa Chica Street between Bolsa Avenue and Rancho Road.
  - Confine street flows within the street right-of-way.
2. Prior to the issuance of ~~grading building~~ permits within the Specific Plan, the project applicant shall submit and obtain approval of final drainage and erosion control plans for each project component. These final drainage plans shall demonstrate that post-development stormwater discharge levels from the project will remain at *or below* existing stormwater discharge levels. The mitigation measures contained in the plan shall be approved by the Regional Water Quality Control Board and the City of Huntington Beach prior to any construction activities. The plans shall include measures such as the following:
  - Diversion of offsite runoff away from the construction site;
  - Prompt revegetation of proposed landscaped areas;
  - Perimeter sandbagging or temporary basins to trap sediment; and
  - Regular sprinkling of exposed soils during construction phases.
3. Prior to the issuance of building permits within the Specific Plan, the project applicant shall develop a plan to implement any recommendations from the County of Orange Flood Control Division and City Public Works Departments which will reduce impacts to the Bolsa Chica Channel floodplain resulting from onsite development. For example, one such recommendation would be the removal of the wooden bridge at a future time when it is no



longer utilized by the County operations and maintenance staff to access the westerly bank of the Channel. This plan shall be submitted to the City Department of Public Works for review and approval.

4. Prior to issuance of any grading permits within the Specific Plan, the applicant shall submit a "Notice of Intent" (NOI), along with the required fee to the State Water Resources Control Board to be covered under the State NPDES General Construction permit and provide the City with a copy of the written reply containing the discharger's identification number.
5. Prior to the issuance of the ~~grading building~~ permits within the Specific Plan, the applicant shall provide a plan showing conformance to the Orange County Drainage Area Management Plan and all NPDES requirements (enacted by the EPA) for review and approval by the City Engineer. The plan shall reduce the discharge of pollutants to the maximum extent practical using management practices, control techniques and systems, design and engineering methods, and such other provisions which are appropriate.

#### **Natural Resources/Energy**

1. Building design and construction shall comply with the Energy Conservation Standards set forth in Title 24 of the California Administrative Code. Prior to approval of building permits for the Specific Plan, architectural and engineering plans shall be subject to the review and approval of the Director of Public Works to ensure conformance with these standards. Energy conservation features should include:
  - Installation of thermal insulation in walls and ceilings which meet or exceed State of California, Title 24 requirements.
  - Insulation of hot water pipes and duct systems.
  - Use of natural ventilation where possible.
  - Use of natural gas for space heating and cooking.
  - Installation of ventilation devices.
  - Orientation to sunlight and use of overhangs.
  - Landscaping with deciduous trees, to provide shade in the summer months and allow sunlight through in the winter months.
2. Prior to approval of building permits within the Specific Plan, it is recommended that the applicant consult with both the Southern California Gas Company and Southern California Edison during the building design phase for further energy conservation measures.

#### **Public Services and Utilities**

##### **Fire**

1. Prior to approval of building permits within the Specific Plan, complete building plans shall be submitted to and approved by the Fire Department. If during the Fire Department's plan check it becomes evident that fireground operations will become

impeded, the department will impose standard fire code requirements such as automatic sprinkler systems, alarm systems, access roads, etc.

2. Prior to issuance of building permits within the Specific Plan, the applicant shall contribute funding *on* a “fair-share” basis towards the relocation/enlargement of the Heil station, subject to the approval of the Community Development Department.
3. Prior to issuance of building permits within the Specific Plan, the applicant shall be subject to a fire facility needs assessment/review by the Fire Department to determine the actual necessity of the new fire station and whether applications should be halted until the fire facility at Graham and Production Lane is in service.

#### Police

4. Prior to issuance of building permits within the Specific Plan, the need for additional police officers must be fully evaluated by the City of Huntington Beach and the applicant. If it is found that additional officers are needed to serve the area, funds must be procured to fill this position.
5. The Police Department shall be consulted during preliminary stages of the project design prior to approval of building permits within the Specific Plan to review the safety features, determine their adequacy, and suggest improvements.
6. During construction and at complete buildout, the project shall provide easy access into and within the project site for emergency vehicles and addresses shall be well marked to facilitate response by officers. Project site plans depicting these requirements shall be reviewed and approved by the Police Department.
7. Prior to issuance of building permits within the Specific Plan, the project shall be designed such that all areas of the project will be well lit, including alcoves, walkways, doorsteps, and parking facilities. Project site plans depicting these requirements shall be reviewed and approved by the Police Department.
8. Prior to issuance of building permits within the Specific Plan, an internal security system (e.g. security guards, alarms, access limits after hours) shall be incorporated, to be reviewed by the Police Department and the City Planning Department.

#### Schools

9. Prior to issuance of building permits within the Specific Plan, the applicant shall provide school fees to mitigate conditions of overcrowding as part of building permit application. These fees shall be based on the state fee schedule in effect at the time of building permit applications.

## Community Services

10. Prior to issuance of grading permits for Planning Area 3 in the Specific Plan resulting in removal of the existing fields, the applicant shall determine if recreation facilities are needed by existing and future employees. If deemed necessary, the applicant must enter into a lease-type agreement or provision of recreation facilities for employees to replace those lost, subject to the approval of the City of Huntington Beach Community Services Department.

## Library

11. The applicant shall provide development fees to mitigate conditions of increased demand as part of building permit application. These fees shall be based on the City fee schedule in effect at the time of building permit applications.

## Water

12. Prior to issuance of *Certificates of Occupancy*~~use and occupancy permits~~, the following water conservation measures shall be implemented as required by state law:
  - a. Ultra-low-flush toilets
  - b. Ultra-low-flow showers and faucets
  - c. Insulation of hot water lines in water recirculating systems
  - d. Compliance with water conservation provisions of the appropriate plumbing code
13. Prior to issuance of building permits, irrigation systems which minimize water waste shall be used to the greatest extent possible. Such measures should involve such features as the following:
  - a. Raised planters and berming in conjunction with closely spaced low volume, low angle (22 ½ degree) sprinkler heads.
  - b. Drip irrigation.
  - c. Irrigation systems controlled automatically to ensure watering during early morning or evening hours to reduce evaporation losses.
  - d. The use of reclaimed water for irrigated areas and grass lands. The project applicants shall connect to the Orange County Water District's "Green Acres" system of reclaimed water should this supply of water be available. Separate irrigation services shall be installed to ease this transition.
14. Prior to issuance of *Certificates of Occupancy*~~use and occupancy permits~~, water pressure regulators to limit downstream pressure to a maximum of 60 psi shall be installed.
15. Prior to issuance of building permits within the Specific Plan, *the use of* pervious paving material shall be *encouraged* ~~used whenever feasible to~~ reduce surface water runoff and aid in groundwater recharge and slopes and grades shall be controlled to discourage water waste through runoff.

16. Prior to issuance of *grading use and occupancy* permits, the *City applicant* shall provide information to prospective occupants regarding benefits of low water use landscaping and sources of additional assistance in selecting irrigation and landscaping.
17. Prior to issuance of building permits, complete landscape and irrigation plans which minimize use of lawns and utilize warm season, drought tolerant species shall be submitted to and approved by the Water Division. Mulch shall be used extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction. Irrigation system shall be designed to use reclaimed water when available.
18. Prior to issuance of building permits within the Specific Plan, the Water Division of the City's Public Works Department shall be consulted during design and construction for further water conservation measures to review irrigation designs and drought tolerant plant use, as well as measures that may be incorporated into the project to reduce peak hour water demand.
19. Prior to the issuance of building permits within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding water infrastructure improvements (identified on Exhibit 40 *within the EIR*) to handle increased water flow demands.

#### Solid Waste Disposal

20. To reduce the proposed project's impacts on waste disposal facilities, project designs shall develop a means of reducing the amount of waste generated both during construction and when the project is in use. The waste reduction program shall be approved by the *Community Development Planning* Director prior to issuance of building permits within the Specific Plan. Potential ways of reducing project waste loads include implementation of recycling programs, and use of low maintenance landscaping when possible (i.e., native vegetation instead of turf).
21. Rainbow Disposal shall be contacted during the design stage of project components to ensure the most efficient and economical means for rubbish removal. The designs shall include rubbish enclosures, projected travel areas, and turnabouts where necessary.

#### Public Transportation

22. Prior to issuance of building permits within the Specific Plan, a bus turnout, if determined by the City Traffic Engineer to be necessary based on roadway cross sections, travel volumes or speeds, shall be provided at each bus stop located in the project area.
23. Prior to *approval of a tentative map* issuance of building permits within the Specific Plan, the area adjacent to this turnout shall include a paved passenger waiting area complete with a bus shelter and bench.

24. Prior to ~~approval of a tentative map~~ issuance of building permits within the Specific Plan, a concrete bus pad sufficient to support the weight of a bus (see OCTD's Design Guidelines for Bus Facilities) may have to be provided at the transit stop. This would be necessary assuming the material used to construct Bolsa Avenue would be insufficient to support continued transit use of the bus stop.

#### Sewer

25. Prior to the issuance of *Certificates of Occupancy* ~~building permits~~ within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding sewer infrastructure improvements (identified on Exhibit 41 *within the EIR*) to handle increased sewer flow demands.

#### Storm Drains

Please refer to Section 5.8 Drainage and Hydrology of this EIR.

#### Natural Gas

*Please refer to Mitigation Measure 2 in Section 5.9 Natural Resources/Energy of this EIR.*

26. ~~Prior to issuance of building permits within the Specific Plan, The Gas Company shall be consulted with during the building design phase for further energy conservation measures.~~

#### Electricity

*Please refer to Mitigation Measure 2 in Section 5.9 Natural Resources/Energy of this EIR.*

27. ~~Prior to issuance of building permits within the Specific Plan, SCE shall be consulted with during the building design phase for further energy conservation measures.~~

#### Telephone

286. Prior to issuance of building permits within the Specific Plan, building plans shall be submitted to GTE enabling GTE to assess the improvements necessary to provide adequate service to the project site.

## **5.0 MITIGATION MONITORING PROGRAM**

### **PURPOSE**

This Mitigation Monitoring Program (MMP) for the McDonnell Centre Business Park Specific Plan project in the City of Huntington Beach, responds to Section 21081.6 of the Public Resources Code. Section 21081.6 requires a lead or responsible agency that approves or carries out a project where an Environmental Impact Report (EIR) has identified significant environmental effects, to adopt a "reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects." The City of Huntington Beach is acting as lead agency for the McDonnell Centre Business Park project.

A Draft EIR was prepared to address the potential environmental impacts of the project. Where appropriate, this environmental document recommended mitigation measures to mitigate or avoid impacts identified. Consistent with Section 21081.6 of the Public Resources Code, a mitigation reporting or monitoring program is required to ensure that the adopted mitigation measures under the jurisdiction of the City are implemented. The City will adopt this MMP when making findings required by California Environmental Quality Act (CEQA) after considering the Final EIR.

### **Environmental Procedures**

This MMP has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended (Public Resources Code Section 21000 et seq.) and the State Guidelines for Implementation of CEQA (CEQA Guidelines), as amended (California Administrative Code Section 15000 et seq.). This MMP complies with the rules, regulations, and procedures adopted by the City of Huntington Beach for implementation of CEQA.

### **MITIGATION MONITORING PROGRAM REQUIREMENTS**

Section 21081.6 of the Public Resources Code states: "When making the findings required by subsection (a) of Section 21081 or when adopting a negative declaration pursuant to paragraph (2) of subsection c) of Section 21081, the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of an agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program."

## **MANAGEMENT OF THE MITIGATION MONITORING PROGRAM**

### **Roles and Responsibilities**

The MMP for the project will be in place through all phases of development to occur within the Specific Plan area, including final design, pre-grading, construction and operation. The City of Huntington will have the primary enforcement role for the mitigation measures. Mitigation measures will be applied to each individual development project within the Specific Plan.

### **Mitigation Monitoring Procedures**

The mitigation monitoring procedures for this MMP consists of filing requirements, and compliance verification. The Mitigation Monitoring Checklist and procedures for its use are outlined below.

### **Mitigation Monitoring Program Checklist**

The MMP Checklist at the end of the section provides a comprehensive list of the required mitigation measures. In addition, the Mitigation Monitoring Checklist includes: the implementing action when the mitigation measure will occur; the implementing condition or mechanism; the method of verification of compliance; the timing of verification; the department or agency responsible for implementing the mitigation measures; and compliance verification.

### **Mitigation Monitoring Program Files**

The records of this MMP shall be retained in the entitlement file for future development projects within the Specific Plan that come forward for Site Plan review. The files shall be organized and retained by the City of Huntington Beach Community Development Department, as well as the City of Huntington Beach Public Works Department.

### **Compliance Verification**

The MMP Checklist shall be signed when compliance of the mitigation measure is met according to the City of Huntington Beach Community Development Director. The compliance verification section of the MMP Checklist shall be signed, for mitigation measures requiring ongoing monitoring, and when the monitoring of a mitigation measure is completed.

### **Mitigation Monitoring Operations**

The following steps shall be followed for implementation, monitoring, and verification of each mitigation measure:

1. The City of Huntington Beach, Community Development Director shall designate a party responsible for monitoring of the mitigation measures.

2. The City of Huntington Beach Community Development Director shall provide to the party responsible for the monitoring of a given mitigation measure, a copy of the MMP Checklist indicating the mitigation measures for which the person is responsible and other pertinent information.
3. The party responsible for monitoring shall then verify compliance and sign the Verification of Compliance column of the MMP Checklist for the appropriate mitigation measures.

Mitigation measures shall be implemented as specified by the MMP Checklist, for each individual development project within the Specific Plan. During any project phase, unanticipated circumstances may arise requiring the refinement or addition of mitigation measures. The City of Huntington Beach Community Development Director, with advice from staff or another City department, is responsible for recommending changes to the mitigation measures, if needed. If mitigation measures are refined, the Community Development Director would document the change and shall notify the appropriate design, construction, or operations personnel about refined requirements.



McDonnell Centre Business Park  
Mitigation Monitoring Program

Potential Significant Environmental Effects	Mitigation Measure <sup>1</sup>	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
<p>Off-site adjacent residential land uses located north and east of the project site will experience an aesthetic change associated with ultimate development of the McDonnell Centre Business Park.</p> <p>The proposed project, in conjunction with other past, present, and reasonably foreseeable future developments will incrementally contribute to changes to the perceived aesthetic quality of the local and regional area.</p>	<p><b><u>Aesthetics/Urban Design</u></b></p> <p>1. Prior to issuance of grading permits within the Specific Plan, the project proponent for subsequent projects located within the Specific Plan area shall submit for review and approval, an Arborist report to the Director of Public Works. This report shall detail the location and quantity of mature trees which currently exist on the specific parcel. The final landscape plan shall illustrate which trees will be removed along with the quantity and location of replacement trees.</p> <p>2. Prior to issuance of building permits within the Specific Plan, the applicant shall submit a landscape construction set for review and approval to the Public Works Department. The landscape plans shall be prepared by a registered landscape architect and shall incorporate the McDonnell Centre Business Park Specific Plan requirements. Plants that are attractive to rodents should be avoided. The landscape plan shall be approved by both Public Works and Community Development Departments.</p>	Prior to the issuance of building permits	Applicant	Site Plan Review	Once, upon completion	Community Development Department		
		Prior to the issuance of building permits	Applicant	Site Plan/ Construction Review	City option to implement as needed	Community Development and Public Works Departments		
<p>The project will affect on-site and nearby residents' nighttime perception of light and glare.</p> <p>The project will allow for the potential development of commercial recreation and entertainment-type uses in Planning Area 5. The development of such uses, which could include movie theaters, shops, etc., may result in an increase in night-time activity related light, unlike that of the typical industrial uses.</p> <p>The project in conjunction with other past, present and reasonably foreseeable future projects will incrementally increase the amount of light and glare in the area. Over time, the project will contribute to a cumulative increase in the amount of light and glare in the vicinity.</p>	<p><b><u>Light and Glare</u></b></p> <p>1. Prior to the approval of building permits within the Specific Plan, all exterior lighting shall be consistent with the standards established by the Zoning Ordinance (unless otherwise addressed within the Specific Plan) to minimize on and off-site light and glare impacts. The lighting shall be approved by the Community Development and Public Works Departments.</p> <p>2. Prior to approval of building permits for buildings constructed within Planning Area 5, proposed lighting shall be approved by the Community Development and Public Works Departments.</p> <p>3. Buildings shall emphasize the minimization of glare by incorporating non-reflective building materials. Individual building site plans shall be reviewed and approved by the City Community Development Department to assure this measure is met prior to issuance of building permits within the Specific Plan.</p>	Prior to approval of building permits	Applicant	Site Plan Review	City option to implement as needed	Community Development and Public Works Departments		
		Prior to approval of building permits	Applicant	Site Plan Review	City option to implement as needed	Community Development and Public Works Departments		
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Construction related traffic will result from the future buildout of the Specific Plan.	<p><b><u>Transportation/Circulation</u></b></p> <p>1. Prior to the issuance of building permits within the Specific Plan, each applicant shall coordinate with the City of Huntington Beach in developing a truck and construction vehicle routing plan. This plan shall specify the hours in which transport activities can occur and methods to minimize construction related impacts to adjacent residences. The final plan shall be approved by the City Engineer and Community Development Director.</p>	Prior to the issuance of building permits	Applicant	Grading Permit Review	City option to implement as needed	City Traffic Engineer		
Increased activity on-site and in the vicinity of the project could expose pedestrians and bicycles to traffic hazards.	<p>2. Prior to the issuance of building permits within the Specific Plan, each applicant shall coordinate with the City of Huntington Beach Public Works Department to ensure the following is accomplished:</p> <p>A. necessary review of signal warrants</p> <p>B. review/approval of turn ingress/egress</p> <p>C. review/approval of any added driveways</p> <p>D. parking analysis demonstrating parking supplies meet or exceed the demands</p> <p>The purpose of the above review is to: 1) ensure site specific impacts from individual projects are reduced to a level less than significant and 2) identify the timing of future signal installations/improvements.</p> <p>3. Prior to the issuance of building permits within the Specific Plan, the applicant shall demonstrate to the satisfaction of the City Traffic Engineer that truck access points depicted on their "Final" site plan(s), meet the City's minimum truck turning radius standards.</p> <p>4. Prior to the issuance of building permits within the Specific Plan, the applicant shall demonstrate to the satisfaction of the City Traffic Engineer that standards (including ADA) regarding pedestrian/bicycle safety along the perimeter sidewalks have been met.</p>	Prior to the issuance of building permits	Applicant	Grading Permit Review	City option to implement as needed	City Traffic Engineer		
		Prior to the issuance of building permits	Applicant	Site Plan/ Construction Review	City option to implement as needed	City Traffic Engineer		
		Prior to the issuance of building permits	Applicant	Site Plan/ Construction Review	City option to implement as needed	City Traffic Engineer		
Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for intersection improvements.	<p>5. The City of Huntington Beach shall collect its traffic impact fee as "interim" levels of development occurs prior to the issuance of building permits. These fees will relieve the developer of traffic mitigation obligations (as detailed for Levels 1, 2, and 3 as shown in Tables M and N of the Traffic Impact Assessment) resulting from the interim levels of development. The specific Level 1-3 improvements detailed in Tables M and N shall be added to the City's CIP and implemented in a reasonable time frame.</p>	Prior to the issuance of building permits	Applicant	Site Plan/ Construction Review	City option to implement as needed	City Traffic Engineer		

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<p>Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for intersection improvements.</p> <p>Under the Level 3 Condition, the proposed interim project traffic is contributing to the need for improvements at the roadway segments.</p>	6. Prior to the issuance of the first building permit within the Specific Plan, the applicant (MDRC) shall complete the intersection improvements for Westminster and Rancho identified in Table M under the Level 2 - Year 2000 (Interim without Project) condition.	Prior to the issuance of the first building permit	Applicant	Site Plan/ Construction Review	Once, upon completion	City Traffic Engineer		
	7. Prior to the issuance of the first building permit within the McDonnell Centre Specific Plan, the applicant (MDRC) shall post a bond with the City of Westminster for the Specific Plan's fair-share contribution to complete the intersection improvements for Westminster and Rancho identified in Table M under the Levels 1 and 3 and Level 5 - Year 2015 (Buildout with Project) conditions. The bond shall not exceed \$30,000 based on today's dollars and would be adjusted based upon the Engineering News Record Construction Cost Index. It would be activated at the time when the City of Westminster completes the identified intersection improvements. This mitigation would be unnecessary if the Cities of Westminster or Huntington Beach acquire intersection improvement funding through other efforts.	Prior to the issuance of the first building permit	Applicant	Site Plan/ Construction Review	Once, upon completion	City Traffic Engineer		
	8. An updated Traffic Impact Assessment (TIA) shall be prepared at the expense of McDonnell Douglas or successor in interest as the interim trip budget is reached. This updated TIA shall be commenced when 90% of the interim trip budget is built or has approved development applications (entitled) and no further development shall be entitled or constructed (beyond that development that generates 100% of trips for the interim trip budget) until the updated TIA and required mitigations are reviewed and approved by the City. The purpose of the updated TIA is to determine whether the trips projected for the interim condition are consistent with the actual trips and the required traffic mitigation measures for the remaining buildout of the McDonnell Center Specific Plan Area (currently estimated in Levels 4 & 5 as shown in Table 4 of the TIA). This revised TIA shall not relieve the developer of any obligation to pay any traffic impact fees (should the present or any other traffic impact fee program be in place) or provide for mitigation measures for development at the time of developments.	Upon reaching 90% of the interim trip budget	Applicant	Site Plan Review/Project Operations	City option to implement as needed	City Traffic Engineer		

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	9. Throughout the Specific Plan project's implementation, the City shall maintain and update an annual trip budget monitoring report to determine the status of the constructed and approved development applications (entitled) development and resulting expected trips within the McDonnell Center Specific Plan area. This annual trip budget monitoring report shall be based upon building permits issued and (entitled) development within the McDonnell Center. The trip budget monitoring report shall include gross and usable square footages of the constructed and/or entitled usages, a description of the land usage, and the trip generation rates used for the land usage proposed. The trip rates used in the monitoring report shall be those rates contained in the latest <u>Trip Generation</u> manual published by the Institute of Transportation Engineers (currently the 5th edition and 5th edition update) or another reliable source (i.e., another traffic study) as approved by the City Traffic Engineer.	During project implementation and operation	Applicant	Project Operations	City option to implement as needed	City Traffic Engineer		
<p>The proposed project is anticipated to exceed SCAQMD's daily threshold emission during construction activities. In addition, the addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.</p> <p>The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in a short-term air quality impact due to construction activities. The addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.</p>	<b>Air Quality</b>							
	1. During grading and construction, the applicant shall be responsible for compliance with the following:	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	A. During clearing, grading, earth moving or excavation, maintain equipment engines in proper tune.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	B. After clearing, grading, earth moving or excavation:	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	1. Wet the area down, sufficient enough to form a crust on the surface with repeated soakings, as necessary, to maintain the crust and prevent dust pick up by the wind.							
	2. Spread soil binders; and							
	3. Implement street sweeping as necessary.							
	C. During construction:							
	1. Use water trucks or sprinkler systems to keep all areas where vehicles move damp enough to prevent dust raised when leaving the site;	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		

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	2. Wet down areas in the late morning and after work is completed for the day; 3. Use low sulfur fuel (.05% by weight) for construction equipment.  D. Phase and schedule construction activities to avoid high ozone days.  E. Discontinue construction during second stage smog alerts.  2. During grading and construction, the applicant shall be responsible for compliance with the following:  A. Require a phased schedule for construction activities to minimize daily emissions.  B. Schedule activities to minimize the amount of exposed excavated soil during and after the end of work periods.  C. Treat unattended construction areas with water (disturbed lands which have been, or are expected to be unused for four or more consecutive days).  D. Require the planting of vegetative ground cover as soon as possible on construction sites and super pads if construction is not anticipated within one month.  E. Install vehicle wheel-washers before the roadway entrance at construction sites.  F. Wash off trucks leaving site.  G. Require all trucks hauling dirt, sand, soil or other loose substances and building materials to be covered, or to maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
		During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
		During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
		During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
		During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
		During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
		During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
		During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
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	H. Use vegetative stabilization, whenever possible, to control soil erosion from storm water especially on super pads.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	I. Require enclosures or chemical stabilization of open storage piles of sand, dirt, or other aggregate materials.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	J. Control off-road vehicle travel by posting driving speed limits on these roads.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	3. During grading and construction, the applicant shall be responsible for assuring that vehicle movement on any unpaved surface other than water trucks shall be terminated if wind speeds exceed 15 mph.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	4. During grading and construction, the applicant shall be responsible for the paving of all access aprons to the project site and the maintenance of the paving.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	5. Prior to issuance of grading permits within the Specific Plan, the applicant shall be responsible for assuring that construction vehicles be equipped with proper emission control equipment to substantially reduce emissions.	Prior to the issuance of grading permits	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
	6. Prior to issuance of grading permits within the Specific Plan, the applicant shall be responsible for the incorporation of measures to reduce construction related traffic congestion into the project grading permit. Measures, subject to the approval and verification by the Planning Department, shall include: <ul style="list-style-type: none"> <li>• Provision of rideshare incentives.</li> <li>• Provision of transit incentives for construction personnel.</li> <li>• Configuration of construction parking to minimize traffic interferences.</li> <li>• Measures to minimize obstruction of through traffic lanes.</li> <li>• Use of a flagman to guide traffic when deemed necessary.</li> </ul>	Prior to the issuance of grading permits	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
The project will result in the development of industrial uses which has the potential to generate objectionable odors which could affect nearby sensitive receptors.	7. Prior to the issuance of building permits within the Specific Plan, the applicant shall provide proof to the City Community Development Director that the use will not emit objectionable odors or provide an air quality analysis including a quantitative assessment of odors and meteorological conditions consistent with the ASTM, Standard Method D1391 or Standard Method E679-79. Project design measures or additional control technology shall be implemented to ensure that odor emissions comply with SCAQMD standards.	Prior to the issuance of building permits	Applicant	Site Plan Review	City option to implement as needed	Community Development and Public Works Departments		

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The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in significant cumulative long-term impacts to air quality. The addition of emissions to an air basin designated as non-attainment is considered under CEQA to be a significant impact.	<p>8. Prior to the issuance of certificates of occupancy within the Specific Plan, the applicant shall prepare a Transportation Demand Management Plan (TDM) for review and approval by the SCAQMD and City. At a minimum, the plan shall include the following major elements and shall be implemented in accordance with SCAQMD Rule 1501:</p> <ul style="list-style-type: none"> <li>• Provision of a commuter transportation coordinator, with responsibilities to include coordinating and facilitating formation of carpools and vanpools, serving as a resource person for transit information, coordinating sale of transit passes, monitoring progress towards TDM goals and surveying employees, etc.</li> <li>• Provision of a commuter center which would include such information as: bus and rail transit schedules/maps; telephone numbers for the designated transportation coordinator; bus route and Metrolink schedules; ridesharing promotional material; bicycle route and facility information; and location of on-site vanpool/carpool spaces.</li> <li>• Carpool and vanpool program, including participation in a computerized matching system, provision of preferential parking, and provision of travel allowances/financial incentives.</li> <li>• Encouragement of non-vehicle modes, such as bicycle, walk, or bus transit.</li> <li>• Transit incentives and improvements, including subsidization of transit passes and dissemination of transit information and schedules.</li> </ul>	Prior to the issuance of Certificate of Occupancy	Applicant	Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
<p>The proposed project has the potential to result in significant short-term noise impacts during construction activities.</p> <p>The proposed project in conjunction with other past, present, and reasonably foreseeable future projects will result in a short-term construction noise impact.</p>	<p><b>Noise</b></p> <p>1. Prior to issuance of grading permits within the Specific Plan, the applicant shall submit and have approved a noise mitigation plan to the Department of Community Development that will reduce or mitigate short-term noise impacts to nearby noise sensitive receptors. The plan shall comply with the City of Huntington Beach Noise Ordinance and shall include, but not be limited to:</p> <p>A. A criteria of acceptable noise levels based on type and length of exposure to construction noise levels;</p> <p>B. Physical reduction measures such as temporary noise barriers that provide separation between the source and the receptor; and</p>	Prior to the issuance of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		

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	<p>C. Mitigation measures such as restrictions on the time of construction for activities resulting in high noise levels.</p> <p>2. Prior to issuance of grading permits within the Specific Plan, the applicant shall produce evidence acceptable to the City Engineer that:</p> <p>A. All grading and construction vehicles and equipment, fixed or mobile, shall be equipped and maintained with effective muffler systems that use state of the art noise attenuation.</p> <p>B. Stockpiling and/or vehicle staging areas shall be located as far as practicable from sensitive noise receptors.</p> <p>C. All operations shall comply with the City of Huntington Beach Noise Ordinance.</p>	<p>Prior to the issuance of a grading permit</p> <p>Prior to the issuance of a grading permit</p> <p>Prior to the issuance of a grading permit</p> <p>Prior to the issuance of a grading permit</p>	<p>Applicant</p> <p>Applicant</p> <p>Applicant</p> <p>Applicant</p>	<p>Grading Permit Review</p> <p>Grading Permit Review</p> <p>Grading Permit Review</p> <p>Grading Permit Review</p>	<p>City option to implement as needed</p> <p>City option to implement as needed</p> <p>City option to implement as needed</p> <p>City option to implement as needed</p>	<p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p>		
<p>It is possible that increased traffic due to the project may cause the Rancho Road near the Navy Railroad roadway segment to experience higher CNEL values in the future which have the potential to impact nearby residential units.</p> <p>The proposed project will increase the year 2015 traffic noise levels by up to 1.7dB. The increase in noise levels due to the project along the segment of Rancho Road between Bolsa Chica and Westminster is considered a significant impact.</p>	<p>3. Commensurate with the updated TIA (refer to Mitigation Measure 8 in Section 5.4), an updated acoustical analysis shall be performed on the following two roadway segments: 1) Rancho Road near the Navy Railroad; and 2) Rancho Road between Bolsa Chica Street and Westminster Avenue to determine if potential vehicular noise will impact nearby residential units. The study will be prepared under the supervision of an acoustical engineer and include a discussion of the need for noise attenuation measures and/or noise barriers to ensure compliance with City noise standards. This analysis shall be submitted to and approved by the Community Development Department.</p>	<p>At time of updated TIA</p>	<p>Applicant</p>	<p>At time of updated TIA</p>	<p>City option to implement as needed</p>	<p>Public Works Department</p>		
<p>The proposed project may result in impacts related to local geology.</p>	<p><u>Earth Conditions</u></p> <p><u>Local Geology</u></p> <p>1. Prior to issuance of grading permits within the Specific Plan, additional studies as deemed necessary by the Director of Public Works, shall be performed to determine native elevations and evaluate the extent of compressibility of the soils for structural design purposes. These studies shall be reviewed and approved by all appropriate departments at the City of Huntington Beach.</p>	<p>Prior to the issuance of a grading permit</p>	<p>Applicant</p>	<p>Grading Permit Review</p>	<p>City option to implement as needed</p>	<p>Public Works Department</p>		

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The proposed project may result in impacts related to seismicity.	<u>Seismicity</u>							
	2. Prior to issuance of grading permits within the Specific Plan, it shall be proven to the Department of Public Works that all structures are designed in accordance with the seismic design provisions of the Uniform Building Codes or Structural Engineers Association of California to promote safety in the event of an earthquake.	Prior to the issuance of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
The proposed project may result in impacts related to seismicity.	3. An engineering geologist shall be engaged to submit a report indicating the ground surface acceleration from earth movement for development parcels. All structures shall be constructed in compliance with the g-factors as indicated by the geologist's report. Calculations for footings and structural members to withstand anticipated g-factors shall be submitted to the City for review prior to the issuance of grading permits.	Prior to the issuance of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
The proposed project may result in impacts related to liquefaction.	<u>Liquefaction</u>							
	4. Prior to issuance of grading permits within the Specific Plan, grading plans shall demonstrate that alluvial soils shall be removed in the areas that will receive fill or foundation loading down to competent materials and recompacted. Additional studies may be deemed necessary by the Director of Public Works, to evaluate the extent of liquefaction of the soils for structural design purposes.	Prior to the issuance of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
The proposed project may result in impacts related to expansive soils.	<u>Expansive Soils</u>							
	5. Prior to approval of grading permits within the Specific Plan, the applicant shall prepare a report for approval by the Director of Public Works which assesses and provides recommendations for the following:	Prior to approval of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
	A. Specific measures for adequate foundation, paving and flatwork design in areas of any remaining expansive soils.	Prior to approval of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
	B. Identify the Expansive Index onsite and specify where necessary recommendations included, but not limited to: 1) presaturation of soils prior to concrete placement; 2) raised floors; 3) post-tensioned slabs; 4) thicker slabs; 5) deeper footings; 6) the addition of soil amendments to facilitate wetting during compaction.	Prior to approval of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		

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	6. The applicant(s) shall be responsible for remedial removal of expansive soils onsite during grading and prior to construction. Should any construction occur on expansive soils, the applicant(s) shall adhere to the recommendations identified above in Mitigation Measure 5.	During grading and construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
<p>The proposed project may result in impacts related to drainage.</p> <p>The proposed project may result in impacts related to flooding.</p> <p>The proposed project may result in impacts related to water quality.</p> <p>The proposed project may result in cumulative impacts related to drainage, flooding, and water quality.</p>	<p><b><u>Drainage/Hydrology</u></b></p> <p>1. Prior to the issuance of building permits within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding storm drainage improvements which shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>Construct the necessary storm drainage improvements (identified on Exhibit 39 within the EIR) to handle increased flows.</li> <li>Ensure that building pads are placed at elevations suitable to withstand 100-year flood for sites adjacent to Bolsa Chica Street between Bolsa Avenue and Rancho Road.</li> <li>Confine street flows within the street right-of-way.</li> </ul> <p>2. Prior to the issuance of grading permits within the Specific Plan, the project applicant shall submit and obtain approval of final drainage and erosion control plans for each project component. These final drainage plans shall demonstrate that post-development stormwater discharge levels from the project will remain at or below existing stormwater discharge levels. The mitigation measures contained in the plan shall be approved by the Regional Water Quality Control Board and the City of Huntington Beach prior to any construction activities. The plans shall include measures such as the following:</p> <ul style="list-style-type: none"> <li>Diversion of offsite runoff away from the construction site;</li> <li>Prompt revegetation of proposed landscaped areas;</li> <li>Perimeter sandbagging or temporary basins to trap sediment; and</li> <li>Regular sprinkling of exposed soils during construction phases.</li> </ul>	Prior to the issuance of a building permit	Applicant	Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
		Prior to the issuance of a building permit	Applicant		City option to implement as needed	Public Works Department		
		Prior to the issuance of a building permit	Applicant		City option to implement as needed	Public Works Department		
		Prior to the issuance of a building permit	Applicant		City option to implement as needed	Public Works Department		
		Prior to the issuance of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		

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	3. Prior to the issuance of building permits within the Specific Plan, the project applicant shall develop a plan to implement any recommendations from the County of Orange Flood Control Division and City Public Works Departments which will reduce impacts to the Bolsa Chica Channel floodplain resulting from onsite development. For example, one such recommendation would be the removal of the wooden bridge at a future time when it is no longer utilized by the County operations and maintenance staff to access the westerly bank of the Channel. This plan shall be submitted to the City Department of Public Works for review and approval.	Prior to the issuance of a building permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
	4. Prior to issuance of any grading permits within the Specific Plan, the applicant shall submit a "Notice of Intent" (NOI), along with the required fee to the State Water Resources Control Board to be covered under the State NPDES General Construction permit and provide the City with a copy of the written reply containing the discharger's identification number.	Prior to the issuance of a grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
	5. Prior to the issuance of the grading permits within the Specific Plan, the applicant shall provide a Water Quality Management Plan showing conformance to the Orange County Drainage Area Management Plan and all NPDES requirements (enacted by the EPA) for review and approval by the City Engineer. The plan shall reduce the discharge of pollutants to the maximum extent practical using management practices, control techniques and systems, design and engineering methods, and such other provisions which are appropriate.	Prior to the issuance of a grading permit	Applicant	Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
Development of this property will result in an increase in the use of fuel, water and energy for the life of the project; this increase is considered significant on a project-specific basis. The project in conjunction with other past, present and reasonably foreseeable future projects will result in natural resources impacts.	<p><u>Natural Resources/Energy</u></p> <p>1. Building design and construction shall comply with the Energy Conservation Standards set forth in Title 24 of the California Administrative Code. Prior to approval of building permits for the Specific Plan, architectural and engineering plans shall be subject to the review and approval of the Director of Public Works to ensure conformance with these standards. Energy conservation features should include:</p> <ul style="list-style-type: none"> <li>• Installation of thermal insulation in walls and ceilings which meet or exceed State of California, Title 24 requirements.</li> <li>• Insulation of hot water pipes and duct systems.</li> <li>• Use of natural ventilation where possible.</li> <li>• Use of natural gas for space heating and cooking.</li> <li>• Installation of ventilation devices.</li> <li>• Orientation to sunlight and use of overhangs.</li> </ul>	Prior to approval of building permit	Applicant	Site Plan Review	City option to implement as needed	Public Works Department		

<sup>1</sup> Mitigation Measures will be applied to each individual development project within the Specific Plan.

## McDonnell Centre Business Park Mitigation Monitoring Program

Potential Significant Environmental Effects	Mitigation Measure <sup>1</sup>	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
	<ul style="list-style-type: none"> <li>Landscaping with deciduous trees, to provide shade in the summer months and allow sunlight through in the winter months.</li> </ul> <p>2. Prior to approval of building permits within the Specific Plan, it is recommended that the applicant consult with both the Southern California Gas Company and Southern California Edison during the building design phase for further energy conservation measures.</p>	Prior to approval of building permit	Applicant	Site Plan Review	City option to implement as needed	Public Works Department		
<p>The proposed project may result in impacts to public services and utilities.</p> <p>The proposed project will create increased demand for public services and utilities on a local and regional basis. Additionally, the project in conjunction with other past, present and reasonably foreseeable future projects, will create an increased demand for police, community services, water, solid waste disposal, public transportation, and sewage.</p>	<p><b>Public Services and Utilities</b></p> <p><u>Fire</u></p> <p>1. Prior to approval of building permits within the Specific Plan, complete building plans shall be submitted to and approved by the Fire Department. If during the Fire Department's plan check it becomes evident that fireground operations will become impeded, the department will impose standard fire code requirements such as automatic sprinkler systems, alarm systems, access roads, etc.</p> <p>2. Prior to issuance of building permits within the Specific Plan, the applicant shall contribute funding on a "fair-share" basis towards the relocation/enlargement of the Heil station, subject to the approval of the Community Development Department.</p> <p>3. Prior to issuance of building permits within the Specific Plan, the applicant shall be subject to a fire facility needs assessment/review by the Fire Department to determine the actual necessity of the new fire station and whether applications should be halted until the fire facility at Graham and Production Lane is in service.</p> <p><u>Police</u></p> <p>4. Prior to issuance of building permits within the Specific Plan, the need for additional police officers must be fully evaluated by the City of Huntington Beach and the applicant. If it is found that additional officers are needed to serve the area, funds must be procured to fill this position.</p>	<p>Prior to approval of building permit</p> <p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p> <p>Prior to issuance of building permit</p>	<p>Applicant</p> <p>Applicant</p> <p>Applicant</p> <p>Applicant</p>	<p>Site Plan Review</p> <p>Site Plan Review</p> <p>Site Plan Review</p> <p>Site Plan Review</p>	<p>City option to implement as needed</p> <p>City option to implement as needed</p> <p>City option to implement as needed</p> <p>City option to implement as needed</p>	<p>Public Works and Fire Departments</p> <p>Community Development and Fire Departments</p> <p>Community Development and Fire Departments</p> <p>Community Development and Police Departments</p>		

<sup>1</sup> Mitigation Measures will be applied to each individual development project within the Specific Plan.

## McDonnell Centre Business Park Mitigation Monitoring Program

Potential Significant Environmental Effects	Mitigation Measure <sup>1</sup>	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
	5. The Police Department shall be consulted during preliminary stages of the project design prior to approval of building permits within the Specific Plan to review the safety features, determine their adequacy, and suggest improvements.	Prior to approval of building permit	Applicant	Site Plan Review	City option to implement as needed	Police Department		
	6. During construction and at complete buildout, the project shall provide easy access into and within the project site for emergency vehicles and addresses shall be well marked to facilitate response by officers. Project site plans depicting these requirements shall be reviewed and approved by the Police Department.	During construction and project operations	Applicant	Site Plan Review	City option to implement as needed	Police Department		
	7. Prior to issuance of building permits within the Specific Plan, the project shall be designed such that all areas of the project will be well lit, including alcoves, walkways, doorsteps, and parking facilities. Project site plans depicting these requirements shall be reviewed and approved by the Police Department.	Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Police Department		
	8. Prior to issuance of building permits within the Specific Plan, an internal security system (e.g. security guards, alarms, access limits after hours) shall be incorporated, to be reviewed by the Police Department and the City Planning Department.	Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Police Department		
	<u>Schools</u>							
	9. Prior to issuance of building permits within the Specific Plan, the applicant shall provide school fees to mitigate conditions of overcrowding as part of building permit application. These fees shall be based on the state fee schedule in effect at the time of building permit applications.	Prior to issuance of building permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
	<u>Community Services</u>							
	10. Prior to issuance of grading permits for Planning Area 3 in the Specific Plan resulting in removal of the existing fields, the applicant shall determine if recreation facilities are needed by existing and future employees. If deemed necessary, the applicant must enter into a lease-type agreement or provision of recreation facilities for employees to replace those lost, subject to the approval of the City of Huntington Beach Community Services Department.	Prior to issuance of grading permit	Applicant	Grading Permit Review	City option to implement as needed	Community Services Department		
	<u>Library</u>							
	11. The applicant shall provide development fees to mitigate conditions of increased demand as part of building permit application. These fees shall be based on the City fee schedule in effect at the time of building permit applications.	Prior to issuance of grading permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		

<sup>1</sup> Mitigation Measures will be applied to each individual development project within the Specific Plan.

## McDonnell Centre Business Park Mitigation Monitoring Program

Potential Significant Environmental Effects	Mitigation Measure <sup>1</sup>	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
	<p><u>Water</u></p> <p>12. Prior to issuance of Certificates of Occupancy, the following water conservation measures shall be implemented as required by state law:</p> <p>A. Ultra-low-flush toilets</p> <p>B. Ultra-low-flow showers and faucets</p> <p>C. Insulation of hot water lines in water recirculating systems</p> <p>D. Compliance with water conservation provisions of the appropriate plumbing code</p> <p>13. Prior to issuance of building permits, irrigation systems which minimize water waste shall be used to the greatest extent possible. Such measures should involve such features as the following:</p> <p>A. Raised planters and berming in conjunction with closely spaced low volume, low angle (22 ½ degree) sprinkler heads.</p> <p>B. Drip irrigation.</p> <p>C. Irrigation systems controlled automatically to ensure watering during early morning or evening hours to reduce evaporation losses.</p> <p>D. The use of reclaimed water for irrigated areas and grass lands. The project applicants shall connect to the Orange County Water District's "Green Acres" system of reclaimed water should this supply of water be available. Separate irrigation services shall be installed to ease this transition.</p> <p>14. Prior to issuance of Certificates of Occupancy, water pressure regulators to limit downstream pressure to a maximum of 60 psi shall be installed.</p> <p>15. Prior to issuance of building permits within the Specific Plan, the use of pervious paving material shall be encouraged to reduce surface water runoff and aid in groundwater recharge and slopes and grades shall be controlled to discourage water waste through runoff.</p> <p>16. Prior to issuance of grading permits, the City shall provide information to prospective occupants regarding benefits of low water use landscaping and sources of additional assistance in selecting irrigation and landscaping.</p>	Prior to issuance of Certificate of Occupancy	Applicant	Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
		Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Public Works Department		
		Prior to issuance of Certificate of Occupancy	Applicant	Certificate of Occupancy	City option to implement as needed	Public Works Department		
		Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Public Works Department		
		Prior to issuance of grading permit	Applicant	Certificate of Occupancy	City option to implement as needed	Public Works Department		

<sup>1</sup> Mitigation Measures will be applied to each individual development project within the Specific Plan.

## McDonnell Centre Business Park Mitigation Monitoring Program

Potential Significant Environmental Effects	Mitigation Measure <sup>1</sup>	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
	17. Prior to issuance of building permits, complete landscape and irrigation plans which minimize use of lawns and utilize warm season, drought tolerant species shall be submitted to and approved by the Water Division. Mulch shall be used extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction. Irrigation system shall be designed to use reclaimed water when available.	Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Public Works Department		
	18. Prior to issuance of building permits within the Specific Plan, the Water Division of the City's Public Works Department shall be consulted during design and construction for further water conservation measures to review irrigation designs and drought tolerant plant use, as well as measures that may be incorporated into the project to reduce peak hour water demand.	Prior to issuance of building permit	Applicant	Grading Permit Review	City option to implement as needed	Public Works Department		
	19. Prior to the issuance of building permits within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding water infrastructure improvements (identified on Exhibit 40 within the EIR) to handle increased water flow demands.	Prior to issuance of building permit	Applicant	Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
	<u>Solid Waste Disposal</u>							
	20. To reduce the proposed project's impacts on waste disposal facilities, project designs shall develop a means of reducing the amount of waste generated both during construction and when the project is in use. The waste reduction program shall be approved by the Community Development Director prior to issuance of building permits within the Specific Plan. Potential ways of reducing project waste loads include implementation of recycling programs, and use of low maintenance landscaping when possible (i.e., native vegetation instead of turf).	Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Community Development and Public Works Departments		
	21. Rainbow Disposal shall be contacted during the design stage of project components to ensure the most efficient and economical means for rubbish removal. The designs shall include rubbish enclosures, projected travel areas, and turnabouts where necessary.	Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Community Development and Public Works Departments		
	<u>Public Transportation</u>							
	22. Prior to issuance of building permits within the Specific Plan, a bus turnout, if determined by the City Traffic Engineer to be necessary based on roadway cross sections, travel volumes or speeds, shall be provided at each bus stop located in the project area.	Prior to issuance of building permit	Applicant	Site Plan and Certificate of Occupancy Review	City option to implement as needed	Public Works Department		

<sup>1</sup> Mitigation Measures will be applied to each individual development project within the Specific Plan.

## McDonnell Centre Business Park Mitigation Monitoring Program

Potential Significant Environmental Effects	Mitigation Measure <sup>1</sup>	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
	23. Prior to approval of a tentative map within the Specific Plan, the area adjacent to this turnout shall include a paved passenger waiting area complete with a bus shelter and bench.	Prior to approval of tentative map	Applicant	Site Plan and Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
	24. Prior to approval of a tentative map within the Specific Plan, a concrete bus pad sufficient to support the weight of a bus (see OCTD's Design Guidelines for Bus Facilities) may have to be provided at the transit stop. This would be necessary assuming the material used to construct Bolsa Avenue would be insufficient to support continued transit use of the bus stop.	Prior to approval of tentative map	Applicant	Site Plan and Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
	<u>Sewer</u>							
	25. Prior to the issuance of Certificates of Occupancy within the Specific Plan, the project applicant shall implement conditions of the Public Works Department regarding sewer infrastructure improvements (identified on Exhibit 41 within the EIR) to handle increased sewer flow demands.	Prior to issuance of building permit	Applicant	Certificate of Occupancy Review	City option to implement as needed	Public Works Department		
	<u>Storm Drains</u>							
	Please refer to Section 5.8 Drainage and Hydrology of this EIR.							
	<u>Natural Gas</u>							
	Please refer to Mitigation Measure 2 in Section 5.9 Natural Resources/Energy of this EIR.							
	<u>Electricity</u>							
	Please refer to Mitigation Measure 2 in Section 5.9 Natural Resources/Energy of this EIR.							
	<u>Telephone</u>							
	26. Prior to issuance of building permits within the Specific Plan, building plans shall be submitted to GTE enabling GTE to assess the improvements necessary to provide adequate service to the project site.	Prior to issuance of building permit	Applicant	Site Plan Review	City option to implement as needed	Public Works Department		

<sup>1</sup> Mitigation Measures will be applied to each individual development project within the Specific Plan.



McDonnell Centre Business Park  
Mitigation Monitoring Program

Potential Significant Environmental Effects	Mitigation Measure <sup>1</sup>	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
In response to DFG-2.	<u>Biology</u>  1. Prior to issuance of grading permits for projects on vacant parcels within the Specific Plan, a Phase II Burrow Survey shall be conducted by a qualified biologist pursuant to Department of Fish and Game protocol for Burrowing Owls. If the survey results determine that Burrowing Owls are present, then the project applicant shall implement appropriate on and/or off site measures (as specified by the protocol) to reduce potential impacts to a less than significant level.	Prior to issuance of grading permits on vacant parcels	Applicant	Site Plan Review	City option to implement as needed	Community Development Department		

<sup>1</sup> Mitigation Measures will be applied to each individual development project within the Specific Plan.

## McDonnell Centre Business Park

### Standard City Policies Implementation Matrix

	Standard City Policy	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
<b>Land Use</b>	A. Prior to submittal for building permits, the applicant/owner shall submit three copies of the site plan to the Planning Division for addressing purposes. If street names are necessary, submit proposal to Fire Department for review and approval.	Prior to submittal for building permits	Applicant	Site Plan/ Construction Review	Once, upon completion	Community Development and Fire Departments		
	B. Prior to submittal for building permits, the applicant/owner shall depict all utility apparatus, such as but not limited to backflow devices and Edison transformers, on the site plan. They shall be prohibited in the front and exterior yard setbacks unless properly screened by landscaping or other method as approved by the Community Development Director.	Prior to submittal for building permits	Applicant	Site Plan/ Construction Review	Once, upon completion	Community Development and Public Works Departments		
	C. Prior to submittal for building permits, the applicant/owner shall depict colors and building materials as proposed.	Prior to submittal for building permits	Applicant	Site Plan/ Construction Review	Once, upon completion	Community Development Department		
	D. Prior to the issuance of building permits, the applicant/owner shall submit a Landscape Construction Set to the Departments of Community Development and Public Works which must be approved. The Landscape Construction Set shall include a landscape plan prepared and signed by a State Licensed Landscape Architect and include all proposed/existing plan materials (location, type, size, quantity), and irrigation plan, a grading plan, an approved site plan, and a copy of the entitlement conditions of approval. The landscape plans shall be in conformance with Chapter 232 Landscape Improvements of the Huntington Beach Zoning and Subdivision Ordinance. The set must be approved by both departments prior to issuance of building permits. Any existing mature trees that must be removed shall be replaced at a 2 to 1 ratio with minimum 86-inch box trees, which shall be incorporated into the project's landscape plan.	Prior to issuance of building permits	Applicant	Site Plan/ Construction Review	Once, upon completion	Community Development and Public Works Departments		
	E. The applicant/owner shall comply with all applicable provisions of the Ordinance Code, Building Division, and Fire Department.	Prior to issuance of building permits	Applicant	Site Plan/ Construction Review	City option to implement as needed	Public Works and Fire Departments		
	F. The required landscaping and irrigation systems shall be completed and installed by the applicant/owner prior to final inspection/within 12 months.	Prior to issuance of Certificate of Occupancy	Applicant	Certificate of Occupancy Review	City option to implement as needed	Community Development and Public Works Departments		
	G. All improvements (including landscaping) to the property shall be completed in accordance with the approved plans and conditions of approval specified herein.	Prior to issuance of Certificate of Occupancy	Applicant	Certificate of Occupancy Review	City option to implement as needed	Community Development and Public Works Departments		
	H. 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.	Prior to issuance of Certificate of Occupancy	Applicant	Certificate of Occupancy Review	City option to implement as needed	Community Development and Public Works Departments		

## McDonnell Centre Business Park

### Standard City Policies Implementation Matrix

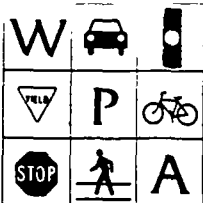
	Standard City Policy	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
<u>Aesthetics/ Urban Design</u>	A. All rooftop mechanical equipment shall be screened from any view. Said screening shall be architecturally compatible with the building in terms of materials and colors. If screening is not designed specifically into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved.	Prior to issuance of building permits	Applicant	Site Plan Review	Once, upon completion	Community Development Department		
	B. Prior to the issuance of building permits, the applicant/owner shall submit a Landscape Construction Set to the Departments of Community Development and Public Works which must be approved. The Landscape Construction Set shall include a landscape plan prepared and signed by a State Licensed Landscape Architect and include all proposed/existing plan materials (location, type, size, quantity), and irrigation plan, a grading plan, an approved site plan, and a copy of the entitlement conditions of approval. The landscape plans shall be in conformance with Chapter 232 Landscape Improvements of the Huntington Beach Zoning and Subdivision Ordinance. The set must be approved by both departments prior to issuance of building permits. Any existing mature trees that must be removed shall be replaced at a 2 to 1 ratio with minimum 36-inch box trees, which shall be incorporated into the project's landscape plan.	Prior to issuance of building permits	Applicant	Site Plan/ Construction Review	Once, upon completion	Community Development and Public Works Departments		
<u>Light and Glare</u>	A. Prior to the submittal for building permits, the applicant/owner shall ensure that if outdoor lighting is included, high-pressure sodium vapor lamps or similar energy saving lamps shall be used. All outside lighting shall be directed to prevent "spillage" onto adjacent properties and shall be noted on the site plan and elevations.	Prior to the submittal for building permits	Applicant	Site Plan Review	City option to implement as needed	Community Development and Public Works Departments		
<u>Transportation/ Circulation</u>	A. Prior to issuance of building permits (or certificate of occupancy, if determined appropriate by the Traffic Division and Planning Division), a Trip Generation Analysis shall be submitted for review and approval by the Public Works Department, Traffic Engineering Division. The analysis shall be used to determine the project's Traffic Impact Fee. This has been accomplished; refer to Appendix B of this EIR. The traffic impact fees shall be paid prior to issuance of the certificate of occupancy.	Prior to issuance of building permits/Certificate of Occupancy	Applicant	Site Plan Review	City option to implement as needed	City Traffic Engineer		
	B. All applicable Public Works fees shall be paid.	Prior to issuance of building permits	Applicant	Site Plan/ Construction Review	City option to implement as needed	City Traffic Engineer		
	C. An interim parking and/or building materials storage plan shall be submitted to the Department of Community Development to assure adequate parking is available for employees, customers, contractors, etc., during the project's construction phase.	Prior to issuance of grading permits	Applicant	Site Plan Review	Once, upon completion	City Traffic Engineer		
<u>Air Quality</u>	A. During construction, the applicant shall use water trucks or sprinkler systems on all areas where vehicles travel to keep damp enough to prevent dust from being raised when leaving the site.	During Construction	Applicant	Grading/ Construction	City option to implement as needed	Community Development and Public Works Departments		

## McDonnell Centre Business Park

### Standard City Policies Implementation Matrix

	Standard City Policy	Implementation		Monitoring			Verification of Compliance	
		Phase	Implementor	Phase	Frequency	Monitor	Signatures	Date
	B. During construction, the applicant shall use low sulfur fuel (.05%) by weight for construction equipment.	During Construction	Applicant	Grading/ Construction	City option to implement as needed	Community Development and Public Works Departments		
	C. During construction, the applicant shall attempt to phase and schedule construction activities to avoid high ozone days (first stage smog alerts).	During Construction	Applicant	Grading/ Construction	City option to implement as needed	Community Development and Public Works Departments		
	D. During construction, the applicant shall discontinue construction during second stage smog alerts.	During Construction	Applicant	Grading/ Construction	City option to implement as needed	Community Development and Public Works Departments		
	A. Construction shall be limited to Monday - Saturday 7:00am to 8:00pm. Construction shall be prohibited Sundays and Federal holidays.	During Construction	Applicant	Grading/ Construction	City option to implement as needed	Public Works Department		
<u>Noise</u>								
<u>Earth Conditions</u>	A. Prior to submittal for building permits, a detailed soils analysis shall be prepared by a registered Soils Engineer. This analysis shall include onsite soil sampling and laboratory testing of materials to provide detailed recommendations regarding grading, chemical and fill properties, foundations, retaining walls, streets and utilities.	Prior to submittal for building permits	Applicant	Site Plan Review	City option to implement as needed	Public Works Department		
	B. Prior to issuance of building permits, a grading plan shall be submitted to the Department of Public Works for review and approval (by issuance of a grading permit). A plan for silt control for all water runoff from the property during construction and initial operation of the project may be required if deemed necessary by the Director of Public Works.	Prior to issuance of building permits	Applicant	Grading Plan Review	Once, upon completion	Public Works Department		
<u>Drainage</u>	A. Prior to issuance of building permits, drainage and hydraulic studies shall be submitted for Public Works approval.	Prior to issuance of building permits	Applicant	Site Plan Review	Once, upon completion	Community Development and Public Works Departments		
<u>Public Services and Utilities</u>	A. All applicable Public Works fees shall be paid. The developer will be responsible for the payment of any additional fees adopted in the "upcoming" Water Division Financial Master Plan.	Prior to issuance of building permits	Applicant	Site Plan/ Construction Review	Once, upon completion	Community Development and Public Works Departments		

**APPENDIX A**  
**WPA TRAFFIC ENGINEERING RESPONSES**



# WPA Traffic Engineering, Inc.


TRAFFIC & TRANSPORTATION ENGINEERING

## MEMORANDUM

RECEIVED

AUG 14 1997

EDAW, INC., IRVINE, CA

DATE: *August 14, 1997*  
TO: *Jayna Morgan*  
FROM: *Steve Sasaki*   
SUBJECT: *Response to Traffic Comments - McDonnell Centre*

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Please find attached to this memorandum, input / responses to traffic related questions / comments regarding the *McDonnell Centre* project.

We trust that this input will be of assistance, as you prepare the formal response to comments.

SSS:cc

#905403.rtc

LR-4

(A) The future traffic projections for interim and buildout conditions are also provided in the Draft EIR. Daily volume projections, which include the proposed project, are provided in Exhibits 29 (?) and 35. The peak hour intersection volumes for the interim and buildout conditions (with project) can be referenced in Exhibits 30 and 36, respectively. Calculations of percentage increases were not specifically presented, but this information can be calculated for any particular location with the information provided.

LR-5

(B) The *Orange County Master Plan of Arterial Highways (MPAH)* designates Rancho Road as a Secondary Arterial, which indicates that this roadway is planned to provide four (4) travel lanes. In order to provide the four lanes, some widenings will be required and it is assumed that lighting will be required as a part of the street improvements.

Regarding the access from Suffolk to Rancho Road, some field counts / timings were taken on Thursday, August 7, 1997 during the AM and PM peak periods. In particular, the stopped delay of each vehicle on Suffolk, turning left or right onto Rancho Road, was timed. The results showed average stopped delays (waits) of 5.6 seconds and 3.6 seconds for the AM and PM peak hours before making a left turn, and 2.4 seconds and 2.1 seconds prior to making a right turn. The longest vehicle delay observed during either the AM or PM study periods was 16 seconds.

As a reference, for an unsignalized location such as at Suffolk / Rancho, average delay in seconds per vehicle of 5.0 or less is considered LOS A, while LOS E / F operations are defined as greater than 30 seconds per vehicle of average delay. The field measured delays are in the LOS A and B range (2.1, 2.4, 3.6, and 5.6 seconds per vehicle).

### CITY OF WESTMINSTER - RESPONSES

The Draft EIR, as it relates to the Westminster / Rancho intersection, is believed to reflect analyses that comply with *California Environmental Quality Act (CEQA)* laws, other related legislation, as well as input provided by the City of Westminster prior to finalization of the Draft EIR. The City of Huntington Beach would require, as a condition of approval, the posting of a bond with the City of Westminster for the Specific Plan's "*fair share*" contribution to complete Levels 1 and 3 improvements. (Level 2 is planned to be implemented as a condition of approval.) In fact, the potential improvements envisioned by the City of Huntington Beach could allow restriping to achieve the Level 5 improvements, as well.

The City of Huntington Beach is requiring "*fair share*" payment toward the added westbound left turn lane, which was identified by the City of Westminster as needed. The City of Huntington Beach, however, does not believe it can legally require the full cost of this improvement, since it relates to an existing condition. It is understood that the mitigations need to relate to the currently proposed project and cannot relate back to previous approvals or other traffic not related to the project.

In addition, a significant portion of the cost of this improvement is the widening of Rancho Road to accommodate the dual left turns from Westminster Boulevard. This improvement is ultimately required under the *Orange County Master Plan of Arterial Highways (MPAH)*, which would make it more difficult to justify assigning full cost / responsibility to the current *McDonnell Centre* project.

It also should be noted that the "*fair share*" contribution by the Specific Plan could alternatively be utilized to implement Levels 3 and 5 improvements identified in the Draft EIR. The bond could, therefore, be utilized as a part of the overall larger project or to fully address the proposed project improvement needs.





# City of Westminster

CIVIC CENTER  
8200 WESTMINSTER BOULEVARD  
WESTMINSTER, CALIFORNIA 92683  
(714) 898-3311

July 29, 1997

RECEIVED

AUG 04 1997

City of Huntington Beach  
Department of Community Development  
PO Box 190  
Huntington Beach, CA 92648

DEPARTMENT OF  
COMMUNITY DEVELOPMENT

ATT: Ms. Julie Sakaguchi

SUBJECT: Comments Related to McDonnell Center Business Park EIR

Gentlemen:

This letter is provided pursuant to your call for comments on the subject matter. The reference to existing conditions is a bit disturbing in light of the fact that the conditions exist for the most part because McDonnell Douglas exists. The conditions identified are a direct result of the traffic generated by the activities at their site. Since these were apparently not adequately accounted for previously, it would be wise to include them as the responsibility of McDonnell Douglas prior to consideration of future development.

Traffic counts on record with the City show that protected left turns are warranted by volume at Rancho Road and Westminster Boulevard. Since Rancho Road primarily serves limited residential and McDonnell Douglas uses, and the peak hours for westbound left turns corresponds to McDonnell Douglas shift changes, it is not at all unreasonable to reason that the need for dual left turns is the result of McDonnell Douglas traffic. The same argument holds for Westminster Boulevard at the northbound I-405 Freeway. These situations exist now and should be dealt with by McDonnell Douglas whether or not the proposed development is approved. The Level 2 through Level 4 improvements appear to be adequate for future growth, assuming traffic patterns do not shift.

## NOSSAMAN... - RESPONSES

- 1) We would disagree with the comments regarding “*inadequate project description*” and that the traffic projections are based on “*uncertain assumptions*”. The project planning areas are defined and the assumed sizes and types of developments within each planning area are also identified (Table J of the Draft EIR and Figure 2, Table 1 of the traffic study).

It is difficult to address the term “*uncertain assumptions*”, when this term is not further defined or specified. It can, however, be indicated that the projections were based on analyses performed by a modeling consultant accepted by the City, with the procedures and results reviewed by the preparers of the traffic study, as well as by City of Huntington Beach Staff. The traffic projections are, therefore, based on procedures and assumptions accepted by the staffs of three professional traffic engineering firms / agency.

Detailed discussion was provided of the assumptions and methodologies used to determine the impacts, including documentation of existing conditions, explanation of Level of Service, identification of proposed improvements, discussion of trip generation and distribution, description of the future conditions studied, impacts of the proposed project, etc.

- 2) *EDAW*response? We do not know the exact status of the *EELV*. It can be noted that “*worst case*” traffic potentials were analyzed in the study and if the *EELV* could be developed within those thresholds, it is assumed that the impacts may have been addressed.
- 3) It is unclear how “ ... *review of the traffic mitigation measures provides evidence ...* ” that “ ... *utilization of 60% of project trips ... is not justified by any market absorption studies ...*” It is not clear *how* the traffic mitigation measures review leads to the statements that follow. Regardless, the primary focuses of a traffic study are that the land use assumptions are adequately identified and evaluated. Based on these land use assumptions, the potential traffic impacts would be identified, as was done in the *McDonnell Centre* analyses. The potential marketing aspects of the project are not a primary focus of a traffic study and were not the focus of these analyses.

The mitigation of traffic is actually tied to building phases, as each project will be required to pay its traffic fees as the project is developed. The intersection improvements are not “*illusory*”, as they are clearly identified in the Draft EIR and will be added to the Capital Improvement Program (CIP) by the City, if the project is approved. The potential improvements have been reviewed by City Staff, in conjunction with the evaluation of the potential traffic fees that could be collected, as the project is developed. The City has determined that the potential traffic fees to be collected are sufficient to mitigate the impacts of the project, as they relate to the costs of the intersection improvements identified in the study. The conditions also require the improvements to be added to the Capital Improvement Program (CIP), which includes cost and funding source references.

- 4) The City of Huntington Beach is concerned about the potential impacts of development at the Bolsa / Springdale intersection and this intersection was included in the traffic analyses as a study location.
- 5) The intersection of Bolsa / Springdale is shown in the traffic analyses to be impacted for interim and buildout conditions both without and with the proposed project, as well as for existing conditions. This illustrates that the future intersection needs are not the sole responsibility of the proposed project.

The project is being required to pay its traffic fees, which were determined by the City to represent at least a “*fair share*” contribution toward the overall improvement needs. The potential projects in *McDonnell Centre* would be providing their mitigations prior to their traffic impacts appearing on the roadway. In addition, the City is implementing measures so that the identified improvements can be implemented.

The intersections which were identified to “*have no feasible mitigations*” have been identified in the Draft EIR and are being addressed in compliance with *CEQA* requirements.

NOSSAMAN, GUTHNER, KNOX &amp; ELLIOTT, LLP

\* John Erskine

Community Development

August 11, 1997

Page 4

federal and state endangered species acts may also be required. Section 3.9 of the Draft EIR should be expanded to identify the full range of subsequent approvals which are foreseeable.

### Transportation/Circulation

① The traffic analysis in the Draft EIR also suffers from the inadequate project description. Projections of interim and buildout traffic are based on uncertain assumptions. The Draft EIR should provide a detailed discussion of the assumptions and methodology used to develop impact assessments. Furthermore, the traffic impacts of the proposed EELV rocket facility must, in our opinion, be analyzed in conjunction with the trips generated from the proposed business park.

③ Finally, a cursory review of the traffic mitigation measures provides evidence that the artificial utilization of 60% of project trips as an "interim condition" is not justified by any market absorption studies or other demonstrable construction schedules, nor are the Level 1-5 intersection improvements (and/or other traffic impact mitigations) tied to permitted building phases. Many of these intersection improvements are illusory in that both the cost of the improvements and funding are undefined. (Draft EIR, ¶ 5.4 at 5-76, 77.)

④ Sharp is particularly concerned, and believes Community Development, the Planning Commission and City Council should also be concerned about the impact of the development on the intersection of Bolsa/Springdale.

⑤ The intersection of Bolsa/Springdale is projected to be operating at unacceptable levels of service for the interim and buildout conditions. (Draft EIR, ¶ 5.4 at 5-69, 5-90.) The traffic mitigation measures appear only to require future traffic studies and payment of traffic impact fees which do not guarantee the referenced intersection improvements necessary to bring the intersection to an acceptable level of service. Additionally, at buildout (without the EELV facility), several intersections have no feasible mitigations to bring the intersections to acceptable levels of service.

### Air

The air impact study fails to engage in any analysis of the impacts on the quality of air caused by the build-out of the plan, on the grounds an analysis would be "speculative". (Draft EIR, ¶ 5.5 at 5-115.) This omission is troubling in light of the current air quality problems in Southern California. As recognized in the Draft EIR, air pollution in the project area is among the worst in the United States (Draft EIR, ¶ 5.5 at 5-111)

Moreover, the Draft EIR admits that even the emissions from the current uses of the business park are unknown. "The site . . . is assumed to generate noticeable mobile and stationary source air emissions typical of industrial and office uses." (Draft EIR, ¶ 5.5 at 5-112,

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Date	8/11/97	Page	5
To	SKM	From	NGK&E
Co./Dept	NGK&E	Co.	EDAW

## QUESTIONS RAISED AT THE PLANNING COMMISSION STUDY SESSION

- 1) **QUESTION:** *Added lanes to Bolsa Chica are shown in the Draft EIR. Are these possible and/or needed?*

**RESPONSE:** The potential for added street segment lanes is possible and has been reviewed by City Staff in the past. The need for these added lanes can, perhaps, be examined on two levels. First, daily traffic analyses were included as a part of the traffic evaluation, as required, and the added traffic lanes are indicated by these analyses procedures.

On a second level, however, it may be useful to recognize that the street segment analysis procedure is more general than the intersection evaluations and contains various inherent assumptions (i.e. typical distribution of traffic throughout the day, typical intersection configurations and cross street operations, etc.). This essentially means that, for planning purposes, the added lanes should certainly be considered as a potential need; but prior to implementation measures, there should be further evaluation to determine if these improvements are warranted and cost effective.

It can be noted that for any significant length of roadway, the major intersections are typically the critical traffic operational points. In some cases, it may be that specific intersection improvements are actually more critical than the indicated street segment needs. These factors and other similar reasons support the City of Huntington Beach planned approach to mitigating the potential traffic impacts of the *McDonnell Centre* project.

At this point in time, the potential impacts of the project have been identified and it has been determined that the required traffic fees represent a "*fair share*" portion of the needed roadway improvements. The City of Huntington Beach, however, also realizes that as the improvements are implemented, there needs to be some form of review to assure that the improvements are still pertinent and the most cost effective solution. Since these improvements are on the CIP, they are in the system for implementation, but can undergo the needed scrutiny by the City.

This differs from the approach where future improvement plans are finalized today (i.e. through a developer requirement) and there is no opportunity for modification of an improvement, if actual future traffic conditions differ from the projections.

- 2) **QUESTION:** *A significant traffic volume increase is noted on Rancho Road and won't the impacts be exaggerated by the high directionality of McDonnell Centre traffic?*

**RESPONSE:** The daily volume analyses show that about 40% to 50% of the future volume increase is related to growth in background traffic. The background traffic relates to the traffic model assumption that the entire areas surrounding *McDonnell Centre* are growing toward their ultimate potential, which is causing general traffic growth. These volumes would be expected to have traffic characteristics similar to typical traffic patterns. In addition, these projections represent a “*worst case*” type scenario, so the levels of growth assumed may be somewhat overstated.

For the project related traffic, it should be noted that Planning Area 5 was assumed to contain a significant amount of retail development to provide a “*worst case*” scenario. Retail uses are assumed to have relatively high daily traffic volumes, as shopping trips occur throughout the day. The inclusion of the retail use in close proximity to Rancho Road may have served to increase the daily volume projections; however, retail type trips would tend to offset the directional nature of employment oriented trips.

- 3) **QUESTION:** *Potential for significant added truck traffic on Rancho Road is a concern.*

**RESPONSE:** Rancho Road is not designated as a truck route by either the City of Huntington Beach or Westminster. This means that trucks would be prohibited from using Rancho Road as a “*bypass*” or “*cut-through*”. Only areas which are directly served by Rancho Road would be permitted to have trucks travel on Rancho Road. Other areas that can be more directly served by Bolsa Chica, Bolsa, and Springdale (all designated truck routes) would need to utilize these arterials and avoid Rancho Road.

There is some potential for industrial type developments along Rancho Road, which would likely mean that trucks needed to serve the site would utilize Rancho Road. It can be noted, however, that the General Plan anticipated industrial use for the project site, so projects with truck related traffic have been previously assumed.

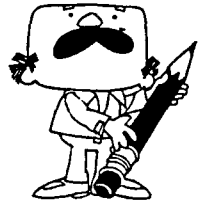
4) **QUESTION:** *What are the projected daily traffic volumes on Bolsa Avenue?*

**RESPONSE:** Table I of the Draft EIR shows the existing and future traffic volumes for various street sections of Bolsa Avenue. There are three pages of Table I and Bolsa Avenue is on the third page.

**APPENDIX B**  
**COMMENT CARDS**



McDONNELL CENTRE BUSINESS PARK EIR 96-1  
CITY OF HUNTINGTON BEACH  
PUBLIC INFORMATION MEETING  
SPEAKER/COMMENT CARD  
(PLEASE PRINT)



Name: DOUG MACLEAN - DUART ASSOCIATES

Address: 17011 BEACH BLVD. SUITE 900  
HB 92647

Date: 7-8-97

Do you wish to speak tonight? ASK QUESTIONS

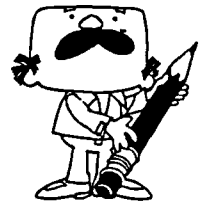
Comments: PROJECT SCHEDULE (QUESTION)

\*Note: Time limit for speakers is three (3) minutes. Please limit comments to issues/questions related to EIR adequacy.

CITY OF HUNTINGTON BEACH  
2000 MAIN STREET, HUNTINGTON BEACH, CA 92648  
ATTN: JULIE SAKAGUCHI

(Additional space on back)

McDONNELL CENTRE BUSINESS PARK EIR 96-1  
CITY OF HUNTINGTON BEACH  
PUBLIC INFORMATION MEETING  
SPEAKER/COMMENT CARD  
(PLEASE PRINT)



Name: JOE FURCH

Address: 4501 J. Dr. Hnt Bch

Date: 7/2/97

Do you wish to speak tonight? Maybe

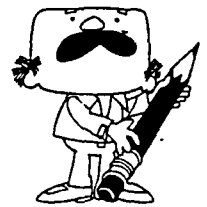
Comments: \_\_\_\_\_

\*Note: Time limit for speakers is three (3) minutes. Please limit comments to issues/questions related to EIR adequacy.

CITY OF HUNTINGTON BEACH  
2000 MAIN STREET, HUNTINGTON BEACH, CA 92648  
ATTN: JULIE SAKAGUCHI

(Additional space on back)

McDONNELL CENTRE BUSINESS PARK EIR 96-1  
CITY OF HUNTINGTON BEACH  
PUBLIC INFORMATION MEETING  
SPEAKER/COMMENT CARD  
(PLEASE PRINT)



Name: KENT TUCKER

Address: 5811 SPA DR.

Date: 7/8/97 Do you wish to speak tonight? YES

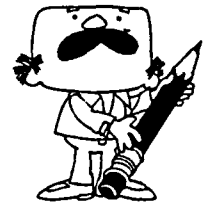
Comments: QUALITY AFTER BUILD-OUT AIR & NOISE.

\*Note: Time limit for speakers is three (3) minutes. Please limit comments to issues/questions related to EIR adequacy.

CITY OF HUNTINGTON BEACH  
2000 MAIN STREET, HUNTINGTON BEACH, CA 92648  
ATTN: JULIE SAKAGUCHI

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McDONNELL CENTRE BUSINESS PARK EIR 96-1  
CITY OF HUNTINGTON BEACH  
PUBLIC INFORMATION MEETING  
SPEAKER/COMMENT CARD  
(PLEASE PRINT)



Name: Louise Racicot

Address: 5275 Victoria Place, Westminster, CA 92683

Date: 7-8-97 Do you wish to speak tonight? \_\_\_\_\_

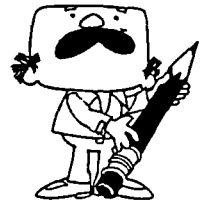
Comments: \_\_\_\_\_

\*Note: Time limit for speakers is three (3) minutes. Please limit comments to issues/questions related to EIR adequacy.

CITY OF HUNTINGTON BEACH  
2000 MAIN STREET, HUNTINGTON BEACH, CA 92648  
ATTN: JULIE SAKAGUCHI

(Additional space on back)

McDONNELL CENTRE BUSINESS PARK EIR 96-1  
CITY OF HUNTINGTON BEACH  
PUBLIC INFORMATION MEETING  
SPEAKER/COMMENT CARD  
(PLEASE PRINT)



Name: Mike Cormack

Address: 14351 Spa dr.

HRB

Date: 7-6-97 Do you wish to speak tonight? Yes

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\*Note: Time limit for speakers is three (3) minutes. Please limit comments to issues/questions related to EIR adequacy.

CITY OF HUNTINGTON BEACH  
2000 MAIN STREET, HUNTINGTON BEACH, CA 92648  
ATTN: JULIE SAKAGUCHI

(Additional space on back)