

4.8 LAND USE AND PLANNING

This EIR section analyzes the potential for adverse impacts on the existing land use characteristics of the project site and adjacent areas resulting from implementation of the proposed project. The Initial Study/Notice of Preparation (IS/NOP [Appendix A]) identified the potential for the proposed project to result in impacts associated with applicable land use plans, policies, and regulations. The following issues were scoped out of the EIR in the project's Initial Study (IS) and do not require additional analysis in the EIR: (1) physical division of an established community and (2) potential conflicts with any applicable habitat conservation plan or natural community conservation plan. Data used to prepare this section were taken from the City's General Plan Land Use Element. Full bibliographic entries for all reference materials are provided in Section 4.8.5 (References).

All comments received in response to the Initial Study/Notice of Preparation (IS/NOP) circulated for the proposed project were taken in to consideration during preparation of this Environmental Impact Report, and if relevant, have been addressed in this section or others within this document.

4.8.1 Environmental Setting

The City of Huntington Beach, located in northwestern Orange County, is a beach community about 35 miles southeast of Los Angeles, immediately adjacent to the Pacific Ocean. The City consists of approximately 17,730 acres, or 27.7 square miles, and is nearly built out with a variety of land uses, including residential, commercial, industrial, institutional, public uses, and streets/highways.

■ Project Site Characteristics and Land Uses

The 3.8-acre project site is located in the northern part of the City of Huntington Beach, on the southeast corner of Center Avenue and Gothard Street. The site is currently developed with a shopping center known as the College Country Center. The shopping center contains approximately 60,000 square feet (sf) of commercial space located in four one-story retail buildings and one two-story office building.

■ Surrounding Land Uses

The project site is located approximately 3.5 miles north of the City's Downtown. The site is surrounded in its entirety by commercial and institutional development. Adjacent surrounding uses are as follows:

- **East & Northeast:** Regional Commercial. The project site is bound to the east by the Union Pacific Railroad Right-of-Way. A small site with two transmission towers abuts the northeast corner of the project site. The transmission towers are owned and operated by Southern California Edison (SCE).
- **North & Northeast (across Center Avenue):** Golden West Transportation Center; The Old World Village is located northeast of the project site across Center Avenue and to the east of the Union Pacific Railroad right-of-way.
- **West (across Gothard Street):** Golden West College

- **South & Southeast:** Regional Commercial. A vacant building formerly occupied by Levitz Furniture is located immediately south of the project site. The commercial property southeast of the project site across the Union Pacific Railroad right-of-way consists of a vacant Montgomery Wards store.

■ Existing General Plan/Zoning Designations

The project site has a General Plan Land Use designation of CG-F1-d (General Commercial), which establishes a floor area ratio (FAR) of 0.35 for the site and a design overlay that permits underlying land uses to be designed in accordance with special design standards. This designation allows for a mix of commercial uses on the project site, including retail commercial, professional offices, restaurants, and lodging (see General Plan Land Use Element Table LU-2a). This designation allows a total building area of approximately 58,226 sf.

The project site is currently zoned CG (General Commercial), which allows development of a full range of retail and service businesses including: clubs and lodges, emergency health care, government offices, minor utilities, animal grooming, banks and savings and loans, building materials and services, catering services, commercial filming, eat and drinking establishments with drive through, food and beverage sales with alcoholic beverage sales, maintenance and repair services, marine sales and services, personal services, retail sales, secondhand appliances/clothing, and travel services. Residential uses are not currently permitted, with the exception of some group residential quarters. The CG zone includes development standards which allow building to a maximum height of 50 feet and a maximum FAR of 1.5.

4.8.2 Regulatory Framework

■ Federal and State

There are no federal or State regulations related to land use that apply to the proposed project.

■ Regional

Southern California Association of Governments (SCAG)

SCAG's Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and development strategies in southern California. The RHNA assists in identifying current and future housing needs. The RCP is a problem-solving guidance document that takes an active approach in planning the long-term framework for a livable, sustainable, and successful healthier region. Based on the growth management framework of the Compass Blueprint, the RCP ties together SCAG's role in transportation, land use, air quality and planning in order to achieve a better community which serves the needs of a burgeoning population in Southern California. Policies contained in the RCP identified by SCAG as relevant to the proposed project are identified under Impact 4.7-1 below, along with an assessment of the proposed project's consistency with these policies.

■ Local

City of Huntington Beach General Plan

The City of Huntington Beach General Plan is a comprehensive, long-range policy document which provides the framework for management and utilization of the city's physical, economic and human resources. The Huntington Beach General Plan is comprised of 16 Elements, including the seven mandatory elements (circulation, conservation, housing, land use, noise, open space, safety and seismic safety.) The General Plan was updated in 1996; subsequent to that, some individual elements have also been updated. The date of the most recent update of the elements are shown in parentheses in the list below:

- Land Use Element (1996)
- Urban Design Element (1996)
- Historic and Cultural Resources Element (1996)
- Economic Development Element (1996)
- Growth Management Element (2002)
- Housing Element (2000)
- Circulation Element (1996)
- Public Facilities and Services Element (1996)
- Recreation and Community Services Element (1996)
- Utilities Element (1996)
- Environmental Resources/Conservation Element (1996)
- Air Quality Element (1996)
- Coastal Element (2001)
- Environmental Hazards Element (1996)
- Noise Element (1996)
- Hazardous Materials Element (1996)

Each section of this EIR includes a discussion of the General Plan policies, goals and objectives, which pertain to that Section. The thresholds for analysis of land use impacts include the identification of conflicts with goals and policies. As such, applicable goals and policies in the Land Use and Urban Design Elements related to land use that are potentially relevant to the proposed project are analyzed under Impact 4.8-1.

4.8.3 Project Impacts and Mitigation

■ Analytic Method

The analysis in this section addresses the compatibility of land uses identified in the proposed project with existing and planned land uses adjacent to the project site. Consistency with applicable policies pertaining to land use is addressed. Analysis of other elements of the General Plan is provided in the applicable resource sections of this EIR.

■ Thresholds of Significance

The following thresholds of significance are based on Appendix G to the 2008 CEQA Guidelines. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do the following:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- Conflict with any applicable habitat conservation plan or natural community conservation plan
- Physically divide an established community

■ Effects Not Found to Be Significant

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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No habitat conservation plan or natural community conservation plan is applicable to the project site. No impact would occur, and no further analysis of this issue is required in the EIR.

Threshold	Would the project physically divide an established community?
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The proposed project would not disrupt or physically divide an established community. The proposed project proposes redevelopment of an existing commercial shopping center that is currently surrounded by a mix of commercial, office, and institutional uses. The proposed project is designed to provide pedestrian connectivity to surrounding uses and would not cut off an existing or proposed transportation route and would be compatible with existing uses. Therefore, no impacts would occur, and no further analysis is required in the EIR.

■ Impacts and Mitigation Measures

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
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Impact 4.8-1 The proposed project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Implementation of The Ripcurl project would facilitate a high-density, high-quality mixed-use development. The project area and surrounding vicinity is in an area targeted for revitalization activities, as evidenced by the current planning efforts of the Beach-Edinger Corridor Study. This Corridor Study is simultaneously undergoing environmental review, as is The Village at Bella Terra project located directly

east/southeast of The Ripcurl project site. The Corridor Study is intended to present a clear and comprehensive vision for growth and change along Beach Boulevard and Edinger Avenue. The area north of Warner Avenue along Beach Boulevard, and including the Edinger Avenue segment, is generally planned for more intensive mixed-use development. In particular, this northern segment is intended to act as a Town Center, or hub, providing a destination and live/work center for the City, with primarily retail and residential development. Because the Corridor Study is still in the early planning stages, a consistency analysis against plan policies cannot be made, as it has yet to be finalized and adopted. However, The Ripcurl project has taken into account the anticipated vision of the area in order to present a project that would fit into the overall design of anticipated development (e.g., high-density mixed use development in a targeted area).

The proposed project includes a mixed-use residential and commercial development with an estimated FAR of 2.23 and a residential density of up to 130 units per acre. The project site has a current General Plan designation of CG-F1-d (General Commercial) and a current zoning designation of CG (General Commercial), neither of which permit residential uses. As a result, the proposed project would not be consistent with the current General Plan and zoning designations for the project site. However, other areas in the City currently permit high density residential uses (e.g., Downtown), in which projects are developed at over 60 units per acre. As mentioned above, the City is currently in the process of redeveloping the area to permit more high density mixed uses, and the project conforms to this overall vision. As it is currently envisioned the Beach-Edinger Specific Plan would not specify a density limit; rather, as a form-based code, it would ensure compatible design with very specific development standards related to setbacks, height, open space, and parking.

The Ripcurl project includes a GPA, ZTA, and ZMA to allow a high-density mix of residential and commercial uses in a transit-oriented setting. The establishment of “Transit Center District” zone for the project site would institute associated development standards such as appropriate open space and landscaping requirements, setbacks, building heights, parking, and more. The intent of the proposed transit district is to encourage the development of pedestrian-friendly, transit oriented communities in areas of the City where they can best be accommodated by existing infrastructure and transit options. A discussion of project compatibility with relevant land use goals and policies associated with SCAG and the City General Plan is provided below in Table 4.8-1.

Table 4.8-1 Policies Applicable to Land Use	
<i>Goals and Policies</i>	<i>Project Consistency</i>
SCAG RHNA	
RHNA Resolution 07-489-01 The Final RHNA establishes the total regional housing need allocation of 699,368 housing units by June 30, 2014.	In conformance with the allocated housing need identified by SCAG, the City of Huntington Beach Draft 2008–2014 Housing Element of the General Plan identifies the City's proportional responsibility for future residential growth through 2014. Implementation of the proposed project would result in the development of a mixed-use residential and commercial project, which would not conflict with the City's RHNA. Therefore, implementation of The Ripcurl Project would also not conflict with SCAG RHNA Resolution 07 489-01.

Table 4.8-1 Policies Applicable to Land Use

<i>Goals and Policies</i>	<i>Project Consistency</i>
SCAG 2008 RTP	
<p>The 2008 RTP provides a regional investment framework to address the region's transportation and related challenges through the year 2035. SCAG identified regional goals that reflect a balanced approach to transportation planning and decision-making. Those RTP Goals that are most applicable to the proposed project are identified below.</p> <ul style="list-style-type: none"> ■ Maximize mobility and accessibility for all people and goods in the region ■ Protect the environment, improve air quality and promote energy efficiency ■ Encourage land use and growth patterns that complement our transportation investments and improve the cost effectiveness of expenditures 	<p>Although implementation of The Ripcurl Project does not include any direct changes to the existing transportation system in the project area or vicinity, the mere implementation of a mixed-use project on a site currently restricted to commercial development is reflective of the RTP goals. Mixed-use projects encourage alternative modes of transportation by allowing more live-work opportunities to reduce automobile trips and subsequently help to improve regional air quality. Additionally, the project site is located adjacent to the Golden West Transportation Center, which would provide increased opportunities for alternative transportation methods. Therefore, by developing a mixed-use project, The Ripcurl project would not conflict with the RTP goals.</p>
SCAG 2008 RCP	
<p>SCAG policies are not mandated; rather, they are generally used more for regional advisory purposes. However, because implementation of the proposed project would result in a mixed-use development on the project site, a brief discussion of the project's consistency with the RCP policies is provided below.</p> <p>RCP Policy LU 5 Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.</p> <p>RCP Policy LU 7.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.</p> <p>RCP Policy LU 7.4 Local governments and sub regional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.</p> <p>RCP Policy LU 2S SCAG shall continue efforts, in collaboration with State agencies and local jurisdictions, to significantly reform State Housing Element law and the Regional Housing Needs Assessment process. These reforms should promote the broad goals stated by the Secretary of Business, Transportation, and Housing and shared by SCAG:</p> <ul style="list-style-type: none"> ■ Each municipality has a clear responsibility to provide housing based on the growth in population and jobs generated in the community. ■ Jurisdictions should be able to collaborate in meeting housing needs. ■ Planning for housing should be pursued over a longer time frame in line with other major growth planning efforts. 	<p>Implementation of the proposed project would result in a mixed-use residential and commercial development on a site currently restricted to commercial uses. The proposed project would focus growth within an area undergoing redevelopment along a major commercial corridor. The mixed-use development would provide new housing opportunities in the City and would create walkable, "people-scaled" communities that could take advantage of on-site and adjacent commercial uses, as well as the nearby Golden West Transportation Center. Consequently, implementation of the proposed project would not conflict with the RCP policies identified above.</p>

Table 4.8-1 Policies Applicable to Land Use

<i>Goals and Policies</i>	<i>Project Consistency</i>
General Plan Land Use Element	
Goal LU 2 Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.	
Policy LU 2.1.1 Plan and construct public infrastructure and service improvements as demand necessitates to support the land uses specified in the Land Use Plan (as defined in the Circulation and Public Utilities and Services Elements of the General Plan).	The project site is located in an urbanized area, which is already developed with a mix of retail, education, and office uses. Existing public infrastructure (i.e., utilities, storm drains, streets, etc.) currently serves the project site and would be upgraded to ensure adequate service for the proposed residential and commercial uses. Section 4.14 (Utilities and Service Systems) provides details regarding the required utilities improvements that would be necessary for project implementation. As discussed in Section 4.11 (Public Services), existing public services would be adequate to serve the proposed project. Consequently, the proposed project would not conflict with these applicable policies.
Policy LU 2.1.2 Require that the type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services (as defined in the Circulation and Public Utilities and Services Elements of the General Plan).	
Policy LU 2.1.3 Limit the type, location, and/or timing of development where there is inadequate public infrastructure and/or services to support land use development.	
Policy LU 2.1.6 Monitor the capacities of other infrastructure (water, sewer, and other) and services and establish appropriate limits on development should their utilization and demands for service exceed acceptable levels of service.	
Goal LU 4 Achieve and maintain high quality architecture, landscape, and public open spaces in the City.	
Policy LU 4.1.1 Require adherence to or consideration of the policies prescribed for Design and Development in the Huntington Beach General Plan, as appropriate.	The proposed project would be consistent with the City's Urban Design Guidelines and would be subject to review and approval by the Design Review Board to ensure consistency. Prior to the issuance of a building permit for the site, the City's Department of Building and Safety would ensure that the project's architectural and structural design meets all required City and related building codes and regulations, including ADA access requirements. Review and approval of the project's public and private common area landscape would be required as part of the project's entitlement process to ensure compliance with City standards. Presently, however, reclaimed water is not available for irrigation use. Implementation of the proposed project would include amendments to the existing on-site General Plan and Zoning designation to a "Transit Center District," which would establish new development standards. The proposed standards identify a wide range of requirements that would be applicable to the project site such as landscaping, open space, parking, setbacks, building heights, lighting, and more. Overall, the new designation is intended to encourage the development of pedestrian-friendly, transit oriented communities in areas of the City adjacent to the necessary transit infrastructure, either existing or planned, to support the density with minimal impact on traffic. As designed, the project would not conflict with the policies related to landscape, architecture, open space, and access.
Policy LU 4.1.2 Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.	
Policy LU 4.1.8 Use reclaimed water for irrigation of public and private landscape, as feasible.	
Policy LU 4.2.1 Require that all structures be constructed in accordance with the requirements of the City's building and other pertinent codes and regulations; including new, adaptively re-used, and renovated buildings.	
Policy LU 4.2.4 Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.	
Policy LU 4.2.5 Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access and use as required by State and Federal Laws such as the Americans with Disabilities Act (ADA).	

Table 4.8-1 Policies Applicable to Land Use

<i>Goals and Policies</i>	<i>Project Consistency</i>
<p>Goal LU 7 Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.</p>	
<p>Policy LU 7.1.1 Accommodate existing uses and new development in accordance with the Land Use and Density Schedules.</p>	<p>Implementation of the proposed project would result in the development of a mixed use residential and commercial development. Currently, the land use and zoning designation for the project site is General Commercial. Since the General Plan and Zoning Code do not currently allow residential uses at this location, implementation of the proposed project would include a General Plan Amendment (GPA), Zoning Map Amendment (ZMA), and Zoning Text Amendment (ZTA). The GPA would allow mixed use on the site and establish the allowable residential density. Currently, the General Plan has a Mixed Use-Vertical Integration category but it limits maximum density to 30 units per acre with a 3.0 FAR. However, the General Plan also has a residential density category of ">30" that permits greater than 30 dwelling units per net acre. The Applicant is proposing up to 130 units per acre and requests the creation of a new land use designation, "Transit Center District." The ZMA and ZTA would establish the associated development standards for the project site. Therefore, although high density mixed uses would be a new permitted use at the project site, high density residential uses are permitted in other areas of the City. As discussed above, the intent of the new Transit Center District is to encourage the development of pedestrian-friendly, transit oriented communities in areas of the City adjacent to the necessary transit infrastructure, either existing or planned, to support the density with minimal impact on traffic.</p>
<p>Policy LU 7.1.2 Require that development be designed to account for the unique characteristics of project sites and objectives for community character and in accordance with the Development "Overlay" Schedule, as appropriate.</p>	
<p>Policy LU 7.1.6 Accommodate the development of additional jobs-generating land uses that improve the 1992 jobs to housing ratio of 0.82 to 1.0 or greater; to meet objectives of the Regional Comprehensive Plan (Southern California Association of Governments) and Air Quality Management Plan. These should capitalize upon existing industrial strengths and emphasizing the clustering of similar or complementary industries.</p>	<p>The 2008 demographic and housing report of the California Department of Finance indicates that there are currently 78,007 housing units located within the City of Huntington Beach. According to the City's Draft 2008-2014 Housing Element, Orange County Projections (OCP) documented Huntington Beach employment at 81,559 jobs in 2006, primarily in the retail, service, manufacturing and wholesaling sectors. Given the foregoing, the current jobs-to-housing ratio is approximately 1.05, which meets the City's goal of 0.82 to 1.0 or greater.</p> <p>The proposed project is projected to add 36 jobs and would include 440 residential units. However, because the project site is currently developed, it is anticipated that the project would result in a net decrease of approximately 26 jobs on site. Due to the relatively small number of employment opportunities that would be displaced, it is highly unlikely that implementation of the project would result in any impact on the City's existing ratio. Policy LU 7.1.6 suggests that the City achieve its jobs/housing ratio goal by emphasizing the clustering of similar or complementary industries. Project implementation would therefore promote an overall jobs/housing balance in the City by planning dense housing in the midst of retail, office, education, and transportation uses. In addition, as discussed in Section 4.2 (Air Quality), the growth anticipated as part of the proposed project would fall below the SCAG projections for population within the City of Huntington Beach, and would be well below the projections used in the 2007 Air Quality Management Plan (AQMP).</p>

Table 4.8-1 Policies Applicable to Land Use

<i>Goals and Policies</i>	<i>Project Consistency</i>
<p>Goal LU 8 Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for the City's neighborhoods, corridors, and centers.</p>	
<p>Policy LU 8.1.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map, in accordance with the principles discussed below:</p> <ul style="list-style-type: none"> a. N/A b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard. c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods. d. N/A e. N/A f. Site development to capitalize upon potential long-term transit improvements. g. N/A 	<p>The Ripcurl project would implement a high-quality, mixed-use residential and commercial development in an area of the City that is currently undergoing revitalization. A Specific Plan for the Beach-Edinger Corridor is simultaneously underway, which is intended to present a clear and comprehensive vision for growth and change along Beach Boulevard and Edinger Avenue. The area north of Warner Avenue along Beach Boulevard, and including the Edinger segment, is generally planned for more intensive mixed-use development. In particular, this northern segment is intended to act as a Town Center, or hub, providing a destination and live/work center for the City, with primarily retail and residential development. Although the Corridor Study is still in the early planning stages, The Ripcurl project has taken into account the intended vision of the area in order to present a project that would fit into the overall visual scheme of anticipated development.</p> <p>As discussed previously, implementation of the proposed project would include a GPA, ZTA, and ZMA to allow high-density mixed uses on the site and to establish the allowable residential density, as well as to establish a "Transit Center District" zone for the project site. The cited Land Use policy suggests that the City pursue development that would capitalize upon long-term transit improvements. The proposed project site is located adjacent to the Golden West Transportation Center and Union Pacific Railroad right of way. The Center provides transit access throughout northern Orange County. The proximity of the project to an establish transit center would be consistent with the above cited General Plan Land Use policy. In addition, the inclusion of street level/street oriented retail commercial uses in the project would increase the diversity of community and local commercial nodes serving the adjacent residential neighborhoods while providing both transit users, and students and faculty at Golden West College with convenient access to a mix of neighborhood-serving retail services.</p>
<p>Goal LU 9 Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.</p>	
<p>Policy LU 9.1.1 Accommodate the development of single- and multifamily residential units in areas designated by the Land Use Plan Map, as stipulated by the Land Use and Density Schedules.</p>	
<p>Policy LU 9.1.3 Require that multi-family residential projects be designed to convey a high level of quality and distinctive neighborhood character as discussed below:</p> <ul style="list-style-type: none"> a. Design building elevations treatments to convey the visual character of individual units rather than a singular building mass and volumes. b. Locate the elevation of the first occupiable floor at or in proximity to the predominant grade elevation, visually screening subterranean parking facilities from the street frontage. c. Include separate and well-defined entries to convey the visual character of individual identity for each residential unit, which 	<p>Implementation of The Ripcurl project would provide up to 440 units of rental housing comprised of a mix of studio and loft units, one-bedroom units, and two-bedroom units. As discussed in Section 4.10 (Population and Housing) of the EIR, single-family residential uses represent approximately 61.6 percent of the City's overall housing stock, while 2 to 4 unit multifamily structures only account for approximately 12.7 percent. The provision of additional multifamily units would complement the predominance of single family housing in the City. Additionally, although the multifamily units would be provided in an area of the City that is not presently zoned for such uses on the Land Use Plan Map, the increase in density at the site would benefit from the location. For example, the dense housing could take advantage of existing retail, office, education, and transportation uses in the surrounding area.</p> <p>The façade of the proposed structures would be articulated and</p>

Table 4.8-1 Policies Applicable to Land Use

<i>Goals and Policies</i>	<i>Project Consistency</i>
<p>may be accessed from exterior facades, interior courtyards, and/or common areas.</p> <p>d. Site and design parking areas and facilities that are integrated with but do not dominate the architectural character of the structure.</p> <p>e. Include an adequate landscape setback along the street frontage that is integrated with abutting sidewalks and provides continuity throughout the neighborhood.</p>	<p>the porches facing the street would be recessed in an effort to distinguish individual units. Proposed parking would be located in the basement and upper ground level and would be screened by the residential lofts and retail uses. Entries to the residential lofts and retail uses would be located along the street and would be enhanced by treatments. The main entrance to the project site would be located on Gothard Street and would feature a well-defined, prominent arch. Sidewalks fronting the proposed project along Gothard Street and Center Avenue would be up to 15 feet in width, thus allowing enough room for pedestrians to pass each other with minimal inconvenience. Finally, proposed project amenities would include a pool, spa, fitness center, movie projection area, and additional gathering areas, which would be available for all residents. Therefore, the proposed project would not conflict with these applicable policies.</p>
<p>Policy LU 9.1.4 Require that recreational and open space amenities be incorporated in new multi-family developments and that they be accessible to and of sufficient size to be usable by all residents.</p>	
<p>Goal LU 10 Achieve the development of a range of commercial uses.</p>	
<p>Policy LU 10.1.1 Accommodate the development of neighborhood, community, regional office, and visitor-serving commercial uses in areas designated on the Land Use Plan Map in accordance with Policy LU 7.1.1.</p>	<p>The project currently allows for a variety of commercial uses under the CG zoning designation, and would continue to permit commercial uses (up to 10,000 sf) under the proposed project. It is anticipated that future commercial uses under the proposed project would include neighborhood-serving uses such as a mix of retail and restaurant in order to serve residents onsite and in the nearby area. The proposed project site is located adjacent to the Golden West Transportation Center and Union Pacific Railroad right of way. In addition, the inclusion of street level neighborhood-serving retail uses would increase the diversity of community and local commercial nodes serving future residents while providing both transit users and students and faculty at Golden West College with convenient access to a mix of neighborhood-serving retail services. The Ripcurl project (including both commercial and residential uses) would be required to adhere to development standards and design guidelines to ensure that form, height, and treatment of buildings would convey a high level of architectural quality and appropriate site layout. Accordingly, the proposed project would not conflict with the above cited Land Use policies.</p>
<p>Policy LU 10.1.3 Require the incorporation of facilities to promote the use of public transit, such as bus turnouts and drop-offs where appropriate.</p>	
<p>Policy LU 10.1.4 Require that commercial buildings and sites be designed to achieve a high level of architectural and site layout quality.</p>	
<p>Policy LU 10.1.11 Promote the introduction of a diversity of uses in Commercial General Centers, particularly those containing anchor grocery stores that improve their relationship with surrounding residential neighborhoods and increasing their viability as places of community activity. These may encompass such uses as adult or child day care facilities, community meeting rooms, "neighborhood" restaurants, entertainment, and cultural facilities.</p>	
<p>Goal LU 11 Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.</p>	
<p>Policy LU 11.1.1 Accommodate the development of structures and sites that integrate housing units with retail and office commercial areas designated for "mixed use" on the Land Use Plan Map in accordance with Policy LU 7.1.1.</p>	<p>The proposed project would provide a vertically integrated mix of residential and commercial uses. Potential retail uses could include a convenience store, café, sandwich shop, cleaners, juice, and mailbox store all of which complement and are compatible with the proposed residential uses. All retail uses would be located along the street frontage and would be designed to promote a consistent architectural theme and provide a sense of unit, presence and place while permitting recognizable individual storefronts. The residential component of the project incorporates outdoor recreational amenities and common area open space, which would be available to all residents.</p>
<p>Policy LU 11.1.2 Limit commercial uses in mixed-use development projects to those uses that are compatible with the residences.</p>	
<p>Policy LU 11.1.4 Require the incorporation of adequate onsite open space and recreational facilities to serve the needs of the residents in mixed-use development projects.</p>	<p>Implementation of the proposed project would include amendments to the existing on-site General Plan and Zoning designation to a "Transit Center District," which would establish new development standards to ensure that development is compatible with surrounding uses. The proposed standards identify a wide range of requirements that would be applicable to</p>
<p>Policy LU 11.1.5 Require that mixed-use developments be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access.</p>	
<p>Policy LU 11.1.6 Require that the ground floor of structures that horizontally integrate housing with commercial uses locate</p>	

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<p>commercial uses along the street frontage (housing may be located to the rear and/or on upper floors).</p> <p>Policy LU 11.1.7 Require that mixed-use development projects be designed to achieve a consistent and high quality character, including the consideration of the:</p> <ul style="list-style-type: none"> a. Visual and physical integration among the commercial and residential uses (Plates LU-3 and LU-4); b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units. 	<p>the project site such as landscaping, open space, parking, setbacks, building heights, lighting, and more. The City's development review process will allow decision makers the opportunity to comment upon the proposed project's architecture to ensure that the project's visual aspect satisfies the City's design guidelines and land use policies.</p>
<p>Goal LU 15 Achieve new development that enhances the City's quality of development and sense of place, goals for community character, and preserves significant historical resources.</p>	
<p>Policy LU 15.7.1 Allow the development of residential uses in conjunction with the underlying commercial designation. The Mixed Use overlay permits the development of horizontally or vertically integrated mixed use projects. The design and density for a mixed use project shall be as shown on the Land Use Map (See Table LU 2B for more detail). If a mixed use project is not proposed, then the density of the underlying commercial designation shall be utilized.</p>	<p>The Ripcurl project is a mixed use commercial and residential development in an area of the City which is currently undergoing redevelopment and revitalization. The General Plan does include a Mixed Use-Vertical Integration category, which does not, however, currently apply to the subject property. The project would include a GPA, ZTA, and ZMA to allow mixed use on the site and establish a residential density of 130 dwelling units per acre. Although high density mixed uses would be a new permitted use at the project site, high density residential uses are permitted in other areas of the City. The overall intent of the new Transit Center District is to encourage the development of pedestrian-friendly, transit oriented communities in areas of the City adjacent to the necessary transit infrastructure, either existing or planned, to support the density with minimal impact on traffic.</p>
<p>General Plan Urban Design Element</p>	
<p>Goal UD 1.1 Enhance the visual image of the City of Huntington Beach</p>	
<p>Policy UD 1.2.1 Require public improvements to enhance the existing setting for all key nodes and pedestrian areas through the consideration of the following:</p> <ul style="list-style-type: none"> a. provide pedestrian connections and visual continuity between the node and the surrounding neighborhoods; b. N/A c. N/A d. N/A e. enhance the connections, where feasible, between the public sidewalk and private commercial interior open spaces/courtyards as described in the Land Use Element by using decorative paving and landscaping materials, and street furniture; f. incorporate landscaping to mask oil operations and major utilities, such as the Edison generating station. 	<p>Although The Ripcurl site is not considered a key node in the City, the nearby intersection of Edinger Avenue and Beach Boulevard at the I-405 Freeway is considered an entry node. As discussed in the City's General Plan, this intersection previously lacked the visual characteristics that defined it as such an entry way. However, that site has since been redeveloped as the Bella Terra Mall and clearly defines the area as a point of entry into the City.</p> <p>Implementation of the proposed project would further enhance the distinctive character and identity of the surrounding area by providing a consistent design theme in connection with the existing Bella Terra Mall. Additionally, The Ripcurl site would be designed to promote a pedestrian-friendly environment, which would also encourage residents to utilize the existing surrounding features in the area such as retail and entertainment uses at Bella Terra Mall as well as transportation opportunities at the Golden West Transportation Center. The project would incorporate design guidelines that would adhere to City standards (including streetscape standards) and include substantial landscaping to soften the hardscape. The inclusion of landscaping on an infill project within the Edinger Avenue Commercial Corridor area would help establish an overall identity to the corridor. The proposed project would therefore meet the intent of these policies, and not conflict with the Urban Design Element of the General Plan.</p>
<p>Policy UD 1.3.1 Require a consistent design theme and/or landscape design character along the community's corridors that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.</p>	

Overall, the City's land use policies generally encourage projects that provide a mix of uses, are compatible and harmonious with surrounding development, and offer pedestrian amenities that enhance the image and quality of life and the environment. Policies are designed to address the image of the community and promote compatibility between land uses. The establishment of a new Transit Center District would further encourage development of projects that would promote the City's image as a regional activity center that would provide the community and region with economic and service benefits. Additionally, the project site is located directly across from the Golden West Transportation Center and the I-405, providing mixed-use development that is regionally visible and accessible.

The proposed project would represent a new land use on the site and in the immediate area but would not in itself result in environmental impacts related to land use and planning. Given the relationship with the revitalization efforts currently underway along the Edinger Avenue Commercial Corridor, including the existing Bella Terra Mall and The Village at Bella Terra project proposed immediately adjacent to The Ripcurl site, and the high density land uses that are envisioned within this area in the future (as evidenced by the Beach-Edinger Corridor Study), the proposed project would not conflict with existing City policies or regulations that were adopted for the purpose of mitigating an environmental effect. Instead, the proposed project would provide the City with an infill development in an area that could support high density uses without contributing to adverse effects to the City's existing population base. The project would provide a new mix of residential opportunities to complement the high proportion of single-family uses in the City. Consequently, this is considered a *less-than-significant* impact.

4.8.4 Cumulative Impacts

This cumulative impact analysis considers development of the proposed project, in conjunction with other development within the vicinity of the project in the cities of Huntington Beach and Westminster.

Development of cumulative projects is anticipated to generally conform to the requirements of city regulations (including both Huntington Beach and Westminster projects, respectively) and would be subject to review by the cities. Upon approval of the proposed GPA and zone change, the proposed project would result in less-than-significant land use impacts with regard to conformance with the City's General Plan. The proposed project includes a mix of residential and retail commercial uses in an area where both uses exist and would provide services and pedestrian continuity between the site and adjacent uses including the Golden West Transit Center and the Golden West College.

Cumulative land use impacts have the potential to occur where a number of projects have the potential to change the overall land use of an area or negatively affect adjacent existing land uses. Environmental reviews required under CEQA for the pending development projects and general plan amendments would allow decision makers to identify and evaluate the impacts associated with these proposed cumulative changes in the City's currently projected Land Use categories and policies. Should such analysis identify impacts, mitigation measures would be required to reduce those impacts to a less than significant level. Absent effective and feasible mitigation, the City may determine that the benefits derived from the proposed Land Use changes are sufficient to justify adoption of a Statement of Overriding Considerations, permitting the revisions and their associated projects to proceed. Cumulative projects primarily result in development or redevelopment of sites in order to enhance existing land use

patterns within areas of the City, and are therefore generally anticipated to be compatible with adjacent uses.

However, with respect to the known cumulative projects identified in Table 3-4 (Cumulative Projects), the Beach-Edinger Corridor Study is currently underway to determine a new vision and new zoning for properties along Beach Boulevard and Edinger Avenue. The study will assess development opportunities as well as specifications to guide land use and development intensity, site layout, building design, site landscaping and signage along the corridor. Due to the significant influence this Corridor Study would have on land uses in the surrounding area, it is feasible that the proposed project in conjunction with the remaining cumulative projects may not be in compliance with the future guidelines envisioned for the area. Thus, this is considered a significant cumulative land use impact. However, because The Ripcurl project has taken into consideration aspects that are currently known about the Corridor Study and incorporated those into the overall project (e.g., development of a high-density mixed-use project in an area presently identified for such uses in the early planning stages), the project's contribution to this significant cumulative impact is not cumulatively considerable and would be *less than significant*.

4.8.5 References

Huntington Beach, City of. *General Plan, Land Use Element (1996) and Land Use Map (2007)*. Accessed May 14, 2008 at <http://www.surfcity-hb.org/citydepartments/planning/gp>.

City of Huntington Beach Municipal Code (2002) and Zoning Map (2007) Accessed May 14, 2008 at <http://www.surfcity-hb.org/citydepartments/planning/gp>