City of Huntington Beach
General Plan

Coastal Element

2001
As amended through October 2011

City of Huntington Beach
Coastal Element

Prepared for:

City of Huntington Beach
2000 Main Street
Huntington Beach, California 92648
(714) 536-5271

Prepared by:

Lawrence Associates
32092 Via Carlos
San Juan Capistrano, California 92675
(949) 661-8175

Contact: Catherine O'Hara

Adopted by Huntington Beach City Council: November 15, 1999
Certified by California Coastal Commission: June 14, 2001
Became effective: November 13, 2001

LOCAL COASTAL PROGRAM AMENDMENTS TO THE LAND USE PLAN
Adopted and Effective

Subject	Type	Effective
Local Coastal Program Amendment No. 03-01 (Orange Ave./MPAH)	Minor	December 8, 2004
Local Coastal Program Amendment No. 06-02 (Timeshares)	Major	October 10, 2007
Local Coastal Program Amendment No. 06-01 (Parkside Estates)	Major	August 7, 2008
Local Coastal Program Amendment No. 07-01 (Figure C-10)	Minor	October 16, 2008
Local Coastal Program Amendment No. 10-01 (Downtown SP Update)	Major	October 26, 2011

HUNTINGTON BEACH

GENERAL PLAN

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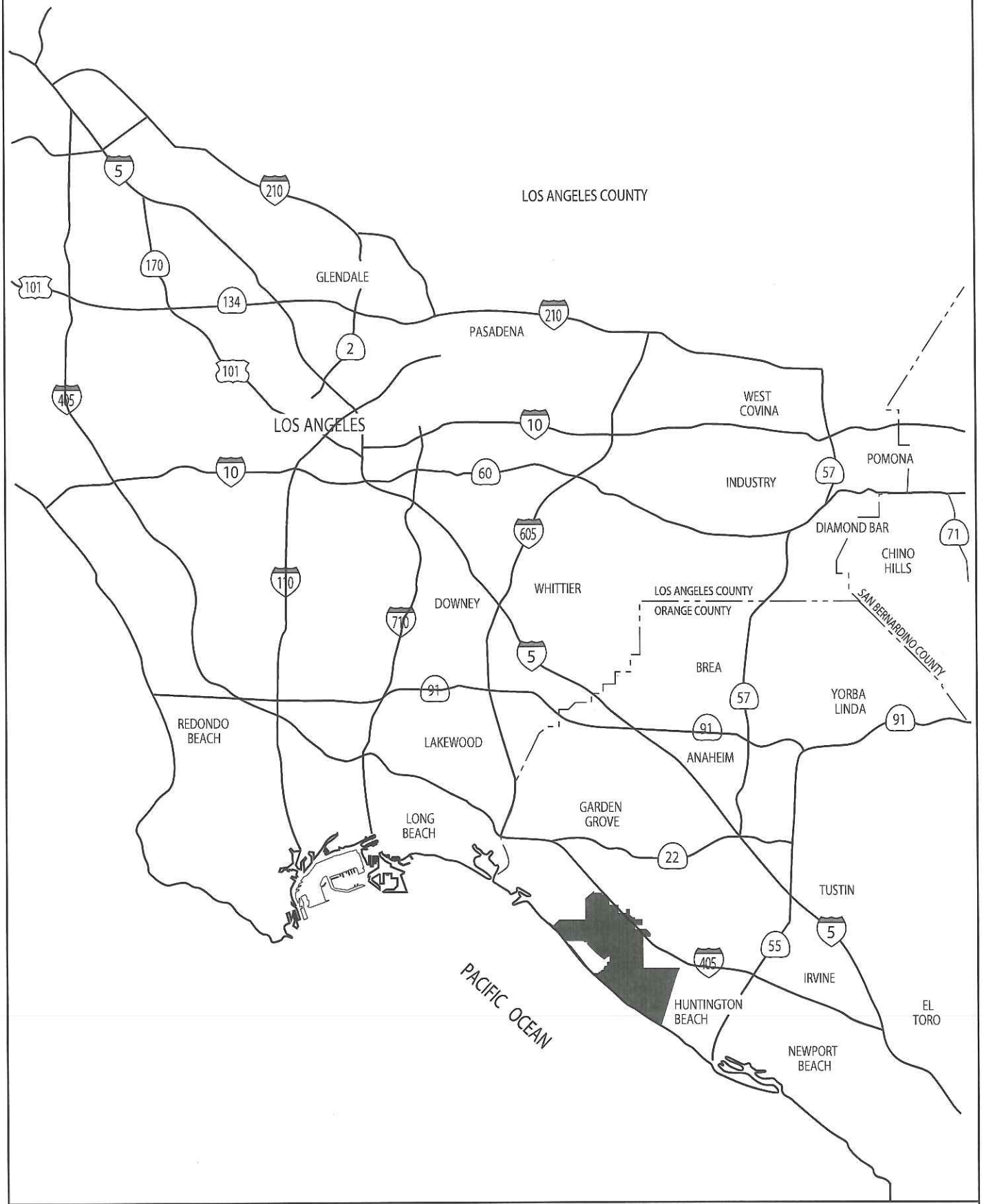
FIGURES

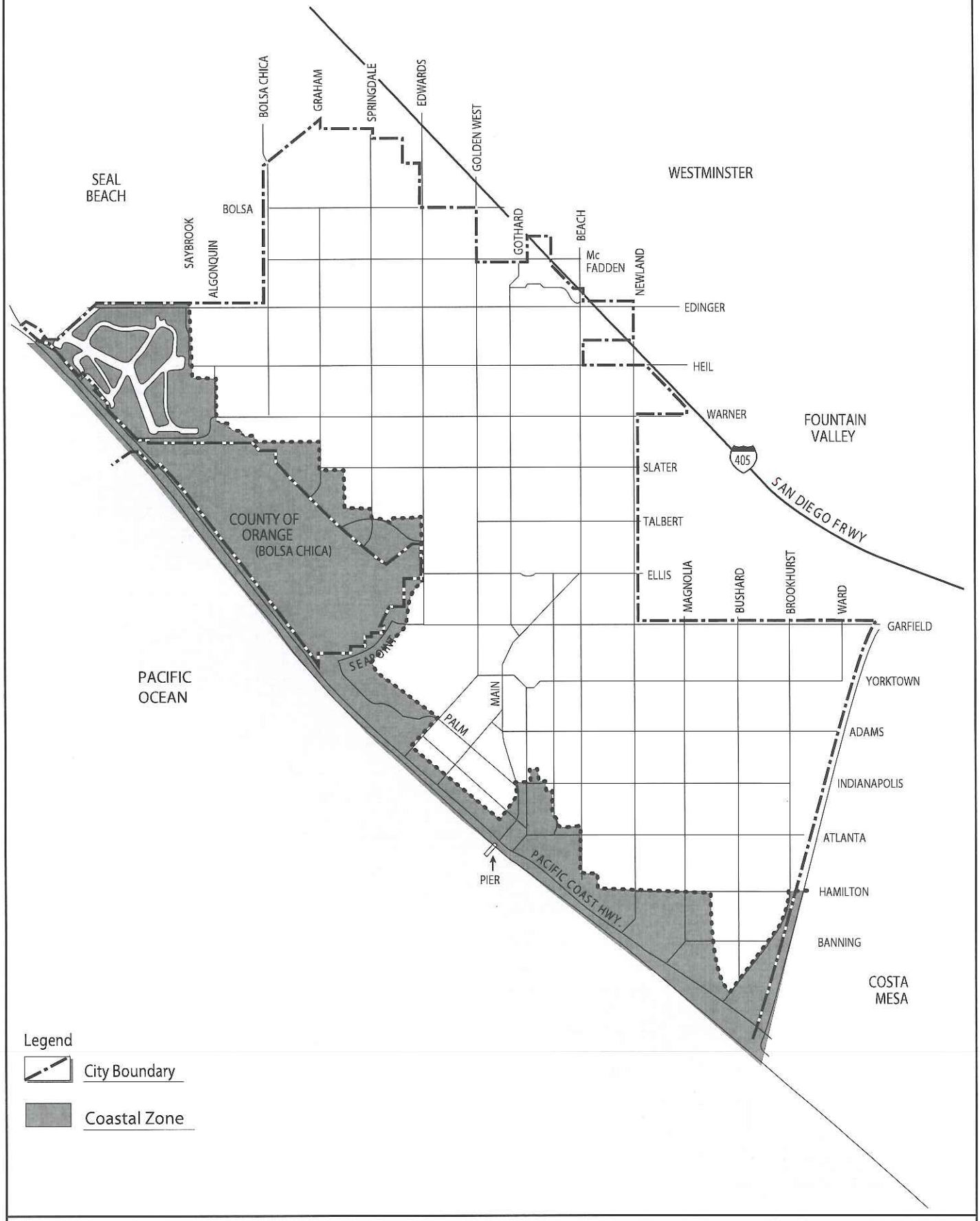


REGIONAL LOCATION

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 5 10 NORTH

FIGURE C-1



COASTAL ZONE BOUNDARIES

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-2

STATUTORY REQUIREMENTS

The California Coastal Act (California State Public Resources Code, Division 20, Sections 30000 et seq.) directs each local government lying wholly or partly within the Coastal Zone, as defined by the Coastal Act, to prepare a Local Coastal Program for its portion of the Coastal Zone. Local Coastal Programs are used to carry out the policies and requirements of the Coastal Act by local governments. Local Coastal Programs must be reviewed and certified by the California Coastal Commission before being implemented by a local government.

Local Coastal Programs are divided into two components: 1.) A coastal element, and 2.) An implementation program. The coastal element must include a land use plan and clear, specific policies to be used by decision-makers when reviewing coastal related issues and proposed development within a jurisdiction's Coastal Zone boundary. Implementation programs include zoning ordinances, zoning district maps, specific plans and other implementing actions that must conform with and carry out the goals and policies of the certified coastal element.

INTRODUCTION

Role and Purpose of the Coastal Element

The purpose of the Huntington Beach Coastal Element is to meet the requirements of the Coastal Act and guide civic decisions regarding growth, development, enhancement and preservation of the City's Coastal Zone and its resources.

Coastal Element Adoption Process

The Huntington Beach Coastal Element was initially certified by the California Coastal Commission in 1985. Portions of the Element have been amended since, but no comprehensive updates have been undertaken until now. This Coastal Element represents a comprehensive update of the City's 1985 Coastal Element. The purpose of the update is to ensure consistency with the policies and format of the 1996 Huntington Beach General Plan and to incorporate revisions of the Coastal Act to date. The Huntington Beach Coastal Element update and adoption process involved the following sequence of tasks:

1. Background information, technical analysis and public input obtained during the 1996 Huntington Beach General Plan Update was used as the primary background information for the Coastal Element update.

2. The draft 1999 City of Huntington Beach Coastal Element was presented to the Planning Commission in a workshop format.

3. The draft 1999 City of Huntington Beach Coastal Element was circulated for a 30 day public review and comment period.

4. At the end of the 30 day review period, the draft 1999 Coastal Element was reviewed at public hearings before the Planning Commission who made recommendations to the City Council for final adoption.

5. The City Council reviewed the draft 1999 Coastal Element, along with Planning Commission recommendations, and took action to adopt the draft 1999 Coastal Element.

6. The City Council approved 1999 Coastal Element was forwarded to the California Coastal Commission for final certification.

Coastal Element Organization

This Coastal Element document is organized in the following manner, consistent with the other elements of the 1996 City of Huntington Beach General Plan.

- Section 1 - Statutory Requirements
- Section 2 - Introduction
- Section 3 - Technical Synopsis
- Section 4 - Issues
- Section 5 - Goals, Objectives and Policies

  Goals: **A statement of the ultimate purpose of an effort. General in nature and not necessarily quantifiable.**

  Objectives: **A measurable goal.**

  Policies: **A specific statement guiding actions and implying clear commitment.**

- Section 6 - Implementation Programs

  Implementation Programs: **Denotes actions, procedures, or techniques that carry out the General Plan policy through implementing a standard. Each policy is linked to a specific action oriented implementing program.**

  Implementation Matrix: **Denotes the responsible agency, funding sources, and schedule for implementing the program.**

Relationship to Other Planning Documents

General Plan

The City of Huntington Beach General Plan is the fundamental policy document intended to guide development of the City over the next 20 years. It provides the framework for management and utilization of the City's physical, economic and human resources. General Plan policy addresses land use, the design/character of buildings and open spaces. It also addresses the conservation of existing housing and the provision of new dwelling units, the provision of supporting infrastructure and public services, the protection of environmental resources, the allocation of fiscal resources, and the protection of residents from natural and human-caused hazards. The General Plan is divided into chapters by subject matter. Each chapter contains

elements that address specific issue areas. The thirteen elements of the City of Huntington Beach General Plan include the following:

- **Land Use**
- **Urban Design**
- **Historic and Cultural Resources**
- **Economic Development**
- **Growth Management**
- **Housing**
- **Circulation**
- **Public Facilities and Services**
- **Recreation and Community Services**
- **Utilities**
- **Environmental Resources/Conservation**
- **Air Quality**
- **Coastal**

Prior to its implementation, the Coastal Element must be approved by the City Council then forwarded to the California Coastal Commission to be reviewed and "certified." For this reason, the Coastal Element has been prepared as a "stand alone" document. It is consistent with the format and policy content of the other elements of the General Plan.

Local Coastal Program (LCP)
A Local Coastal Program consists of two parts:

1.) A coastal element including policies and a land use plan, and
2.) An implementation program with zoning ordinances, zoning district maps and other implementing actions.

The implementation portion of the LCP must be consistent with the goals and policies of the certified land use plan and must contain adequate measures to ensure their implementation. This document, the Coastal Element, constitutes Part 1 of 2 of the Huntington Beach Local Coastal Program.

Zoning Ordinance
The City's Zoning Ordinance is the primary implementing measure of the Coastal Element. It sets forth regulations regarding land use, development review processes, and development standards for the entire City. The Zoning Ordinance is the Implementation Program, or Part 2 of the City's Local Coastal Program.

Specific Plans
Specific plans are development regulation/zoning tools that may supplement or supersede the Zoning Ordinance in designated areas of the City. Specific plans allow for more customized development and design standards than conventional zoning provides. They are used in areas of the City where unique characteristics, features or issues exist, and where a comprehensive approach to planning, design and development is desired. The City's Coastal Zone includes six specific plan areas. These areas are indicated on the Coastal Element Land Use Map (**Figures C-5 through C-9)** with an "–sp" overlay. The six areas are also listed below.

- Downtown
- Huntington Harbour Bay Club
- Holly Seacliff (a portion of)
- Seacliff
- Magnolia/Pacific
- Palm/Goldenwest

California Environmental Quality Act

In accordance with section 15265 of the California Environmental Quality Act, the preparation and adoption of Local Coastal Programs are exempt from environmental review. This does not imply that development projects that are consistent with the adopted Coastal Element are exempt from environmental analysis.

TECHNICAL SYNOPSIS

Coastal Zone Overview

The Coastal Act establishes policies for coastal resource preservation and defines an area where the policies shall apply. That defined area is known as the "Coastal Zone." The Coastal Zone runs the length of the State's shoreline from its Oregon border south to the Mexican border.

Huntington Beach is a shoreline community, a portion of which lies within the State's defined Coastal Zone. The City's Coastal Zone boundary runs from the northern City limit at Seal Beach, south nine miles to the Santa Ana River at the Huntington Beach/Newport Beach boundary. It extends inland from the mean high tide line from 1,000 yards to over one mile in some areas. The Huntington Beach Coastal Zone encompasses approximately five square miles of land and water, or about seventeen percent of the total area of the City. The Huntington Beach Coastal Zone boundary is shown in **Figure C-2.**

The Huntington Beach Coastal Zone includes a wide variety of land uses. Open shoreline, parks and recreational facilities, habitat areas, residential, commercial and industrial uses, as well as, energy and oil extraction facilities currently exist in the Coastal Zone. At the north end of the Coastal Zone is Huntington Harbour, a man-made residential marina with commercial centers and residences oriented toward the waterways. South of Huntington Harbour is the Bolsa Chica area which is presently undeveloped and unincorporated, but lies within the City's Sphere of Influence for potential future annexation.

Further south, and adjacent to the Bolsa Chica, is a large undeveloped area of land, part of which is presently in oil production. The Seacliff residential development and golf course lie to the north. Next is the City's downtown area, which over the last ten years has been transformed through re-development into the primary activity node in the City for both residents and visitors. The downtown area includes, among other things, the Municipal Pier and Plaza, destination resort facilities, and a wide variety of visitor serving amenities and activities. At the south end of the Coastal Zone, a major electrical power plant dominates the surrounding shoreline, while nearby, a large sewage treatment facility processes waste from throughout the County. These facilities are near restored coastal wetlands that serve as habitats for numerous wildlife species, including the endangered California least tern and Belding's savanna sparrow.

The following paragraphs describe, in more detail, the City's Coastal Zone; its existing land uses, proposed land use plan and coastal resources. For purposes of discussion, the Coastal Zone is divided into sub-zones. **Figure C-4** depicts the Coastal Zone and its five sub-areas. Figures C-5 through C-9 depict individual sub-areas and proposed land uses. Land use category definitions and listings of permitted uses and densities per land use category are provided in **Table C-1**. Section 4 provides an overview of the issues that must be addressed in the Coastal Zone to comply with Coastal Act policy. Section 5 provides specific policies that the City will follow in order to preserve and enhance its coastal resources and amenities, and Section 6 provides an overview of implementation actions and regulations to carry out the policies.

Sub-Area Descriptions and Land Use Plan

Zone 1 – Huntington Harbour

This area includes the City's Coastal Zone between Warner Avenue and the northeastern City limits. **(Figure C-5.)**

Existing Land Uses

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

Huntington Harbour is an 860 acre residential, man-made marina that occupies the majority of this zone. The Huntington Harbour development is primarily residential with approximately 4,000 residential units, including single family homes, condominiums and apartments all oriented around the three mile network of navigable channels. Zone 1 also includes three commercial centers (one neighborhood serving and two visitor serving) with retail services, overnight accommodations and eating establishments. Public facilities include seven neighborhood parks, a fire station and three boat ramps. A private yacht club and a private racquet club are also located here.

Coastal (Seaward of Pacific Coast Highway)

This portion of Zone 1, which includes Sunset Beach, does not lie within the City's corporate limits and is, therefore, not a part of this Coastal Element.

Coastal Element Land Use Plan

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

Zone 1 is primarily built out, consistent with Coastal Element Land Use Plan designations. The land uses permitted in this zone are summarized below and include residential, commercial and open space. This zone also includes Community District/Sub-areas 4A, 8A and 8B. The Community District and Sub-area Schedule shown in **Table C-2** further defines permitted uses, density/intensity and design and development standards.

Coastal (Seaward of Pacific Coast Highway)

The Coastal Element Land Use Plan does not address this area which is outside City limits.

ZONE 1 – LAND USE DESIGNATIONS	
RESIDENTIAL	RL 6.5, RL-7,RM-15, RMH-25, RH-30
COMMERCIAL	CG-F1, CV-F2-d, CN-F1
MIXED USE	M-sp
PUBLIC	P-OS-CR
OPEN SPACE	OS-P, OS-W
ZONE 1 – SPECIFIC PLAN AREAS	
Huntington Harbour Bay Club	
ZONE 1 – GENERAL PLAN OVERLAYS	
4A, 8A, 8B	

See Table C-1 for land use category definitions.

Zone 2 – Bolsa Chica

This area of the Coastal Zone extends between Warner Avenue to the City limits near the Huntington Beach Mesa bluffs. **(Figure C-6.)**

Existing Land Uses

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

The majority of Zone 2, the Bolsa Chica, is located outside the City's corporate boundary, within the County of Orange. The area is in the City's Sphere of Influence for possible future annexation. Existing land uses in the Bolsa Chica area include vacant land, habitat preservation/wetland and oil production. Approximately 300 acres of residential area lie north of this area. Single family residential is the primary land use, with one three acre neighborhood park. The area between Warner Avenue and Los Patos Drive, west of the unincorporated area, includes approximately 27 acres of low density, single-family homes and two acres of medium density residences. A 50 acre area between the residential development along Kenilworth Drive and the East Garden Grove Wintersburg Flood Control Channel includes a small section of the Bolsa Chica bluffs.

Coastal (Seaward of Pacific Coast Highway.)

This area consists of the Bolsa Chica State Park Beach. The State Park includes open shoreline, parking facilities, restroom facilities and snack facilities.

Coastal Element Land Use Plan

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

The Coastal Element does not present a land use plan for the Bolsa Chica. The land area north of the Bolsa Chica, within the City's corporate and Coastal Zone boundaries, is built out consistent with its Coastal Element designation of low density residential. The area west of the Bolsa Chica is also developed consistent with the Coastal Element Land Use designation of low density residential. The fifty (50) acre area (including the 5 acre area annexed by the City in 2004) adjacent to and immediately north of the East Garden Grove/Wintersburg Flood Control Channel and adjacent to and immediately west of Graham Street is land use designated Residential and Open Space-Conservation. (See Figure C-6a)

There are wetlands, a Eucalyptus Grove that is an Environmentally Sensitive Habitat Area because it provides important raptor habitat, and buffer areas at this site. These areas are designated Open Space-Conservation.

The Wintersburg Channel Bikeway is identified at this site on the north levee of the flood control channel in the Commuter Bikeways Strategic Plan, which is the regional bikeways plan for Orange County (See page IV-C-54 and figure C-14).

Coastal (Seaward of Pacific Coast Highway.)

The land within this area is designated as OS-S, Open Space-Shoreline with a 4J Design District Overlay.

ZONE 2 – LAND USE DESIGNATIONS	
RESIDENTIAL	RL or RM or RH
OPEN SPACE	OS-C, OS-P, OS-S
PUBLIC	P
ZONE 2 – SPECIFIC PLAN AREAS	
None	
ZONE 2 – GENERAL PLAN OVERLAYS	
4G, 4J, 4K	

See Table C-1 for land use category definitions.

Zone 3 – Eastern Bolsa Chica Boundary to Goldenwest

This area of the Coastal Zone extends from the City-County boundary near the Huntington Beach Mesa bluffs, south to Goldenwest Street. **(Figure C-7.)**

Existing Land Uses

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

This sub-area includes one of the largest undeveloped areas in the Coastal Zone. The area consists of 150 contiguous acres bounded by Pacific Coast Highway to the south, Goldenwest Street to the east, Seapoint Avenue to the west, and Palm Avenue to the north. A four acre portion of the site also lies east of Seapoint Avenue. Of the 150 acres, 56 acres are presently owned by the PLC Land Company and 94 acres are owned by Aera Energy LLC. Previous oil and gas extraction activities on the 56 acre, PLC owned property have been abandoned and the site is presently vacant. The 94-acre area owned by Aera Energy LLC houses active oil and gas extraction facilities, including 126 oil wells, 55 above ground storage tanks, above and in ground pipelines, oil separation and related facilities, a gas plant and gas flare unit, two power substations and office facilities. On-site facilities extract oil and gas from onshore bases and State tidelands leases (offshore). Treated crude oil is stored at the facility and transferred off-site via pipeline. Treated natural gas is transferred to Southern California Gas Company via pipeline. According to the property owner, the extraction and processing activities are anticipated to remain in operation on the site another ten to twenty years.

Coastal (Seaward of Pacific Coast Highway.)

This area includes the Bolsa Chica State Park Beach. The State Park includes open shoreline, parking facilities, restroom facilities and snack facilities.

Coastal Element Land Use Plan

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

The Coastal Element Land Use Plan designates the vacant 150 acre site for Mixed Use-Horizontal with a 0.5 floor area ratio, and a maximum residential density of 30 units per acre at sites within the project area for an overall maximum density of 15 dwelling units per acre. The site has a –sp suffix land use designation. The –sp suffix requires that a specific plan(s) be adopted prior to future development. The site is also designated as area 4B in the Coastal Element Community District and Sub-Area Schedule **(Table C-2)**. Due to the site's large size and unique location, Coastal Element policy requires that a conceptual master plan of development be prepared for the entire site, prior to, or concurrent with individual specific plans. The purpose of the conceptual master plan is to ensure that ultimate development of the site is cohesive and compatible. Subsequent specific plans for the site are to be consistent with the conceptual master plan. The purpose of the specific plan(s) is to define project level development parameters consistent with

the adopted conceptual master plan. Existing oil production facilities are permitted to continue. However, the Coastal Element Land Use Plan provides for an ultimate change in use on the site from oil production to mixed use, including residential, commercial, open space and civic/recreational uses.

The Coastal Element Land Use Plan for the remainder of Zone 3 designates the vacant bluff at the eastern edge of the Bolsa Chica as open space. It is intended to accommodate the proposed Harriett M. Wieder Regional Park. The private golf course area and neighborhood park are also designated as open space. The residential portion is designated as low, medium, medium high and high density residential, consistent with existing development.

Coastal (Seaward of Pacific Coast Highway)

The entire land area is designated as OS-S, Open Space-Shoreline.

ZONE 3 – LAND USE DESIGNATIONS	
RESIDENTIAL	RL-4, RL-7, RM-15, RMH-25, RH-30
MIXED USE	MH-F2/30 (AVG.15)-sp
OPEN SPACE	OS-P, OS-S, OS-CR
ZONE 3 – SPECIFIC PLAN AREAS	
Holly Seacliff Specific Plan, Palm/Goldenwest Specific Plan	
ZONE 3 – GENERAL PLAN OVERLAYS	
4B, 4J	

See Table C-1 for land use category definitions.

Zone 4 – Downtown

This portion of the Coastal Zone extends from Goldenwest Street south to Beach Boulevard. **(Figure C-8.)**

Existing Land Uses

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

Zone 4 is known as the City's "Downtown." Existing land uses include recreational beach amenities, single and multi-family residential uses, and a rich variety of visitor serving commercial facilities that serve to make the area the primary activity node for visitors to the Coastal Zone. Within the Downtown area, project areas, with their own distinctive character and purpose, have been developed. Significant commercial project areas include Main Street, the Waterfront Development and Pacific City, a site formerly known as "31 acres." Many of the commercial areas also integrate housing. However, the "Old Town" and "Town Lot" areas are the primary residential nodes in this area.

Main Street

Main Street runs north south from Pacific Coast Highway to Palm Avenue within the Coastal Zone. The Main Street "core area," where development is most concentrated, lies between Pacific Coast Highway and Orange Street. However, the expansion of the Main Street "core" area is envisioned to extend north on Main Street to Palm Avenue. With the head of Main Street leading directly into the Municipal Pier, Main Street itself serves as an extension of the Pier for Coastal Zone visitors. Main Street and its environs have been developed as a mixed use,

pedestrian oriented district, with visitor-serving commercial uses, integrated housing and upper story office uses.

The Waterfront
The Waterfront development area encompasses approximately 44 acres located at the northwest corner of Pacific Coast Highway and Beach Boulevard. The site presently includes a high rise hotel with ballroom and conference facilities, a luxury hotel with conference facilities, specialty retail uses and a spa and a multi-family residential component. Planned uses for the remaining undeveloped portion include additional luxury hotel accommodations. This area also includes a small wetlands which was restored and conserved in 2004. Existing uses north of the Waterfront development area to Atlanta Avenue include multi-family residential and a residential mobile home park.

Pacific City
The Pacific City site is bounded by Pacific Coast Highway and Atlanta Street to the north, and Huntington and First Street to the east and west. This site is presently under construction for development with visitor serving commercial and high density residential uses.

Oldtown
The area inland from Lake Street and Atlanta Avenue is known as the Oldtown section of the City. This area is developed with a mix of single and multi-family residential uses.

Townlot/PCH Frontage
This area comprises approximately 17 blocks between Pacific Coast Highway and Walnut Avenue, east of Goldenwest Street and west of Sixth Street. Existing land uses in the area are primarily residential.

Coastal (Seaward of Pacific Coast Highway)
The seaward portion of this zone includes a high density residential development located northeast of the Pier on the sandy beach area. Also included in this sub-area are the Municipal Pier with restaurant uses and recreational fishing opportunities; the Pier Plaza located at the base of the Pier with public open space, an amphitheater and palm court; restaurant uses at the southwest base of the Pier, and Huntington Beach City Beach.

The Municipal Pier
The City's Municipal Pier is located at the intersection of Main Street and Pacific Coast Highway and serves as the focal point of the City's Coastal Zone. The Pier, which was re-built and opened in 1992, is 1,856 feet long, 30 feet wide and 38 feet above the mean low water level. It is constructed of reinforced concrete. It includes a variety of visitor serving and recreational amenities, including a restaurant, community access booth, lifeguard tower, restrooms and observation and recreational fishing platforms. Visitors can use the Pier to sight see, stroll, fish and/or dine. Proposed enhancements include a funicular/trolly system to transport pedestrians from the Plaza area to the end of the Pier and back. Coastal Element policy restricts the height of buildings on the pier to no more than 2 stories/35 feet and requires that the entire perimeter of the pier be retained for public access.

Pier Plaza

The Main Pier Plaza is located at the base of the Municipal Pier. It consists of more than eight acres of public space. The public plaza includes a palm court, a 230 seat amphitheater, a spectator area, accessways to the beach and lawn, restrooms and concessions, bicycle parking facilities and automobile parking. It also includes 18,000 square feet of visitor serving commercial uses (restaurants). Pier Plaza was designed as a community focal area where public speaking forums, surfing competitions, foot races, outdoor concerts and similar events are held.

Coastal Element Land Use Plan Designations

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

Coastal Element land use designations for the inland portion of this sub-area include mixed use and medium and high density residential. The majority of the sub-area is covered by a specific plan overlay (The Downtown Specific Plan). The Main Street core is subject to the "pedestrian overlay" provisions in addition to the Downtown Specific Plan. Portions of the Community District and Sub-area Schedule apply to the area as well. (See Figure C-10 and Table C-2.)

Coastal (Seaward of Pacific Coast Highway)

The shoreline area, including the site that currently houses residential development, is designated as open space. The Municipal Pier and the area southwest of its base are designated for visitor serving commercial uses. With the exception of the residential use, development in the area is consistent with the Coastal Element Land Use Plan.

ZONE 4 – LAND USE DESIGNATIONS AND GENERAL PLAN OVERLAYS	
OLDTOWN	OS-P, RMH-25-d Design District 3B
TOWNLOT/PCH FRONTAGE	RH->30-d-sp Design District 3A Downtown Specific Plan
WATERFRONT	CV-F7-sp, RH-30-sp Design District 4D and I RM-15 Downtown Specific Plan
MAIN STREET/ENVIRONS	M->30-d-pd-sp, P Design Districts 1A,B,C,D,E Downtown Specific Plan
PACIFIC CITY	RH-30-sp,CV-F7-sp Design District 4C, I Downtown Specific Plan
PIER AND SHORELINE	CV-d-sp, OS-S Design Districts 2, 4J Downtown Specific Plan

See Table C-1 for land use category definitions.

Zone 5 – Beach Boulevard to the Santa Ana River

This area of the Coastal Zone encompasses approximately 611 acres between Beach Boulevard and the Santa Ana River. **(Figure C-9.)**

Existing Land Uses

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

Existing land uses within Zone 5 are extremely diverse and include environmentally sensitive habitat areas with restored wetlands. Nearby are oil production facilities, a regionally serving electric generating plant, a regionally serving sewage treatment plant, a toxic waste site included on the State Superfund list, a mobile home park and single family residences.

Coastal (Seaward of Pacific Coast Highway.)

The seaward portion of this Zone consists entirely of the Huntington State Beach Park, including parking facilities, restrooms, snack bars and the California least tern nesting sanctuary adjacent to the Santa Ana River outlet.

Coastal Element Land Use Plan Designations

Inland (Pacific Coast Highway and areas north to the Coastal Zone boundary.)

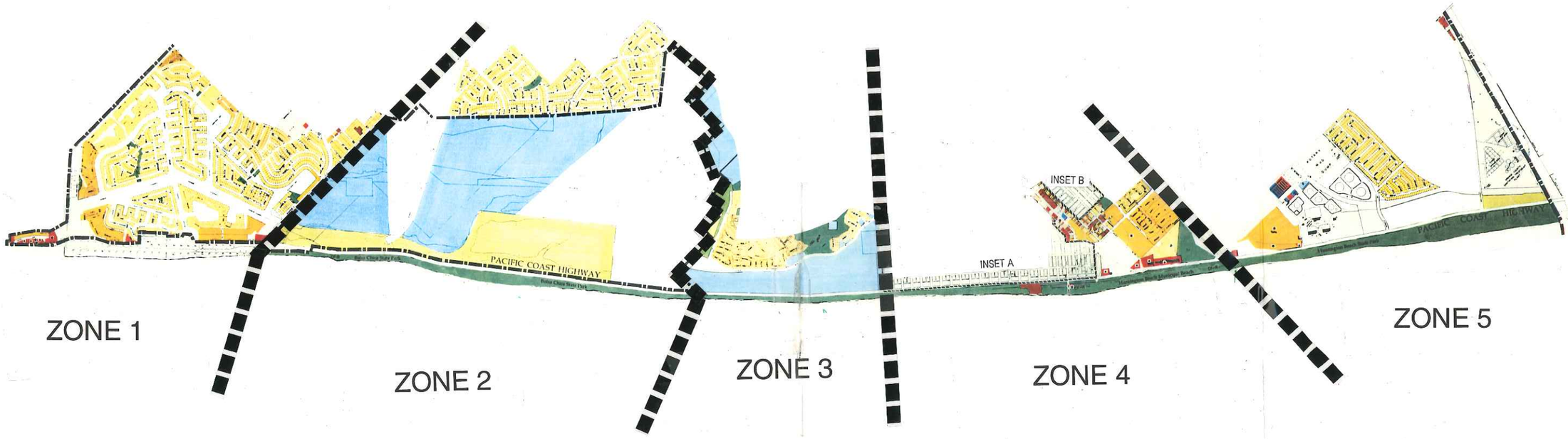
Permitted land uses for the inland portion of Zone 5 include open space-conservation, industrial/public uses, visitor serving commercial and medium density residential uses. The site located at the corner of Hamilton and Magnolia (which contains toxic waste and is presently on the State Superfund cleanup list) is subject to a specific plan overlay and development agreement. In addition, portions of Zone 5 are included in the Community District and Sub-area Schedule. Coastal Element policy provides for the electrical generating and sewage treatment plants to continue, the preservation and enhancement of the open space conservation areas that house wetlands and the nesting sanctuary, and the eventual development of visitor serving commercial on Pacific Coast Highway. All other existing uses are anticipated to remain, consistent with the Coastal Element Land Use Plan.

Coastal (Seaward of Pacific Coast Highway.)

The entire area seaward of Pacific Coast Highway is designated as Open Space-Shoreline with a 4J Design District overlay. Existing uses are consistent with the Coastal Element Land Use designations.

ZONE 5 – LAND USE DESIGNATIONS	
RESIDENTIAL	RL-7, RM-15, RM-15-sp
COMMERCIAL	CV, CG
OPEN SPACE	OS-C, OS-S
PUBLIC	P
INDUSTRIAL	I-F2-d
ZONE 5 – SPECIFIC PLAN AREAS	
Magnolia/Pacific Specific Plan	
ZONE 5 – GENERAL PLAN OVERLAYS	
4E,F,G,H,J 9F	

See Table C-1 for land use category definitions.



LEGEND

RESIDENTIAL
- LOW DENSITY (0-7.9 DU AC)
- MEDIUM DENSITY (8.0 TO 19.9 DU AC)
- HIGH DENSITY (20.0 + DU AC)
- MOBILE HOME PARK

COMMERCIAL
- REGIONAL RETAIL CENTER
- RETAIL SERVICES MISCELLANEOUS COMMERCIAL
- OVERNIGHT ACCOMODATIONS
- DINING / DRINKING / ENTERTAINMENT
- OFFICE / FINANCIAL
- MULTI TENANT CENTER

MIXED-USE
- MIXED USE (USES IDENTIFIED BY MIX OF COLORS)

INDUSTRIAL
- LIGHT INDUSTRIAL / BUSINESS PARK
- HEAVY MANUFACTURING / WAREHOUSE AND STORAGE YARDS
- OIL PRODUCTION

PUBLIC
- PUBLIC SCHOOLS
- PARKS AND RECREATION
- GOVERNMENT / OTHER
- UTILITIES

OTHER
- INSTITUTIONAL
- OPEN SPACE
- AGRICULTURE
- HARBOR
- HABITAT PRESERVATION
- VACANT
- CITY BOUNDARY

Acres

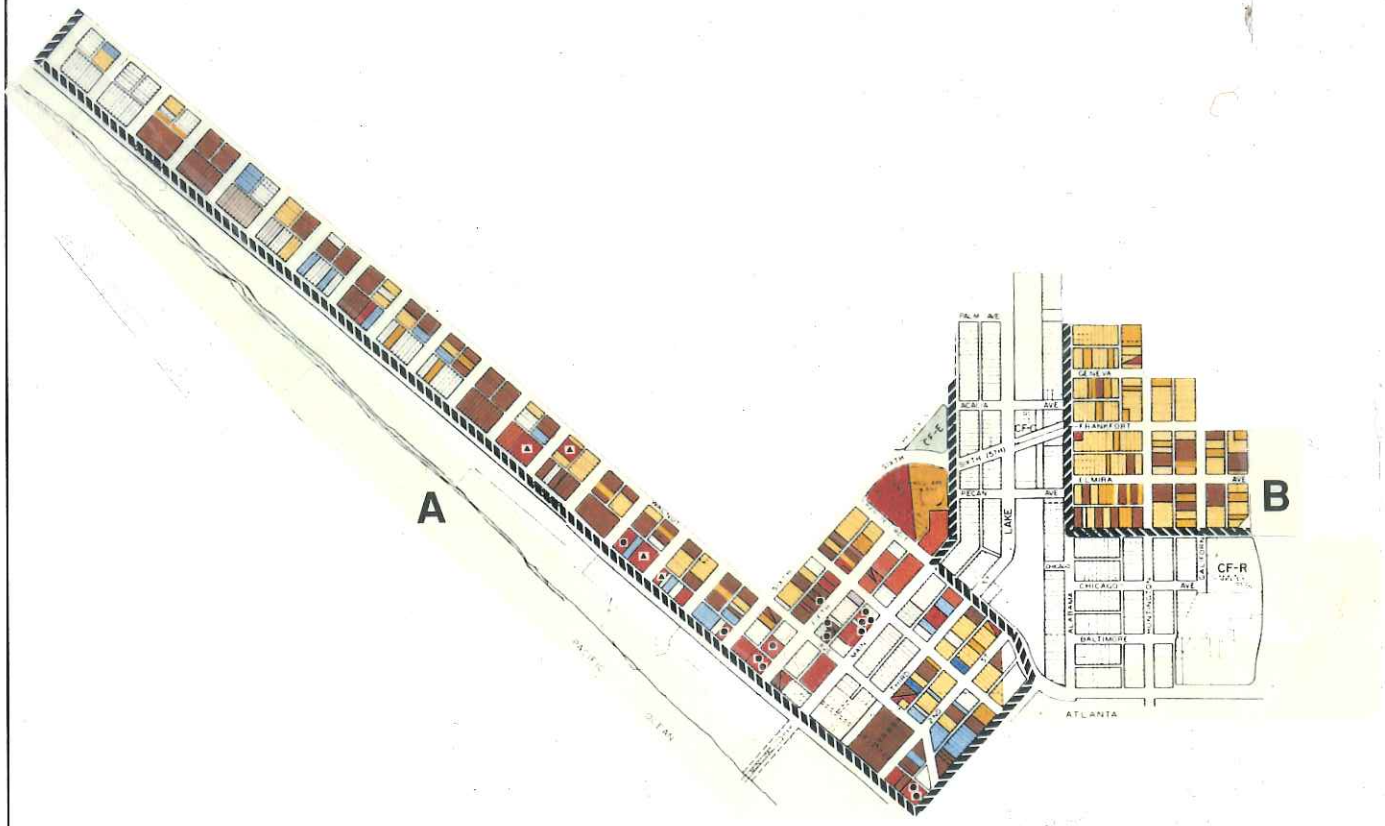
Scale in Feet: 0, 800, 2,400, 4,000

EXISTING HUNTINGTON BEACH COASTAL ZONE LAND USE AS SURVEYED IN 1991

City of Huntington Beach Coastal Element

NORTH

FIGURE C-3



LEGEND

RESIDENTIAL
- LOW DENSITY (0-7.9 DU/AC)
- MEDIUM DENSITY (8.0 TO 15.9 DU/AC)
- HIGH DENSITY (20.0+ DU/AC)
- MOBILE HOME PARK

COMMERCIAL
- REGIONAL RETAIL CENTER
- RETAIL SERVICES MISCELLANEOUS COMMERCIAL
- OVERNIGHT ACCOMMODATIONS
- DINING, DRINKING, ENTERTAINMENT
- OFFICE, FINANCIAL
- MULTI-TENANT CENTER

MIXED USE
- MIXED USE (USES IDENTIFIED BY MIX OF COLORS)

INDUSTRIAL
- LIGHT INDUSTRIAL, BUSINESS PARK
- HEAVY MANUFACTURING, WAREHOUSE AND STORAGE YARDS
- OIL PRODUCTION

PUBLIC
- PUBLIC SCHOOLS
- PARKS AND RECREATION
- GOVERNMENT, OTHER
- UTILITIES

OTHER
- INSTITUTIONAL
- OPEN SPACE
- AGRICULTURE
- HARBOR
- HABITAT PRESERVATION
- VACANT

Acres

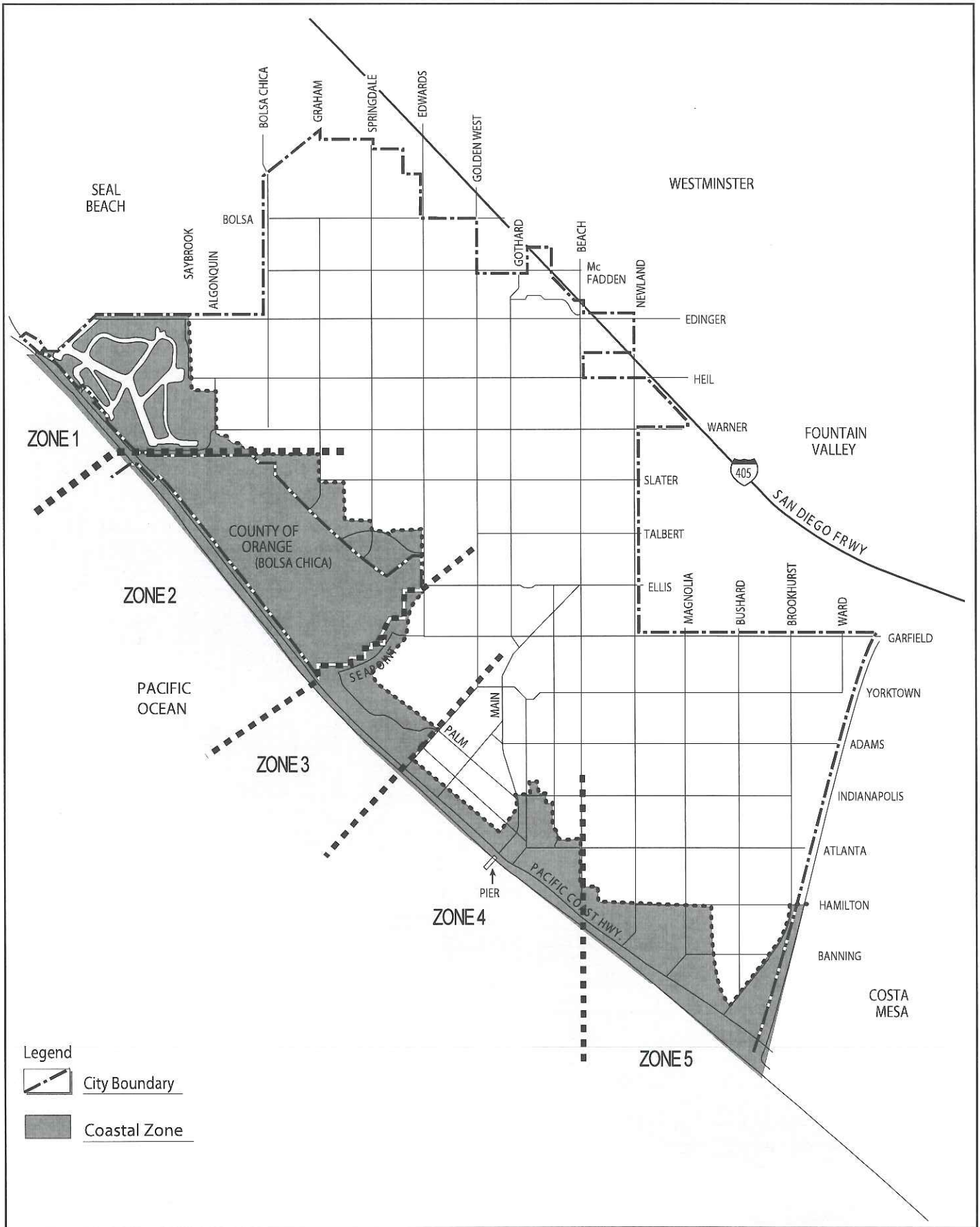
Scale in Feet

EXISTING HUNTINGTON BEACH COASTAL ZONE LAND USE AS SURVEYED IN 1991

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-3a

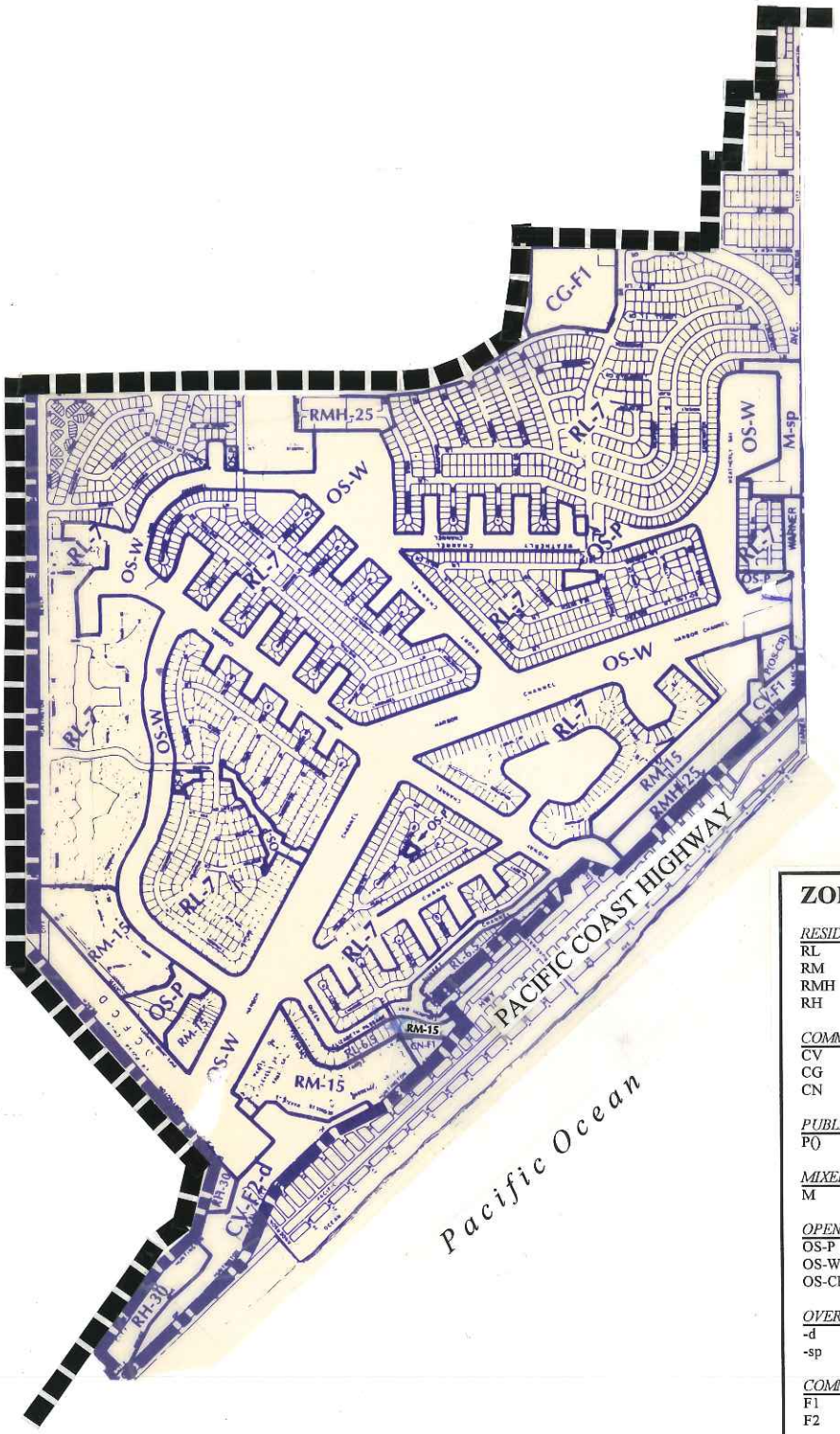


COASTAL ZONE DIVISIONS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-4



Zone 2

ZONE 1 LEGEND

RESIDENTIAL

RL	RESIDENTIAL LOW DENSITY
RM	RESIDENTIAL MEDIUM DENSITY
RMH	RESIDENTIAL MEDIM HIGH DENSITY
RH	RESIDENTIAL HIGH DENSITY

COMMERCIAL

CV	COMMERCIAL VISITOR
CG	COMMERCIAL GENERAL
CN	COMMERCIAL NEIGHBORHOOD

PUBLIC

P()	PUBLIC (underlying designation)

MIXED USE

M	MIXED USE

OPEN SPACE

OS-P	PARK
OS-W	WATER RECREATION
OS-CR	COMMERCIAL RECREATION

OVERLAY

-d	DESIGN OVERLAY
-sp	SPECIFIC PLAN OVERLAY

COMMERCIAL, INDUSTRIAL, MIXED USE DENSITY SCHEDULE

F1	0.35
F2	0.5

COASTAL ZONE BOUNDARY

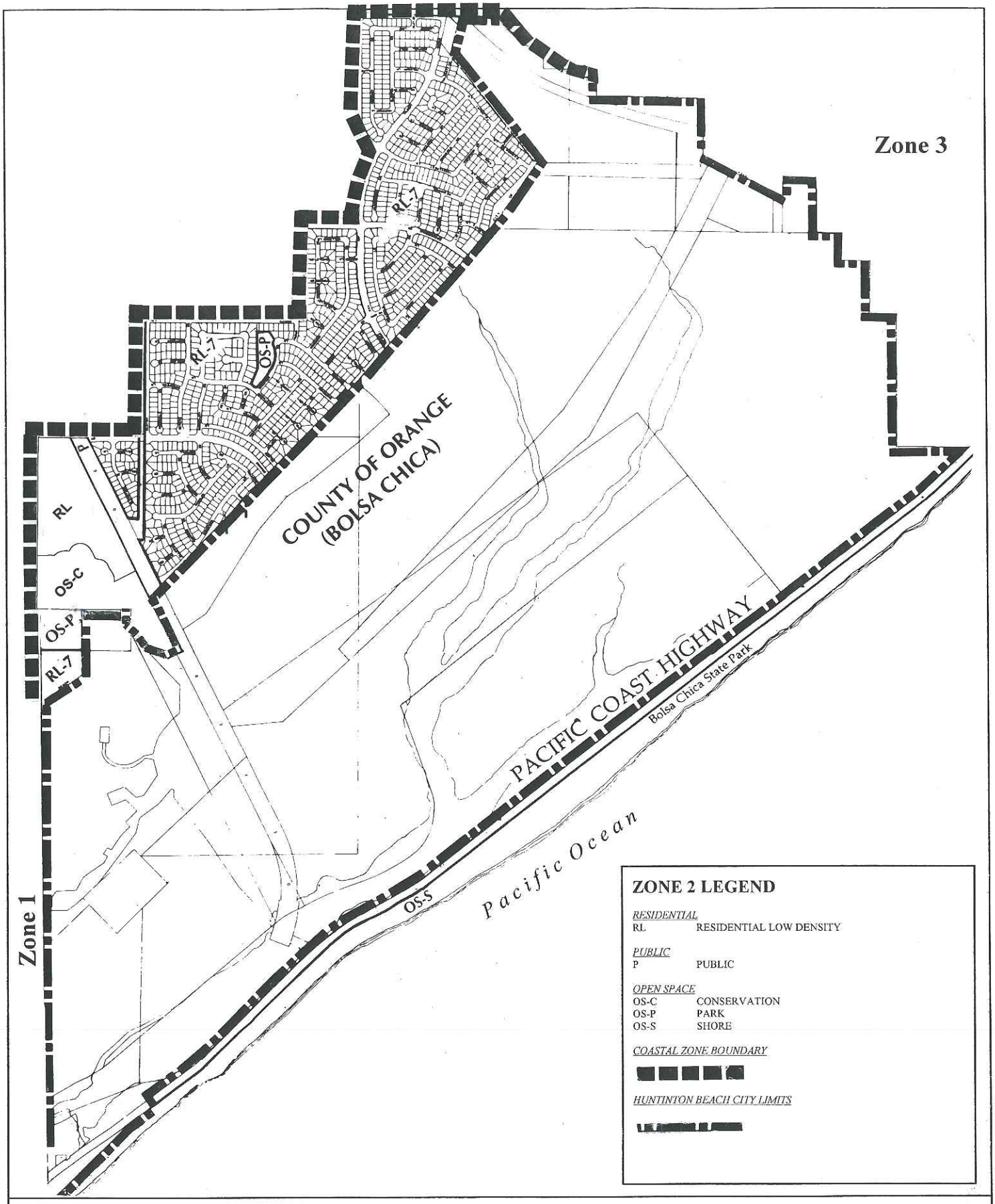
HUNTINTON BEACH CITY LIMITS

HUNTINGTON BEACH COASTAL ZONE
ZONE 1 LAND USE PLAN

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-5



HUNTINGTON BEACH COASTAL ZONE
ZONE 2 LAND USE PLAN

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-6

LEGEND

RESIDENTIAL

RL RESIDENTIAL LOW DENSITY

OPEN SPACE

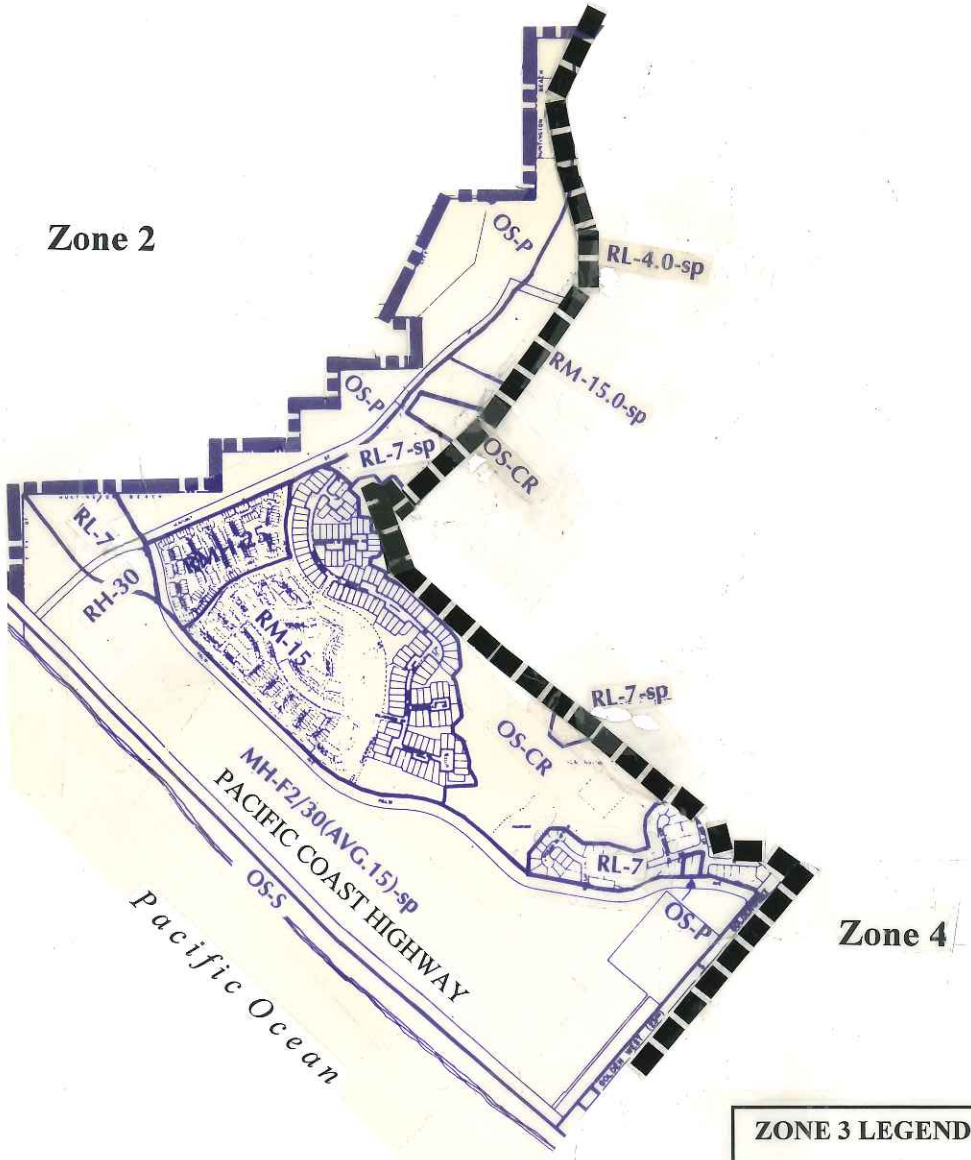
OS-C CONSERVATION

PARKSIDE ESTATES
LAND USE PLAN

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-6a



ZONE 3 LEGEND

RESIDENTIAL

RL	RESIDENTIAL LOW DENSITY
RM	RESIDENTIAL MEDIUM DENSITY
RMH	RESIDENTIAL MEDIUM HIGH DENSITY
RH	RESIDENTIAL HIGH DENSITY

MIXED USE

MH	MIXED USE HORIZONTAL

OPEN SPACE

OS-P	PARK
OS-S	SHORE
OS-CR	COMMERCIAL RECREATION

OVERLAY

-sp	SPECIFIC PLAN OVERLAY

COMMERCIAL, INDUSTRIAL, MIXED USE DENSITY SCHEDULE

F2	0.5

COASTAL ZONE BOUNDARY

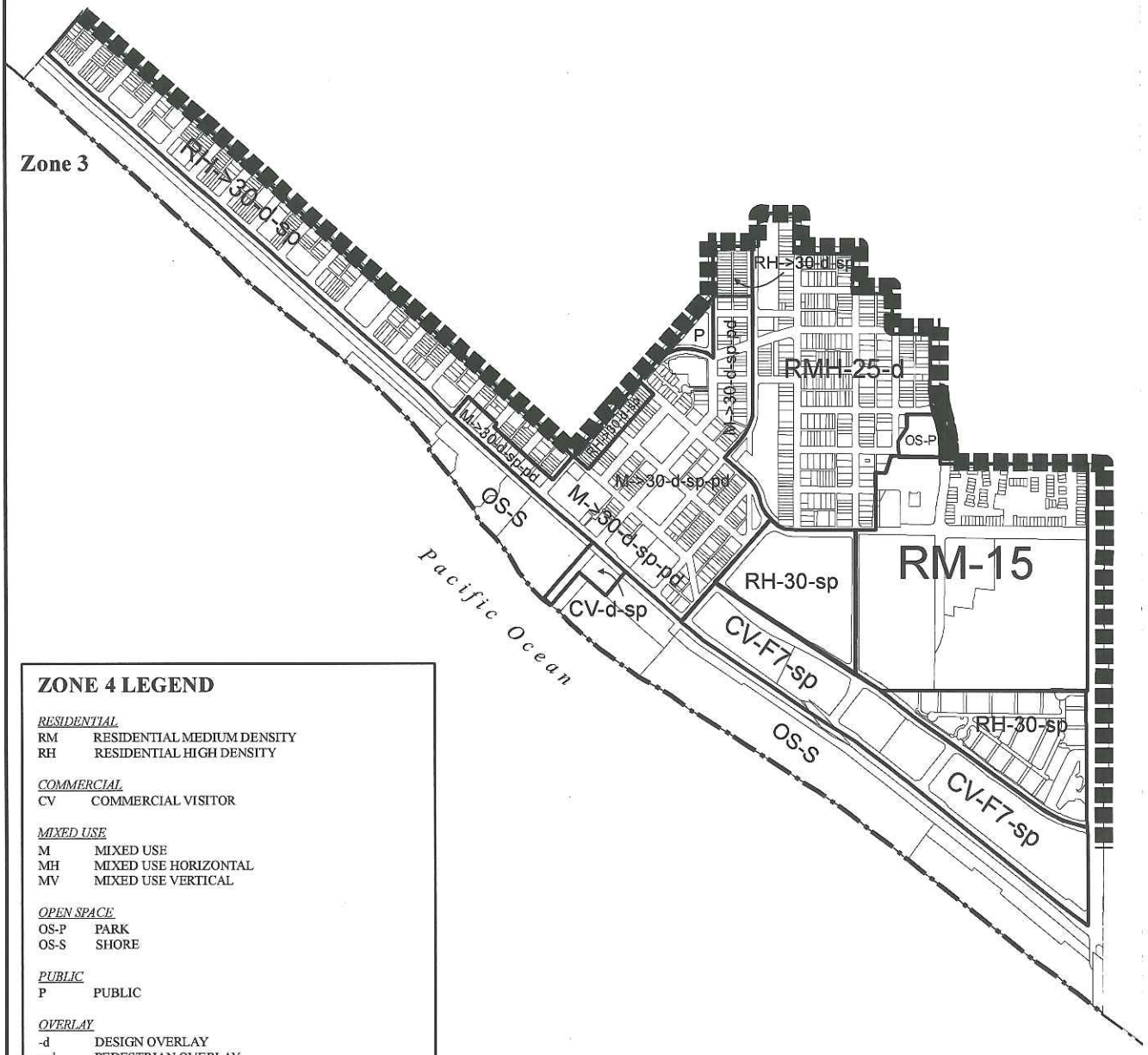
HUNTINTON BEACH CITY LIMITS

HUNTINGTON BEACH COASTAL ZONE
ZONE 3 LAND USE PLAN

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-7



ZONE 4 LEGEND

RESIDENTIAL
RM RESIDENTIAL MEDIUM DENSITY
RH RESIDENTIAL HIGH DENSITY

COMMERCIAL
CV COMMERCIAL VISITOR

MIXED USE
M MIXED USE
MH MIXED USE HORIZONTAL
MV MIXED USE VERTICAL

OPEN SPACE
OS-P PARK
OS-S SHORE

PUBLIC
P PUBLIC

OVERLAY
-d DESIGN OVERLAY
-pd PEDESTRIAN OVERLAY
-sp SPECIFIC PLAN OVERLAY

COMMERCIAL, INDUSTRIAL, MIXED USE DENSITY SCHEDULE
F4 1.25
F6 2.0
F7 3.0
F8 1.5
F11 2.0
F12 3.0

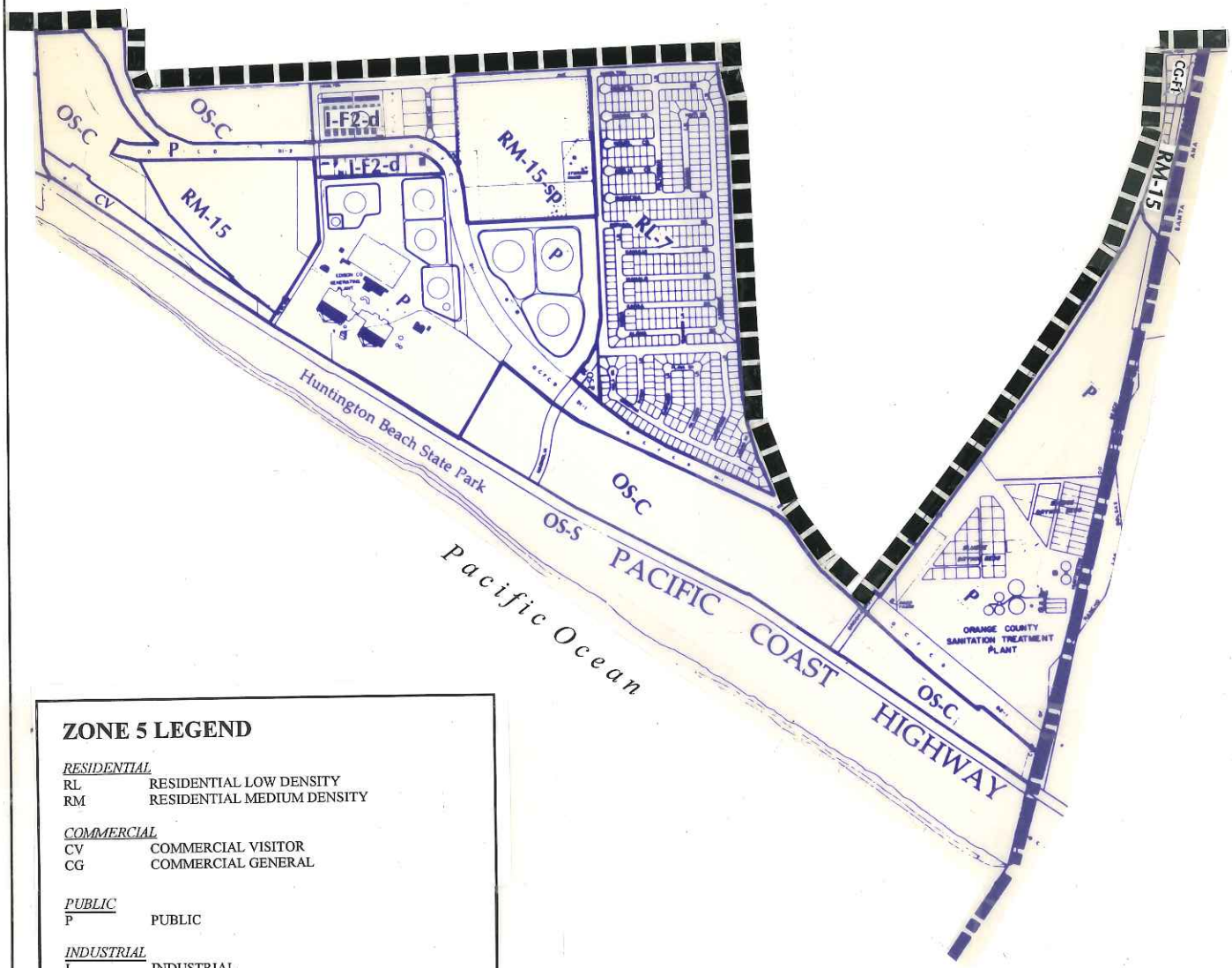
COASTAL ZONE BOUNDARY

HUNTINGTON BEACH COASTAL ZONE
ZONE 4 LAND USE PLAN

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-8



ZONE 5 LEGEND

RESIDENTIAL
RL RESIDENTIAL LOW DENSITY
RM RESIDENTIAL MEDIUM DENSITY

COMMERCIAL
CV COMMERCIAL VISITOR
CG COMMERCIAL GENERAL

PUBLIC
P PUBLIC

INDUSTRIAL
I INDUSTRIAL

OPEN SPACE
OS-C CONSERVATION/WETLAND
OS-S SHORE

OVERLAY
-d DESIGN OVERLAY
-sp SPECIFIC PLAN OVERLAY

COMMERCIAL, INDUSTRIAL, MIXED USE DENSITY SCHEDULE
F2 0.5

COASTAL ZONE BOUNDARY

HUNTINTON BEACH CITY LIMITS

HUNTINGTON BEACH COASTAL ZONE
ZONE 5 LAND USE PLAN

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-9

COASTAL ELEMENT LAND USE PLAN
LAND USE, DENSITY AND OVERLAY SCHEDULE
TABLE C-1

LAND USE CATEGORY	TYPICAL PERMITTED USES
RESIDENTIAL	
Residential Low (RL)	Single family residential units; clustered zero-lot line developments; mobile home parks, and "granny" flats. Additional uses that may be permitted include: multi-family residential, daycare, residential treatment facilities, parks, horticulture, nurseries, and public and semipublic facilities. Temporary uses that may be permitted include commercial filming, real estate sales, personal property sales and street fairs. Maximum of 7 Units Per Net Acre
Residential Medium (RM)	Single family residential units, duplexes, townhomes, mobile home parks, and garden apartments. Additional uses that may be permitted include: multi-family residential, day care, residential treatment facilities, residential care facilities, parks, horticulture, nurseries, and public and semipublic facilities. Temporary uses that may be permitted include: commercial filming, real estate sales, personal property sales and street fairs. From 7 Units to a maximum of 15 Units Per Net Acre
Residential Medium High (RMH)	Townhomes, garden apartments, and apartment "flats." Additional uses that may be permitted include: group residential, multi-family residential, day care, residential treatment facilities, residential care facilities, parks, horticulture, nurseries, bed and breakfast inns, and public and semipublic facilities. Temporary uses that may be permitted include commercial filming, real estate sales, personal property sales and street fairs. From 15 Units to a maximum of 30 Units Per Net Acre
Residential High (RH)	Townhomes, mobile home parks, garden apartments, and apartments. Additional uses that may be permitted include: group residential, multi-family residential, day care, residential treatment facilities, residential care facilities, parks, horticulture, nurseries, bed and breakfast inns, and public and semipublic facilities. Temporary uses that may be permitted include commercial filming, real estate sales, personal property sales and street fairs. Greater than 30 Units Per Net Acre

COASTAL ELEMENT LAND USE PLAN
LAND USE, DENSITY AND OVERLAY SCHEDULE
TABLE C-1 (Continued)

LAND USE CATEGORY	TYPICAL PERMITTED USES
COMMERCIAL	
Commercial Neighborhood (CN)	Small-scale retail commercial, professional offices, eating and drinking establishments, household goods, food sales, drug stores, personal services, cultural facilities, institutional, health, government offices and similar uses. Generally, individual establishments should not exceed 10,000 square feet. If feasible, their frontage should be designed to convey the visual character of small storefronts. The Commercial Neighborhood (CN) designation shall utilize the standards of the General Commercial District (CG) of the Zoning Code for implementation.
Commercial General (CG)	Retail commercial, professional offices, eating and drinking establishments, household goods, food sales, drugstores, building materials and supplies, personal services, recreational commercial, hotel/motels, timeshares, overnight accommodations, cultural facilities, government offices, educational, health, institutional and similar uses.
Commercial Visitor (CV)	Hotels/motels, restaurants, recreation-related retail sales, cultural uses (e.g., museums) and similar uses oriented to coastal and other visitors to the City. In Subarea 4C (Pacific City) only, a Fractional Ownership Hotel subject to restrictions may be allowed. In Subarea 4D (Waterfront) only, a Condominium-Hotel subject to restrictions may be allowed. Marine related development such as marinas, retail marine sales, boat rentals, and boat storage which are coastal dependent developments shall have priority over any other type of development (consistent with resource protection) on or near the shoreline.
INDUSTRIAL	
Industrial (I)	Light manufacturing, energy production, resource production, research and development, warehousing, business parks and professional offices, supporting retail, financial, restaurants and similar uses. Warehouse and sales outlets. Marine related activities such as boat construction and dry boat storage. Coastal dependent development shall have priority over any other type of development (consistent with resource protection) on or near the shoreline.

COASTAL ELEMENT LAND USE PLAN
LAND USE, DENSITY AND OVERLAY SCHEDULE
TABLE C-1 (Continued)

LAND USE CATEGORY	TYPICAL PERMITTED USES
PUBLIC INSTITUTIONAL	
Public (P)	Governmental administrative and related facilities, such as public utilities, schools, libraries, museums, public parking lots, infrastructure, religious and similar uses.
MIXED USE	
Mixed Use (M)	▪ Mixed use areas that may include Vertically Integrated Housing (MV) or Horizontally Integrated Housing (MH) uses, townhomes, garden apartments, live/work units and mid-/high-rise apartments, Commercial Visitor (CV), Commercial Neighborhood (CN) and Commercial General (CG) uses. ▪ Mixed use development in the coastal zone will focus on providing visitor serving commercial opportunities along the inland side of Pacific Coast Highway and within the Downtown Specific Plan Area. ▪ The exact density, location and mix of uses in this category shall be governed by a Specific Plan ("-sp") to allow greater design flexibility and to address the uniqueness of a particular area.
Mixed Use-Vertically Integrated Housing (MV)	▪ Single use structures containing Neighborhood (CN), Commercial Visitor (CV) and Commercial General (CG) uses as listed above. ▪ Mixed use development in the coastal zone will focus on providing visitor serving commercial opportunities along the inland side of Pacific Coast Highway and within the Downtown Specific Plan Area. The ground floor shall be reserved for visitor serving commercial uses which provide goods and services directly to the public. Office, professional, residential, and other commercial uses may be allowed on the second floor or above. ▪ The exact density, location and mix of uses in this category shall be governed by a Specific Plan ("-sp") to allow greater design flexibility and to address the uniqueness of a particular area.
Mixed Use – Horizontally Integrated Housing (MH)	▪ Single use structures containing Neighborhood (CN) and Commercial General (CG) uses as listed above. ▪ Visitor serving commercial uses (as permitted by Commercial Visitor ("CV") land use category. ▪ Multi-family residential, including townhomes, garden apartments, and mid-/high-rise apartments. ▪ (Each use is limited to a portion of the total designated site, as prescribed by policy in the element.) ▪ Mixed use development in the coastal zone will focus on providing visitor serving commercial opportunities along the inland side of Pacific Coast Highway and within the Downtown Specific Plan Area. ▪ The exact density, location and mix of uses in this category shall be governed by a Specific Plan ("-sp") to allow greater design flexibility and to address the uniqueness of a particular area.

COASTAL ELEMENT LAND USE PLAN
LAND USE, DENSITY AND OVERLAY SCHEDULE
TABLE C-1 (Continued)

LAND USE CATEGORY	TYPICAL PERMITTED USES
OPEN SPACE	
Parks (OS-P)	Public parks and recreational facilities, which provide activities such as, but not limited to: picnic and observation areas, nature trails, peripheral bike paths, tot-lots, play fields, informational signs and/or displays. Ancillary development may include buildings such as maintenance equipment storage, restrooms, nature centers, concession stands, and parking.
Shoreline (OS-S)	Publicly owned coastal beaches. Ancillary development may be permitted, such as food stands, parking lots, bathrooms, and recreation equipment rentals. Ancillary development must be designed and sited to minimize encroachment onto sandy beach. Additionally ancillary development shall be sited such that it shall not need to be protected through any protective structure throughout its economic life.
Commercial Recreation (OS-CR)	Publicly or privately owned commercial recreation facilities such as golf courses, stables, campgrounds, tennis courts, athletic fields, and boating clubs.
Conservation (OS-C)	Properties to be retained for environmental and visual resource conservation and management purposes (e.g., wetlands and ESHA protection). Ancillary activities and buildings may be permitted in locations on the property not possessing wetland or environmentally sensitive habitat, provided that the buildings and ancillary development and use are sited and designed to prevent impacts which would significantly degrade any adjacent wetland or environmentally sensitive habitat areas, consistent with Coastal Act provisions (Sections 30233 and 30240). Ancillary activities include low intensity activities which provide public access and passive recreational use, so long as the resources being protected are not impaired. Such activities could include picnic and observation areas, nature trails, peripheral bike paths, informational signs or displays, and peripheral parking areas. Ancillary buildings would include buildings such as maintenance equipment storage, restroom, and nature centers.
Water Recreation (OS-W)	Lakes and other water bodies used for recreational purposes, such as boating, swimming, and water skiing.

COASTAL ELEMENT LAND USE PLAN
LAND USE, DENSITY AND OVERLAY SCHEDULE
TABLE C-1 (continued)

DENSITY CATEGORY	MAXIMUM PERMITTED DENSITY/INTENSITY
Residential	Residential densities indicate the maximum density which may be permitted on a site. The actual development density may be reduced to account for site conditions and constraints.
4.0	Maximum of 4.0 dwelling units per net acre.
7.0	Maximum of 7.0 dwelling units per net acre.
15	Maximum of 15 dwelling units per net acre.
25	Maximum of 25 dwelling units per net acre.
>30	Greater than 30 dwelling units per net acre.
Commercial and Industrial	Commercial and industrial intensities indicate the maximum floor area ratio (FAR) which may be permitted on a site. The actual development intensity may be reduced to account for site conditions and constraints. FAR represents the total building area (floor space, excluding basements, balconies, and stair bulkheads) on a lot divided by the total area of the lot. (Note: commercial FARs exceeding 0.4 normally necessitate subterranean or semi-subterranean parking to provide adequate space to meet code required parking.)
-F1	Maximum floor area ratio of 0.35
-F2	Maximum floor area ratio of 0.5
-F2A	Maximum floor area ratio of 0.75
-F3	Maximum floor area ratio of 1.0
-F4	Maximum floor area ratio of 1.25
-F5	Maximum floor area ratio of 1.5
-F6	Maximum floor area ratio of 2.0
-F7	Maximum floor area ratio of 3.0

COASTAL ELEMENT LAND USE PLAN
LAND USE, DENSITY AND OVERLAY SCHEDULE
TABLE C-1 (continued)

DENSITY CATEGORY	MAXIMUM PERMITTED DENSITY/INTENSITY
Mixed Use-Vertical Integration	The intensities/densities of structures vertically-integrating housing and commercial uses shall be determined by a combination of FAR and units per net acre. Each Mixed Use site shall be limited by a total building area FAR, a commercial area FAR, and a residential density. The cumulative total of commercial area FAR and residential density cannot exceed the total building area FAR.
-F8	Maximum total building area floor area ratio of 1.5, commercial FAR of 0.35, and 25 units per net acre.
-F9	Maximum total building area floor area ratio of 1.5, commercial FAR of 0.5, and 25 units per net acre.
-F10	Maximum total building area floor area ratio of 1.5; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 25 units per net acre.
-F11	Maximum total building area floor area ratio of 2.0; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 25 units per net acre.
-F12	Maximum total building area floor area ratio of 3.0 structure may be fully developed with commercial uses, or combined with housing at a maximum density of 30 units per net acre.
-F13	Maximum total building area floor area ratio of 1.5; structure may be fully developed with commercial uses, or combined with housing at a maximum density of 15 units per net acre.
Mixed Use-Horizontal Integration	The densities/intensities of commercial and residential uses are indicated by a FAR for the commercial portion of the site and units per acre for the residential portion of the site. Site areas allocated for each use are specified in the policies contained in this element.
	Maximum floor area ratio and units per net acre as indicated for each zone on the Coastal Element Land Use Plan.

COASTAL ELEMENT LAND USE PLAN
LAND USE, DENSITY AND OVERLAY SCHEDULE
TABLE C-1 (continued)

OVERLAY CATEGORY	CHARACTERISTICS/REQUIREMENTS
Specific Plan –sp	Permits underlying land uses and requires that a Specific or Development plan be formulated for large scale, mixed-use multi-phased development projects which provides greater specificity for land use and infrastructure plans, design and development standards, and phasing/implementation. Any portion of a new or amended Specific Plan within the coastal zone must be submitted to the Coastal Commission as an amendment to the City's certified local coastal program and shall not become effective until certified by the Coastal Commission.
Pedestrian District -pd	Permits underlying land uses and requires conformance to land use (restrictions on non-pedestrian active uses) and design standards (e.g., siting of building frontages) to ensure high levels of pedestrian activity along the street frontage.
Historic District -h	Permits re-use of existing historic structures for the underlying land uses provided that the re-use is consistent with the standards and policies of this LCP.
Residential Mobile Home Park –rmp	Permits the density of an existing mobile home park, located within a residential low density designation, to exceed the underlying density of seven (7) units per acre. The maximum density of the mobile home park shall not exceed the existing density of the mobile home park.
Special Design Standards –d	Permits underlying land uses in accordance with special design standards provided that the special design standards are consistent with the standards and policies of this LCP.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2

Subarea	Characteristic	Standards and Principles
1 Downtown (cumulative)	**Area wide Functional Role**	Maintain the City's downtown as a principal focal point of community identity, containing a mix of community-serving and visitor-serving commercial uses, housing, and cultural facilities. Development should achieve a pedestrian-oriented, "village-like" environment that physically and visually relates to the adjacent shoreline.
1A Downtown Core	**Permitted Uses**	Category: Mixed Use ("M") Uses permitted by the "CG" and "CV" land use categories, shared parking facilities, cultural and civic uses and mixed-use structures integrating housing with commercial uses.
	Density/Intensity	Category: ">30" Height: minimum building height is 25 feet; three stories maximum for developments with less than 8,000 square feet net site area; four stories maximum for net site area 8,000 square feet or greater
	Design and Development	Categories: Specific Plan ("-sp"), Special Design District ("-d") and Pedestrian District ("-pd") • Development must be designed and sited to establish a pedestrian-oriented character. • Maintain and expand streetscape amenities. • Require vertical setbacks of upper stories. • Emphasize design elements that maintain viewsheds of the shoreline and Pier. • Encourage the preservation of historical structures. • Establish linkages (walkways) to adjacent streets; providing connectivity of public open spaces and plazas.
1B Abutting Downtown Core	**Permitted Uses**	Category: Mixed Use ("M") Uses permitted in Commercial General ("CG"), Commercial Visitor ("CV") and Commercial Neighborhood ("CN") land use categories, cultural and civic uses, mixed use structures integrating housing and commercial uses and freestanding single- and multi-family housing.
	Density/Intensity	Category: (">30") Height: minimum building height is 25 feet; three stories maximum for developments with less than 8,000 square feet net site area; four stories maximum for net site area 8,000 square feet or greater; three stories for residential only developments
	Design and Development	Categories: Specific Plan ("-sp"), Pedestrian District ("-pd") and Special Design District ("-d") • Buildings should be sited and designed to facilitate pedestrian activity • Require vertical setbacks above the second story • Require that the scale and massing of structures be consistent with the downtown character and serve as a transition to adjacent residential neighborhoods • Provide linkages with the Downtown Core (Subarea 1A)

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
1C Downtown Residential	**Permitted Uses**	Category: Residential High ("RH")
	Density/Intensity	Category: (">30" – up to the density allowed in the Downtown Specific Plan, Book 1, Section 3.3.4.7 Maximum Density) • Height: three (3) stories
	Design and Development	Categories: Specific Plan ("-sp") and Special Design District ("-d") Design multi-family units to convey the visual character of single-family units and incorporate extensive mass and façade modulation and articulation
1D Downtown Neighbor-hood	**Permitted Uses**	Category: Mixed Use ("M") Uses permitted in Commercial Neighborhood ("CN") land use categories, cultural and civic, mixed use structures integrating housing and commercial, and free-standing single- and multi-family housing. Uses that conflict with residential units should be excluded.
	Density/Intensity	Category: (">30") • Height: three (3) stories
	Design and Development	Same as Subarea 1B Categories: Specific Plan ("-sp"), Pedestrian District ("-pd") and Special Design District ("-d") • Buildings should be sited and designed to facilitate pedestrian activity • Require that the scale and massing of structures be consistent with the downtown character and serve as a transition to adjacent residential neighborhoods • Provide linkages with the Downtown Core (Subarea 1A)
1E Main Street Library	**Permitted Uses**	Category: Public and Open Space Uses permitted in public land use categories, cultural and civic uses, open space
	Design and Development	• Require open space areas • Provide for preservation of historical structures

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
2 Pier	**Functional Role**	Maintain the Huntington Beach Pier and adjacent properties for beach-related recreational purposes, emphasizing its identity as a coastal and cultural amenity.
	Permitted Uses	Category: Commercial Visitor ("CV") Visitor-serving commercial (surf, bicycle and skate rentals, bait and tackle shops, etc.), restaurants/cafes, beach-related cultural facilities, and parking lots.
	Density/Intensity	• Pier: limit development to be compatible with the recreational role of the Pier • Shoreline: limit development to the existing Maxwell's building "footprint" • Height: two (2) stories; maximum 35 feet
	Design and Development	Category: Specific Plan ("-sp") and Special Design District ("-d") • Design structures to reflect its beachfront location. • Establish a unifying architectural character for all structures. • Maintain public view of the ocean. • Maintain public access around the entire perimeter of the pier. • Emphasize the Huntington Beach Pier as a community landmark. • Facilitate pedestrian access. • Link the Pier to the Main Street Downtown "Core" (Subarea 1A).
3 "Old Town"	**Area wide Functional Role**	Maintain the "Old Town" residential area as a distinct neighborhood of the City, incorporating local-serving commercial and community "focal" points to enhance its "village" character. The single family character of the small lot subdivisions shall be maintained.
3A PCH Frontage	**Permitted Uses**	Category: Residential High ("RH")
	Density	Category: (">30" – up to the density allowed in the Downtown Specific Plan, Book 1, Section 3.3.4.7 Maximum Density)
	Design and Development	Category: Specific Plan ("-sp") and Special Design District ("-d") • Design multi-family units to convey the visual character of single family units and incorporate extensive mass and facade modulation and articulation. • Site and design development to maintain public views of the coast from public places.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
3B Town Lots	**Permitted Uses**	Category: Residential Medium High ("RMH")
	Density	Category: "-25"
	Design and Development	• Incorporate front yard setbacks to maintain the existing residential neighborhood character. • Site and design development to maintain public views of the coast from public places.
3C	**Permitted Uses**	Category: Commercial Neighborhood ("CN")
	Density/Intensity	Category: "-F1" • Height: two (2) stories
	Design and Development	Category: Special Design District ("-d") • Design structures to be visually consistent and compatible with adjacent residential units. • Design and site structures to achieve a "village" character.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4 PCH Coastal Corridor	**Area wide Functional Role**	Preserve and enhance the recreational character of the Pacific Coast Highway coastal corridor by the expansion of visitor-serving uses and maintenance of open spaces and recreational opportunities. Establish distinct commercial nodes, residential communities, and open spaces along its length.
4A Peter's Landing	**Permitted Uses**	Category: Commercial Visitor ("CV")
	Density/Intensity	Category: "-F2" • Height: three (3) stories
	Design and Development	Category: Special Design District ("-d") • Promote the revitalization and enhancement of the Peter's Landing commercial center. • Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses. • Establish a pedestrian character. • Provide pedestrian linkages with surrounding residential areas, where feasible. • Establish a well-defined entry from PCH. • Physically and visually link development to Huntington Harbour's waterways and PCH. • Incorporate measures to mitigate the noise impacts of vehicular use of PCH. • Incorporate elements to ensure compatibility with surrounding residential areas.
4B Existing Oil Property (Continued on next page)	**Permitted Uses**	Category: Mixed Use-Horizontal Integration of Housing (MH) • Residential Medium High ("RMH") • Single and multi-family residential • Visitor serving commercial (as permitted by Commercial Visitor ["CV"] land use category) • Parks, golf courses, and other recreational amenities • Open spaces • Continued Oil Production
	Density/Intensity	Category: "F2-30" • Height: four (4) stories • Average Density: 15 units per acre

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4B Existing Oil Property (Cont.)	**Design and Development**	Category: Specific Plan ("-sp") • Requires the preparation of and development in conformance with a Conceptual Master Plan of Development and Specific Plan. • The preparation of a Specific Plan may be phased in conformance with the conceptual Master Plan. • Establish a cohesive, integrated residential development in accordance with the policies and principles stipulated for "New Residential Subdivisions" **(Policies LU 9.3.1 and LU 9.3.4)**. • Allow for the clustering of mixed density residential units and integrated commercial sites. • Require variation in building heights from two (2) to four (4) stories to promote visual interest and ensure compatibility with surrounding land uses. • Commercial development shall be prohibited along the Palm Avenue frontage. • Residential development along Palm Avenue shall be compatible in size, scale, height, type, and massing with existing development on the north side of Palm Avenue. • Visitor Serving Commercial development shall be oriented along the Pacific Coast Highway frontage. • Minimize vehicular access points onto arterial streets and highways including Palm Avenue, Golden West Street, Pacific Coast Highway, and Seapoint Street. • Open space and neighborhood parks, which may be private, shall be provided on site.
4C PCH/First (Lake) Street Pacific City	**Permitted Uses**	Category: Commercial Visitor ("CV") Visitor-serving and community-serving commercial uses, restaurants, entertainment, hotels/motels, a Fractional Ownership Hotel subject to restrictions, and other uses (as permitted by the "CV" land use category)
	Density/Intensity	Category: "-F7" • Height: eight (8) stories
	Design and Development	Category: Specific Plan ("-sp") • Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses. • Require vertical setbacks of structures above the second floor. • Incorporate pedestrian walkways, plazas, and other common open spaces for public activity. • Provide pedestrian linkages with surrounding residential and commercial areas. • Establish a well-defined entry from PCH. • Maintain views of the shoreline and ocean.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4D Waterfront	**Permitted Uses**	Category: Commercial Visitor ("CV") Hotels/motels and supporting visitor-serving commercial uses (in accordance with Development Agreement), a Condominium-Hotel subject to restrictions
	Density/Intensity	Category: "-F7" • Hotel/motel rooms: 1,690 • Commercial: 75,000 square feet
	Design and Development	Category: Specific Plan ("-sp") As defined by the adopted Development Agreement.
4E PCH/Beach Northeast	**Permitted Uses**	Category: Open Space Conservation ("OS-C"), uses permitted by the Commercial Visitor ("CV") land use category, and free-standing multi-family housing ("RM"). **(Please refer to the Land Use Map for the exact boundaries of each land use designation.)**
	Density/Intensity	Category: • For RM designations, 15 units per acre • For CV designations, F2 • Height: three (3) stories
	Design and Development	Category: • Establish a major streetscape element to identify the Beach Boulevard-PCH intersection. • Site, design, and limit the scale and mass of development, as necessary, to protect wetlands. • Maintain visual compatibility with the downtown. • Incorporate onsite recreational amenities for residents. • Minimize access to and from PCH, providing an internal roadway system. • Incorporate extensive landscape and streetscape.
4F Wetlands	**Permitted Uses**	Category: Conservation ("OS-C") • Wetlands conservation.
4G Edison Plant	**Permitted Uses**	Category: Public ("P") and Conservation ("OS-C") • Wetlands conservation. • Utility uses.
	Design and Development	In accordance with **Policy LU 13.1.8**.
4H Brookhurst-Magnolia	**Permitted Uses**	Category: Conservation ("OS-C") Wetlands conservation.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4I Pacific City & Waterfront Residential	**Permitted Uses**	Category: Residential High ("RH") Multi-family residential, parks and other recreational amenities, schools, and open spaces.
	Density/Intensity	Category: "-30" • Height: four (4) stories
	Design and Development	Category: Specific Plan ("-sp") • Requires the preparation and conformance to a specific or master plan. • Establish a cohesive, integrated residential development in accordance with the policies and principles stipulated for "New Residential Subdivisions" (**Policies LU 9.3.1-9.3.4**). • Allow for the clustering of mixed density residential units and integrated commercial sites. • Require variation in building heights from two (2) to four (4) stories to promote visual interest and ensure compatibility with surrounding land uses.
4J Beach	**Permitted Uses**	Category: Shoreline ("OS-S") • Coastal and recreational uses.
	Design and Development	In accordance with **Policy LU 14.1.3**.
4K (Cont. on next page)	**Permitted Uses**	Categories: Residential ("RL" or "RM") and Open Space-Conservation ("OS-C")
	Density/Intensity	Residential • Maximum of fifteen (15) dwelling units per acre
	Design and Development	See Figure C-6a A development plan for this area shall concentrate and cluster residential units in the eastern portion of the site and include, consistent with the land use designations and Coastal Element policies, the following required information (all required information must be prepared or updated no more than one year prior to submittal of a coastal development permit application): 1. A Public Access Plan, including, but not limited to the following features: • Class 1 Bikeway (paved off-road bikeway; for use by bicyclists, walkers, joggers, roller skaters, and strollers) along the north levee of the flood control channel. If a wall between residential development and the Bikeway is allowed it shall include design features such as landscape screening, non-linear footprint, decorative design elements and/or other features to soften the visual impact as viewed from the Bikeway.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4K (Cont. on next page)	**Design and Development**	• Public vista point with views toward the Bolsa Chica and ocean consistent with Coastal Element policies C 4.1.3, C 4.2.1, and C 4.2.3. • All streets shall be ungated, public streets available to the general public for parking, vehicular, pedestrian, and bicycle access. All public entry controls (e.g. gates, gate/guard houses, guards, signage, etc.) and restrictions on use by the general public (e.g. preferential parking districts, resident-only parking periods/permits, etc.) associated with any streets or parking areas shall be prohibited. • Public access trails to the Class 1 Bikeway, open space and to and within the subdivision, connecting with trails to the Bolsa Chica area and beach beyond. • Public access signage. • When privacy walls associated with residential development are located adjacent to public areas they shall be placed on the private property, and visual impacts created by the walls shall be minimized through measures such as open fencing/wall design, landscaped screening, use of an undulating or off-set wall footprint, or decorative wall features (such as artistic imprints, etc.), or a combination of these measures. 2. Habitat Management Plan for all ESHA, wetland, and buffer areas designated Open Space-Conservation that provides for their restoration and perpetual conservation and management. Issues to be addressed include, but are not limited to, methods to assure continuance of a water source to feed all wetland areas, enhancement of habitats and required buffer areas, restoration and enhancement of wetlands and environmentally sensitive habitats and required buffer areas, and fuel modification requirements to address fire hazard and avoid disruption of habitat values in buffers. 3. Archaeological Research Design consistent with Policies C 5.1.1, C 5.1.2, C 5.1.3, C 5.1.4, and C 5.1.5 of this Coastal Element. 4. Water Quality Management Program consistent with the Water and Marine Resources policies of this Coastal Element. If development of the parcel creates significant amounts of directly connected impervious surface (more than 10%) or increases the volume and velocity of runoff from the site to adjacent coastal waters, the development shall include a treatment control BMP or suite of BMPs that will eliminate, or minimize to the maximum extent practicable, dry weather flow generated by site development to adjacent coastal waters and treat runoff from at least the 85th percentile storm event based on the design criteria of the California Association of Stormwater Agencies (CASQA) BMP handbooks, with at least a 24 hour detention time. Natural Treatment Systems such as wetland detention systems are preferred since they provide additional habitat benefits, reliability and aesthetic values. 5. Pest Management Plan that, at a minimum, prohibits the use of rodenticides, and restricts the use of pesticides, and herbicides in outdoor areas, except necessary Vector Control conducted by the City or County.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4K (Cont. on next page)	**Design and Development**	6. Landscape plan for non-Open Space-Conservation areas that prohibits the planting, naturalization, or persistence of invasive plants, and encourages low-water use plants, and plants primarily native to coastal Orange County. 7. Biological Assessment of the entire site. 8. Wetland delineation of the entire site. 9. Domestic animal control plan that details methods to be used to prevent pets from entering the Open Space-Conservation areas. Methods to be used include, but are not limited to, appropriate fencing and barrier plantings. 10. Hazard Mitigation and Flood Protection Plan, including but not limited to, the following features: • Demonstration that site hazards including flood and liquefaction hazards are mitigated; • Minimization/mitigation of flood hazard shall include the placement of a FEMA certifiable, vegetated flood protection levee that achieves hazard mitigation goals and is the most protective of coastal resources including wetland and ESHA; • Assurance of the continuance, restoration and enhancement of the wetlands and ESHA. Residential: Residential development, including appurtenant development such as roads and private open space, is not allowed within any wetland, ESHA, or required buffer areas and area designated Open Space-Conservation. Uses consistent with the Open Space-Parks designation are allowed in the residential area. All development shall assure the continuance of the habitat value and function of preserved and restored wetlands and environmentally sensitive habitat areas within the area designated Open Space-Conservation. Open Space-Conservation: A. Wetlands: Only those uses described in Coastal Element Policy C 6.1.20 shall be allowed within existing and restored wetlands. All development shall assure the continuance of the habitat value and function of wetlands.

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4K (Cont. on next page)	**Design and Development**	Wetland Buffer Area: A buffer area is required along the perimeter of wetlands to provide a separation between development impacts and habitat areas and to function as transitional habitat. The buffer shall be of sufficient size to ensure the biological integrity and preservation of the wetland the buffer is designed to protect. A minimum buffer width of 100 feet shall be established. Uses allowed within the wetland buffer are limited to: 1) those uses allowed within wetlands per Coastal Element Policy C 6.1.20; 2) a vegetated flood protection levee is a potential allowable use if, due to siting and design constraints, location in the wetland buffer is unavoidable, and the levee is the most protective of coastal resources including wetland and ESHA; 3) No active park uses (e.g. tot lots, playing fields, picnic tables, bike paths, etc.) shall be allowed within 100 feet of wetlands preserved in the Open Space-Conservation area. B. Environmentally Sensitive Habitat Areas: Only uses dependent on the resource shall be allowed. Environmentally Sensitive Habitat Areas (ESHA) Buffer Areas: A variable width buffer area is required along the perimeter of the ESHA and is required to be of sufficient size to ensure the biological integrity and preservation of the ESHA the buffer is designed to protect. A minimum buffer width of 297 to 650 feet shall be established between all residential development or active park use and raptor habitat within the eucalyptus groves. Uses allowed within the ESHA buffer are limited to: 1) uses dependent on the resource; 2) wetland and upland habitat restoration and management; 3) vegetated flood protection levee that is the most protective of coastal resources including wetland and ESHA; 4) within the northern grove ESHA buffer only - passive park use may be allowed if it is more than 150 feet from the ESHA, but only when it is outside all wetland and wetland buffer areas, and does not include any uses that would be disruptive to the ESHA. Uses allowed within the passive park areas shall be limited to: a) nature trails and benches for passive recreation, education, and nature study; b) habitat enhancement, restoration, creation and management.

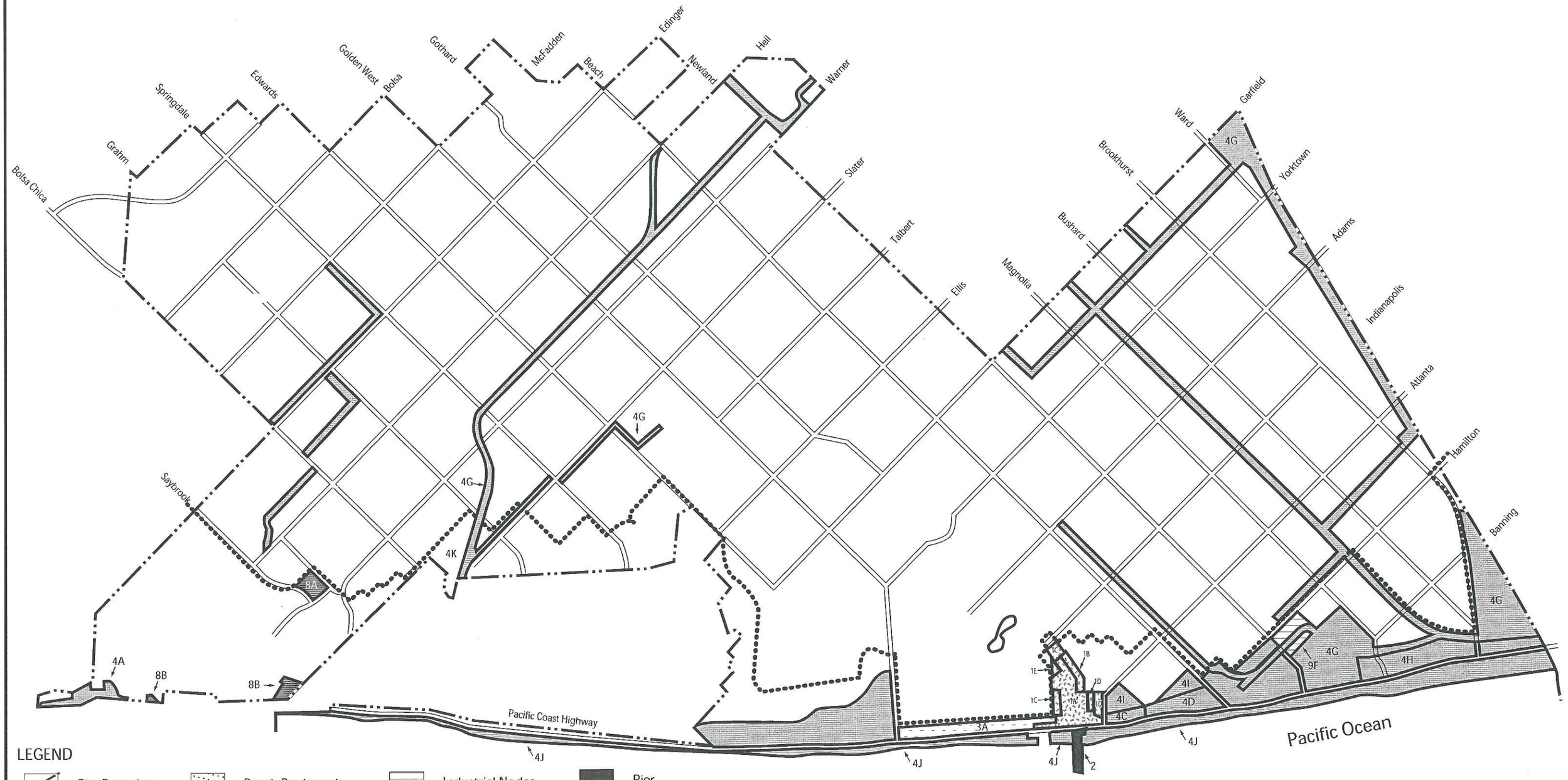
COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
4K	**Design and Development**	5) within the southern grove ESHA buffer only – a water quality Natural Treatment System may be allowed so long as it is located in an area that is most protective of coastal resources and at least 246 feet from the ESHA. 6) In addition to the required ESHA buffer described above, grading shall be prohibited within 500 feet of an occupied raptor nest during the breeding season (considered to be from February 15 through August 31); C. Habitat Management Plan shall be prepared for all areas designated Open Space-Conservation which shall include restoration and enhancement of delineated wetlands, wetland and habitat mitigation, and establishment of appropriate buffers from development. D. Protective Fencing: Protective fencing or barriers shall be installed along any interface with developed areas, to deter human and pet entrance into all restored and preserved wetland and ESHA buffer areas.
8 Commercial Nodes	**Area wide Functional Role**	Maintain and establish commercial centers to serve surrounding residential neighborhoods and the greater community.
8A Community Commercial	**Permitted Uses**	Category: Commercial General ("CG") • Commercial uses permitted by the "CG" land use category.
	Density/Intensity	Category: "-F1" • Height: two (2) stories
	Design and Development	Design to achieve a high level of quality in conformance with **Policy LU 10.1.4. and Policy LU 10.1.12**
8B Neigh-borhood Commercial	**Permitted Uses**	Category: Commercial Neighborhood ("CN") Commercial uses permitted by the "CN" land use category.
	Density/Intensity	Category: "-F1" • Height: two (2) stories
	Design and Development	Design to achieve a high level of quality in conformance with **Policy LU 10.1. 10**

COMMUNITY DISTRICT AND SUBAREA SCHEDULE
TABLE C-2 (continued)

Subarea	Characteristic	Standards and Principles
9 Industrial	**Area wide Functional Role**	Ensure the development of industrial uses to provide employment for the City's residents and contribute revenue for the City's services.
9F Newland Hamilton Industrial	**Permitted Uses**	Category: Industrial ("I") Uses permitted by the "I" land use category.
	Density/Intensity	Category: "-F2" on the northern portion of the area only. • Height: two (2) stories
	Design and Development	Category: Special Design ("-d") • Same as **Subarea 9A** • Site, design, and limit the scale and mass of development, as necessary, to protect wetlands.

Note: Areas designated by the **Land Use Plan Map** for single family and multi-family residential are not delineated as Community Subareas, other than those listed above. Refer to the **Land Use Plan Map** and associated policies to determine appropriate use, density, and design and development standards.



LEGEND

- City Boundary
- Coastal Zone Boundary
- Beach Boulevard
- PCH Coastal Corridor
- Regional Commercial Core
- Industrial Nodes
- Civic Center Node
- Commercial Nodes
- Pier
- Downtown
- Old Town

HUNTINGTON BEACH SUB-AREA MAP

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 .25 .5 1 NORTH

FIGURE C-10

Shoreline and Coastal Resource Access

Maintaining public access to the State's coastal resources is one of the primary objectives of the Coastal Act. Access to the City's coastal resources is encouraged and provided through regionally linked automobile routes, ancillary facilities such as adequate parking, bikeways and trails, public and private transit and direct pedestrian links. Coastal Element policy calls for the development of adequate infrastructure to accommodate anticipated vehicular traffic; the provision of non-auto oriented transportation facilities; transit facilities; the preservation of existing shoreline accessways, and the provision of new or enhanced access where feasible and appropriate.

Circulation

Freeways and Roadways

Existing

Regional and inter-regional access to the City's Coastal Zone is provided by a system of freeways, major and local arterial highways. The San Diego Freeway (I-405) is the major north-south freeway that provides regional access. Pacific Coast Highway (State Route 1) extends parallel with the coast and traverses the City's entire Coastal Zone along the western perimeter of the City. It provides both regional and local access to the City's coastal resources. Beach Boulevard (State Route 39) begins at Pacific Coast Highway and extends northward to the I-405 Freeway and beyond through cities in Orange and Los Angeles Counties. This route also is prominent in providing both regional and local access to the City's Coastal Zone. The existing circulation network in the City is depicted **in Figure C-11.**

Proposed

The Coastal Land Use Map depicted in this Coastal Element is consistent with the City's General Plan Land Use Map. A traffic study analyzing the potential impacts of building out the City in accordance with the General Plan Land Use Map was conducted in 1994. (See Appendix - 1996 General Plan Technical Background Report.) In addition to analyzing the "built out" scenario of the General Plan Land Use Map, the traffic study assumptions included background regional growth such as development of the Bolsa Chica Specific Plan as currently adopted by the County. The traffic study concluded that implementation of the General Plan Land Use Map would result in a City-wide increase in traffic volumes.

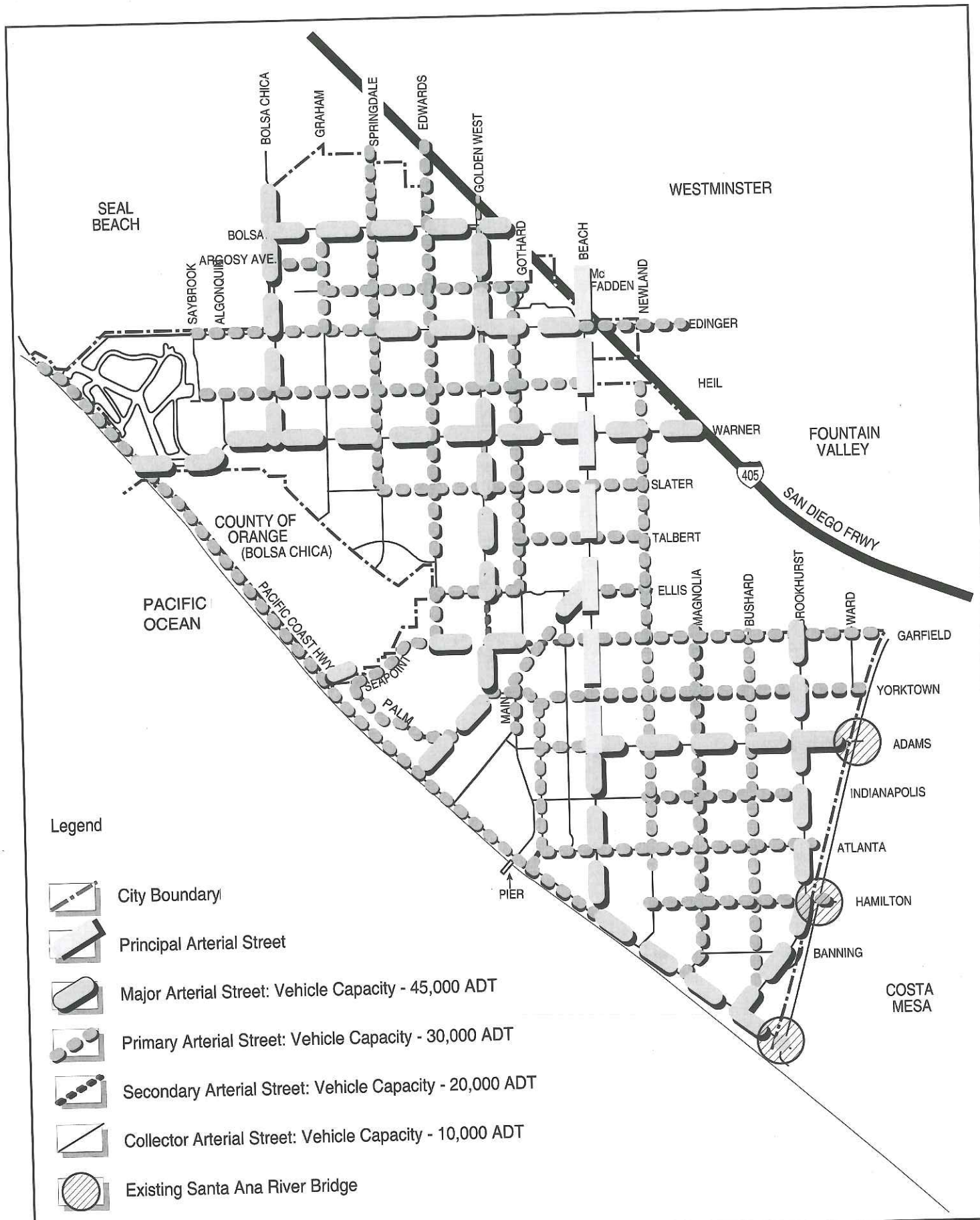
The Circulation Element of the Huntington Beach General Plan sets forth a circulation plan known as the Potential For 2010 Circulation Plan of Arterial Highways. It is anticipated that this plan, in concert with adopted circulation policies and programs, will accommodate the City's projected traffic volumes at buildout of the General Plan Land Use Map. The Coastal Element incorporates the Potential For 2010 Circulation Plan of Arterial Highways **(Figure C-12).** For purposes of maintaining eligibility for Measure M and Congestion management Plan (Proposition 111) funds, the City has also included the Circulation Plan of Arterial Streets and Highways in its Circulation Element. The Coastal Element also includes this circulation plan **(Figure C-13).** The Circulation Plan of Arterial Streets and Highways includes additional improvements that the Potential For 2010 Circulation Plan of Arterial Highways does not. Either plan will accommodate projected traffic levels in Huntington Beach, including the Coastal Zone. The City's preferred circulation plan at this time is the Potential for 2010 Circulation Plan of Arterial Highways. Future general plan amendments that combine the two plans may occur as needed.

The Potential for 2010 Circulation Plan of Arterial Highways depicts several proposed improvements within the Coastal Zone, including the Santa Ana River Bridge Crossings and the re-striping of Pacific Coast Highway to accommodate more traffic lanes and the extension of Hamilton Avenue. A brief discussion of these proposed improvements and their status is provided below.

Santa Ana River Bridge Crossings
The current Circulation Plan includes two Santa Ana River bridge crossings starting at Garfield Avenue and Banning Street and ending at Gisler Street and West 19th Street, respectively. The County is presently conducting a study to determine whether to implement the proposed bridge crossings, relocate them, or delete them from plans entirely. The City of Huntington Beach opposes the proposed bridge crossings.

Pacific Coast Highway Re-striping - Beach Boulevard to Goldenwest Street
Pacific Coast Highway presently accommodates four lanes of traffic (two lanes in each direction) between Beach Boulevard and Goldenwest Street. The Potential For 2010 Circulation Plan of Arterial Highways (Figure C-12), as well as, the Master Plan for Arterial Streets and Highways (Figure C-13) assume that Pacific Coast Highway will be re-striped between Beach Boulevard and Goldenwest Street to accommodate six lanes of traffic (three in each direction). The re-striping will provide for an increase in traffic capacity. Environmental documents processed by Cal Trans for the proposed re-striping project require that all on-street parking removed from Pacific Coast Highway as a result of the re-striping be replaced at a one-to-one ratio. Coastal Element policy includes this required mitigation and requires the parking be replaced prior to or concurrent with the loss of any parking spaces. Replacement parking alternatives are currently under investigation. (See "Recreational Parking" for further discussion.) Any parking replacement plan will require both City and Coastal Commission approval, prior to commencement of the re-striping project.

Hamilton Avenue Extension
The current Circulation Plan includes extending Hamilton Avenue from its present terminus to link with Beach Boulevard. At present, there is no specific proposal to accomplish this plan. Acquisition of right-of-way, environmental review and an analysis of alternatives are needed before a specific project may be adopted. Identification of funding mechanisms is also needed. The Hamilton Avenue Extension Project is not a high priority for the City or County at this time and is viewed as a long range project.

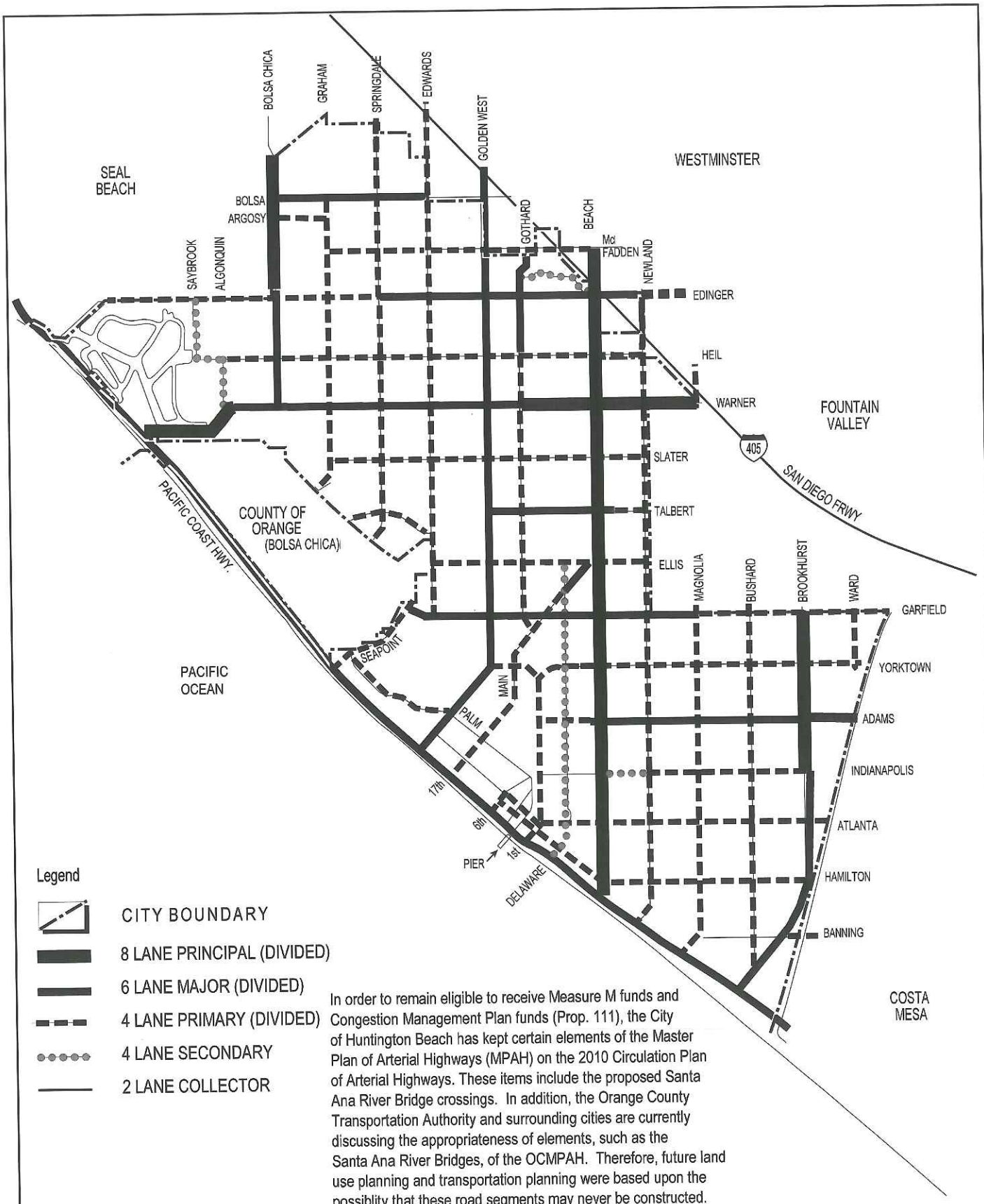


EXISTING NETWORK OF ARTERIAL STREETS AND HIGHWAYS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-11



In order to remain eligible to receive Measure M funds and Congestion Management Plan funds (Prop. 111), the City of Huntington Beach has kept certain elements of the Master Plan of Arterial Highways (MPAH) on the 2010 Circulation Plan of Arterial Highways. These items include the proposed Santa Ana River Bridge crossings. In addition, the Orange County Transportation Authority and surrounding cities are currently discussing the appropriateness of elements, such as the Santa Ana River Bridges, of the OCMPAH. Therefore, future land use planning and transportation planning were based upon the possiblity that these road segments may never be constructed.

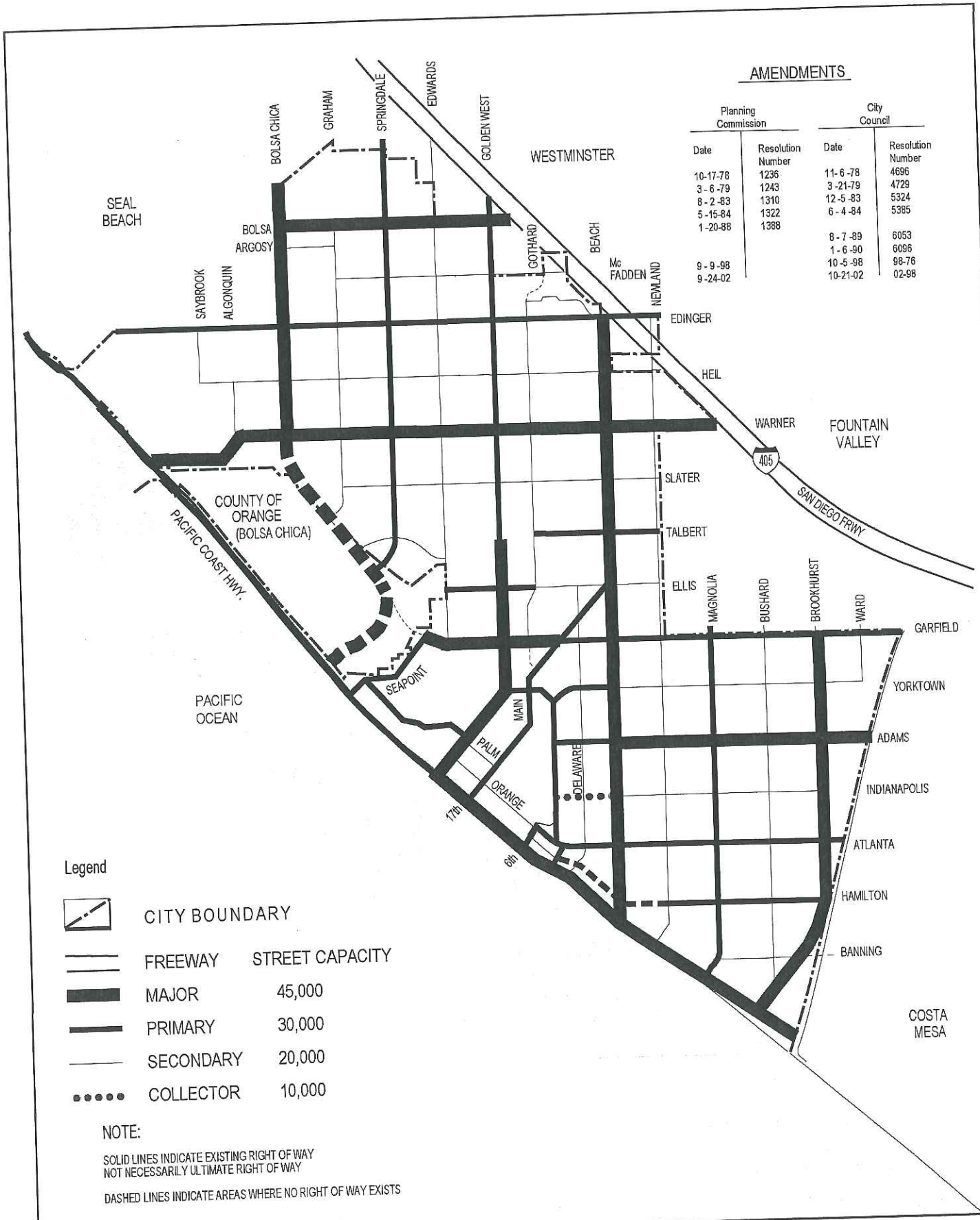
DKS Associates, 1994
Amended June 1998

POTENTIAL FOR 2010 CIRCULATION PLAN OF ARTERIAL HIGHWAYS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-12



CCC Amended December 2004

CIRCULATION PLAN OF ARTERIAL STREETS AND HIGHWAYS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-13

Parking

The provision of adequate parking for the Coastal Zone is a significant issue in Huntington Beach. Recreational, commercial and residential uses all create a demand for parking, with recreation related demands being the highest and most seasonal. It is the City's goal to provide adequate parking facilities for beach users while at the same time decreasing parking demands by promoting and providing alternative modes of transportation to the City's beaches.

Recreational Beach Parking

Throughout most of the year, the amount of parking available for recreational beach users is more than adequate to accommodate the demand generated. Parking is provided in three main areas within the Coastal Zone: in designated lots, parking structures and on-street. Beach parking lots are full to capacity approximately 18 days per year, primarily during peak season and/or special events. Existing public parking opportunities for recreational beach visitors are listed in **Table C-3.** If the proposed re-striping project on Pacific Coast Highway between Beach Boulevard and Goldenwest Street is implemented, on-street parking spaces along Pacific Coast Highway will be removed. Coastal Element policy requires that any parking spaces removed as a result of the Pacific Coast Highway re-striping project be replaced at a one to one ratio prior to or concurrent with the loss of any parking spaces. Parking replacement alternatives that are currently under consideration include one or a combination of those listed below. Other options may be considered as well. The final replacement parking plan shall be consistent with Coastal Act policies pertaining to public and recreational access, as well as, other policies outlined in this Coastal Element. The final parking replacement plan is subject to the approval of the City and Coastal Commission.

Pacific Coast Highway Re-striping - Potential Parking Replacement Alternatives

- Improve the existing South Beach parking lot to accommodate additional parking spaces.
- Add new stalls on both sides of Seapoint Avenue between Pacific Coast Highway and Palm Avenue.
- Provide a new parking lot on Railroad Avenue near Main Street and Pacific Coast Highway.
- Add parking stalls along Huntington Street near Pacific Coast Highway and along First Street near Pacific Coast Highway.
- Develop a parking lot at the old oil access road below the bluffs, west of the Pier.
- Utilize shuttles to access interior parking lots on peak beach use days.
- Special assessments or development fees.

TABLE C-3
Public Parking Opportunities within Coastal Divisions

Coastal Zone Division (Figure C-4)	Parking Location	Free Parking Spaces	Metered Parking Spaces	Total Parking Spaces	Comments
Zone 1	PCH (on-street)*	300		300	
	Peter's Landing	630		630	
	HH Yacht Club		76	76	$1.00/hour
	Sunset Beach*	672		672	4 hr. maximum
Zone 2	Bolsa Chica State Beach		2200	2200	$5.00/day
	PCH (on-street)		324	324	$1.50/hour
Zone 3	PCH (on-street)		260	260	$1.50/hour
	Surf Theatre Lot		39	39	Permit Only
Zone 4	Pier Plaza		421	421	$1.50/hour
	Main Promenade		815	815	$2.00/ Hour ($12.00 daily maximum)
	PCH (on-street)		486	486	$1.50/hour
	Business Streets		206	206	$1.50/hour
	Residential Streets		218	218	$1.50/hour
	City Beach Lot		250	250	$1.50/hour ($12.00 daily maximum)
	City Beach Lot		1813	1813	$10.00/day
	Pierside Pavilion**		283	283	$3.75/hour ($11.25 daily maximum)
	Plaza Almeria**		171	171	$2.00/hour ($15.00 daily maximum)
	The Strand**		410	470 (includes valet spaces)	$2.00/hour ($12.00 daily maximum)
Zone 5	HB State Beach		1200	1200	$5.00/day
	PCH/River (inland)	110		110	
	PCH/River (ocean)	75		75	
	Beach Blvd. (1600' inland)		83	83	$1.50/hour
	Newland to channel	75		75	
	Magnolia to channel	81		81	
	Brookhurst to channel	22		22	
TOTAL		1,965	9,345	11,370	

Note: *Most or all located outside of the City's Coastal Zone boundary.
**Privately operated parking structures available for public use. Rates for summer months and valet vary.

Commercial Parking
Much emphasis has been placed on providing adequate parking for commercial facilities in the Coastal Zone to ensure that commercial parking demands do not negatively impact recreational beach user parking. This issue was especially significant when planning for the re-development of the City's Downtown area into a dense node of visitor serving commercial facilities. The unique parking issues of the Downtown area had been resolved through the development and implementation of the Downtown Huntington Beach Parking Master Plan (see Technical Appendix). The Downtown Huntington Beach Parking Master Plan, a component of the Downtown Specific Plan, was adopted in 1993 and providesd for shared parking facilities including on-street parking, lots and nearby municipal parking structures. In 2009, the Downtown Specific Plan was updated to accommodate for new development within the downtown area. Part of the update process was the elimination of the Downtown Parking Master Plan, which had reached established development thresholds. Although the Downtown Parking Master Plan was eliminated, the downtown still employs a shared parking concept and the Downtown Specific Plan has added other tools for managing the parking demand of existing and future downtown development such as a trolley, a shuttle to remote lots and a parking directional sign system. Other commercial areas within the City's Coastal Zone, but outside the downtown area, meet their parking needs through implementation of the City's Zoning Ordinance. Adequate parking must be provided on site at the time of development. Shared parking is permitted on a case by case basis, if justified.

Residential Parking
Residential uses within the Coastal Zone are required to provide parking facilities on-site. In some areas of the Coastal Zone, residents may purchase parking permits to exempt them from parking time limits and/or metered parking. Certain residents also have the opportunity to purchase parking stickers that permit them to park in areas where the general public is not permitted. However, Coastal Element policy prohibits the establishment of new preferential parking districts whenever public access to the coast would be adversely affected.

Trails and Bikeways
Bicycling provides both recreation and an alternative mode of transportation to access the City's coastal resources. The City's bikeway program is one of the most extensive in Orange County and includes both Class I and Class II. Bikeways are marked with signs and street painting. Existing and proposed bikeways in the City's Coastal Zone are depicted in **Figure C-14.**

Figure C-14 also depicts riding and hiking trails, including a proposed equestrian trail that will be included in the planned Harriett M. Wieder Regional Park (The Huntington Beach Regional Riding and Hiking Trail). This trail will extend from the existing equestrian facilities and trails in Central Park to the inland side of Pacific Coast Highway at Seapoint Avenue. This trail will provide views of the Bolsa Chica wetlands and shoreline.

The County's Master Plan of Regional Riding and Hiking Trails identifies two regional trails within the subject Coastal Zone: 1). The Santa Ana River Trail, and 2). The Huntington Beach Trail. The Commuter Bikeways Strategic Plan (the regional bikeways plan for Orange County), identifies three regional Class I bikeways within the Coastal Zone: 1). The Santa Ana River Bikeway; 2). The Wintersburg Channel Bikeway, and 3). The Coastal Bikeway.

Trail/Bikeway Definitions	
Name	**Definition**
Class I Bikeway	Paved off-road bikeway; used by bicyclists, walkers, joggers, roller skaters, and strollers.
Class II Bikeway	On-road bikeway with striped lanes; used by bicyclists.
Riding and Hiking Trail	Natural surface or decomposed granite off-road trail; used mainly by equestrians, mountain bicyclists, joggers and hikers.

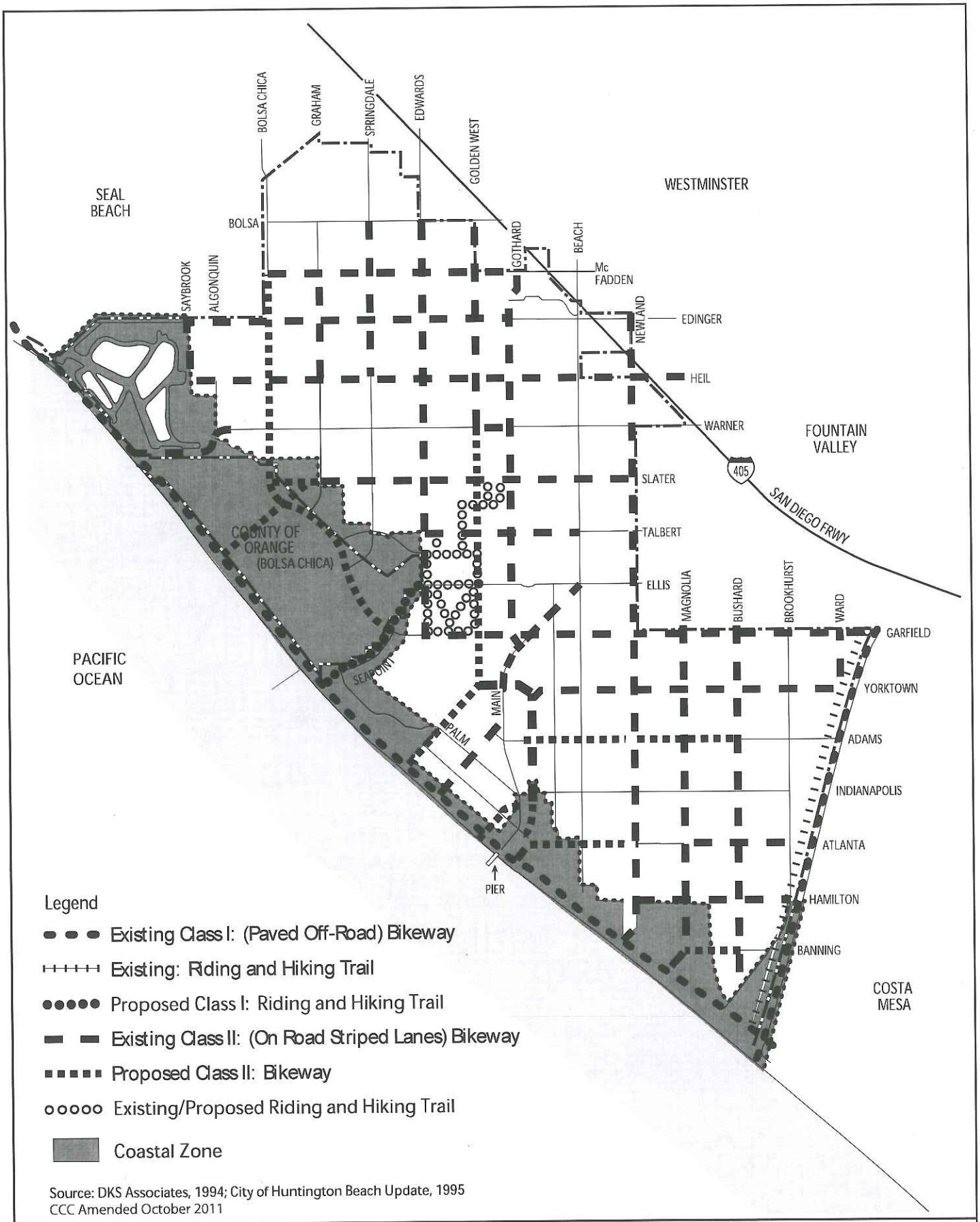
Transit

Public transit service in the City's Coastal Zone is provided by the Orange County Transportation Authority (OCTA). The OCTA operates several routes that service the Coastal Zone. The routes are designed to accommodate both general and recreational beach users. During the summer peak season, additional bus service is provided. Existing OCTA bus routes are depicted in **Figure C-15**. Bus routes are amended by the OCTA, as needed, to maximize service.

Direct Access

The City's nine miles of shoreline (including the residential co-op located on the west side of the Pier which is on land leased from the State) are under public ownership and are designated for public recreational use. Consequently, opportunities for direct physical access to the shoreline are excellent.

Direct pedestrian access to the shoreline is provided at several intervals along the entire length of the Coastal Zone, including a new shoreline access (a stairway and a handicap access ramp) constructed at Seapoint Avenue and Pacific Coast Highway near the planned Harriett M. Wieder Regional Park. Access to the Huntington Harbour waterways is somewhat limited due to the residential nature of the surrounding area, but could be enhanced through increased public awareness of existing access points. Additional access points may be provided through re-development or when existing uses are improved.



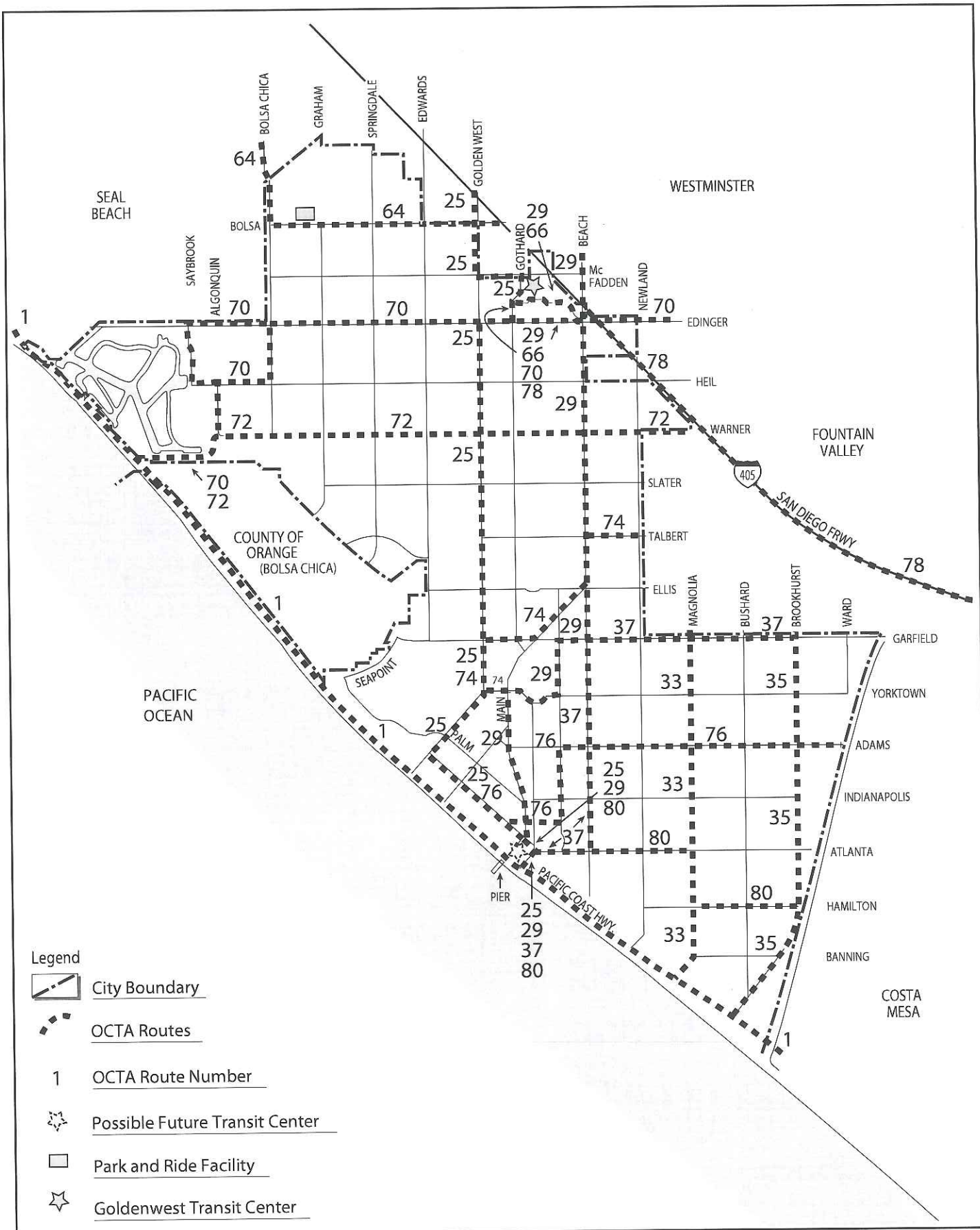
Source: DKS Associates, 1994; City of Huntington Beach Update, 1995
CCC Amended October 2011

FEET 0 3,000 6,000 NORTH

FIGURE C-14

TRAILS AND BIKEWAYS

CITY OF HUNTINGTON COASTAL ELEMENT



TRANSIT SERVICE ROUTES

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

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FIGURE C-15

Public Recreational and Visitor Serving Commercial Facilities

Public Recreational Resources

Coastal Act policy promotes the protection of coastal resources while accommodating public demand for such resources. Further, Coastal Act policy promotes the protection of recreational and lodging opportunities for low and moderate income persons. Huntington Beach is known internationally for its temperate climate, excellent surfing beaches, and plentiful recreational amenities and opportunities. Consequently, millions of visitors are attracted to the City's shoreline each year (an estimated 9.6 million in 1998). As the general population grows, the demand for year round recreational resources along the coastline will also grow. Coastal Element policy recognizes the City's responsibility to balance the need to provide adequate recreational facilities to serve the greater than local community, while protecting the resources and character of its Coastal Zone. An overview of Huntington Beach's most significant recreational resources is described below. **Figure C-16** identifies the location of these resources.

Beaches

The City's Coastal Zone contains over nine linear miles of sandy beach shoreline area encompassing approximately 380 acres. The three beaches in Huntington Beach are Bolsa Chica State Beach and Huntington State Beach, which are operated by the State Department of Parks and Recreation, and Huntington City Beach, which is operated by the City. Bolsa Chica State Beach includes six miles of shoreline between Warner Avenue and the Municipal Pier. Huntington City Beach includes approximately one mile of shoreline between the Municipal Pier and Beach Boulevard. Huntington State Beach consists of the two mile shoreline area between Beach Boulevard south to the Santa Ana River. All of the beach area is in public ownership. The entire beach area is designated as open space in the Coastal Element Land Use Map.

Recreational opportunities at the City's beaches are extensive and include activities such as sunbathing, swimming, surfing, bodysurfing, sand volleyball, skin and scuba diving. Huntington Beach is known as one of the best surfing areas on the west coast and has hosted numerous national and international surfing contests. Its renowned surf is a result of the shoreline's long, gradually sloped beach gradient and location in relation to ocean swells. Fire rings are provided for barbecues and evening camp-fires. Offshore clam beds and a variety of game fish attract divers and surf fisherman to the Huntington Beach shoreline. In addition, the Coastal Bikeway, a regional Class I Bikeway, extends the length of the shoreline in Huntington Beach (it continues south to Newport Beach and north to Seal Beach). This paved bikeway provides for bicycle riding, jogging, roller blading, walking and similar activities separated from vehicular traffic. Proposed improvements include widening the existing Coastal Bikeway within Huntington Beach from its existing average width of 12 to 15 feet to twenty feet.

Municipal Pier and Plaza

The City's Municipal Pier is located at the intersection of Main Street and Pacific Coast Highway and serves as the focal point of the City's Coastal Zone. The Pier, which was re-built and opened in 1992, is 1,856 feet long, 30 feet wide and 38 feet above the mean low water level. It is constructed of reinforced concrete. It includes a variety of visitor serving and recreational amenities, including a restaurant, community access booth, lifeguard tower and observation and recreational fishing platforms. Visitors can use the Pier to sight see, stroll, fish and dine. Coastal Element policy, among other things, limits building heights on the pier to a maximum of 2 stories/35 feet. Coastal Element policy also requires that public access around the entire

perimeter of the pier be maintained. Proposed enhancements to the Pier include a funicular/trolley system to transport pedestrians from the Plaza area to the end of the Pier and back.

The Main Pier Plaza has more than eight acres of public space located at the base of the Municipal Pier on the ocean side of Pacific Coast Highway, between First and Seventh Streets. The public plaza includes a palm court, a 230 seat amphitheater, a spectator area, accessways to the beach and lawn, restrooms and concessions, bicycle parking facilities and automobile parking. Pier Plaza was designed as a community focal area where public speaking forums, surfing competitions, foot races, outdoor concerts and similar events are held.

Parks

Other than the sandy shoreline area itself, existing parks in the Coastal Zone include those listed in **Table C-4** below and depicted in **Figure C-16.**

TABLE C-4
Coastal Zone Parks

LOCATION	SIZE/Acres
Zone 1	
Booster Park – Baruna and Davenport	1.0
Conrad Park – Aquarius and Trinidad	3.0
French Park – Venture @ Harbor Channel	0.5
Prince Park – Typhoon and Venture	0.2
Seabridge Beach Park – 3222 Countess	4.5
Tarbox Park – Wellington and Melville	0.5
Trinidad Beach Park – Trinidad @ Long Channel	1.0
Zone 2	
Bolsa View Park-Brighton and Crestmoor	3.0
Zone 3	
Harriett M. Wieder Regional Park	*111.0
Bluff Top Park	20.0
Lower Seacliff Greenbelt-Island Bay and Palm	0.5
Zone 4	
Manning Park – Delaware and Detroit	2.5
Total Acres	**147.7**

*At present, 49 acres of the 111 total are privately owned, to be dedicated, per agreement, at a later date.

Proposed parks include the Harriett M. Wieder Regional Park (formerly known as the Bolsa Chica Linear Park) and the Orange Coast River Park. Land for the Regional Park has been identified (approximately one-third has been dedicated and is in public ownership). A development plan for the park has been devised through coordinated efforts between the City and County of Orange. Once developed, the Harriett M. Wieder Regional Park will connect Central Park to the coastline via the Huntington Beach bluffs, at Seapoint and Goldenwest. The Regional Park will provide views and linkages to the Bolsa Chica wetlands as well.

The Orange Coast River Park is in the early stages of planning at this time. The present conceptual plan for the park is to link parks from inland cities to the coastline via the Santa Ana River trail. The Orange Coast River Park is proposed to extend north from the Santa Ana River, in Huntington Beach, along the inland side of Pacific Coast Highway to Beach Boulevard. Feasibility studies for the park concept are now underway. Coastal Element policy supports and promotes the maintenance and preservation of existing parks, the development of the planned Harriett M. Wieder Regional Park, and further study of the feasibility of the proposed Orange Coast River park.

Recreational Vehicle Camping

The Sunset Vista Camper Facility, located on Pacific Coast Highway in the Huntington City Beach parking lot at First Street, is a City-operated recreational vehicle camping site offering 150 spaces from September 15 through May 31 annually. The facility allows camping immediately adjacent to the beach sand area.

In addition, the State Department of Parks and Recreation allocates 50 spaces for enroute overnight camping at both Huntington State Beach and Bolsa Chica State Beach. Campers pay a nominal fee per night and are required to check in after 8:00 p.m. and leave by 9:00 the following morning. The RV spaces made available under this program are for year-round use. The City Beach also offers a similar program for enroute RV camping between June 1 and September 14, annually. Coastal Element policy promotes the preservation of these opportunities and expansion of the camping program at the State beaches to mirror the overnight program permitted at the City beach parking lot.

Trails and Bikeways

The City boasts an extensive trail system that can be used by bicyclists, roller bladers, joggers and strollers. The Coastal Zone includes a Class I trail that runs the entire length of the Coastal Zone and is linked to regional bikeways. It also includes several east west bikeways that access the City's Coastal Zone, and a major trail along the Santa Ana River. In addition, the County has plans for a future riding and hiking trail that will extend from the existing riding and hiking trail system in Central Park, which is just outside the City's Coastal Zone boundary, along the proposed Harriett M. Wieder Regional Park to points near the shoreline. The County's Master Plan of Regional Riding and Hiking Trails identifies two regional trails within the City's Coastal Zone: the Santa Ana River Trail and the Huntington Beach Trail. The Commuter Bikeway Strategic Plan (the regional bikeways plan for Orange County) identifies three regional Class I bikeways within the Coastal Zone: the Santa Ana River Bikeway, Wintersburg Channel Bikeway and the Coastal Bikeway. **(Figure C-14.)**

Golf Courses

There is one private (no public) golf course in the City's Coastal Zone: Seacliff Country Club. It is an eighteen hole course located on Palm Avenue, west of Goldenwest Street.

Huntington Harbour

Huntington Harbour is an 860 acre residential development oriented around a network of manmade channels located in the northwest corner of the City. The channel system covers a surface area of 225 acres and houses approximately 2,300 mostly private boat slips. The waterways, which are available for public use, provide significant opportunities for boating. Access to the channels is provided in several areas where boats and boat slips may be rented, and by the City operated boat ramps (Percy Dock and Warner Dock) located near the Warner Avenue

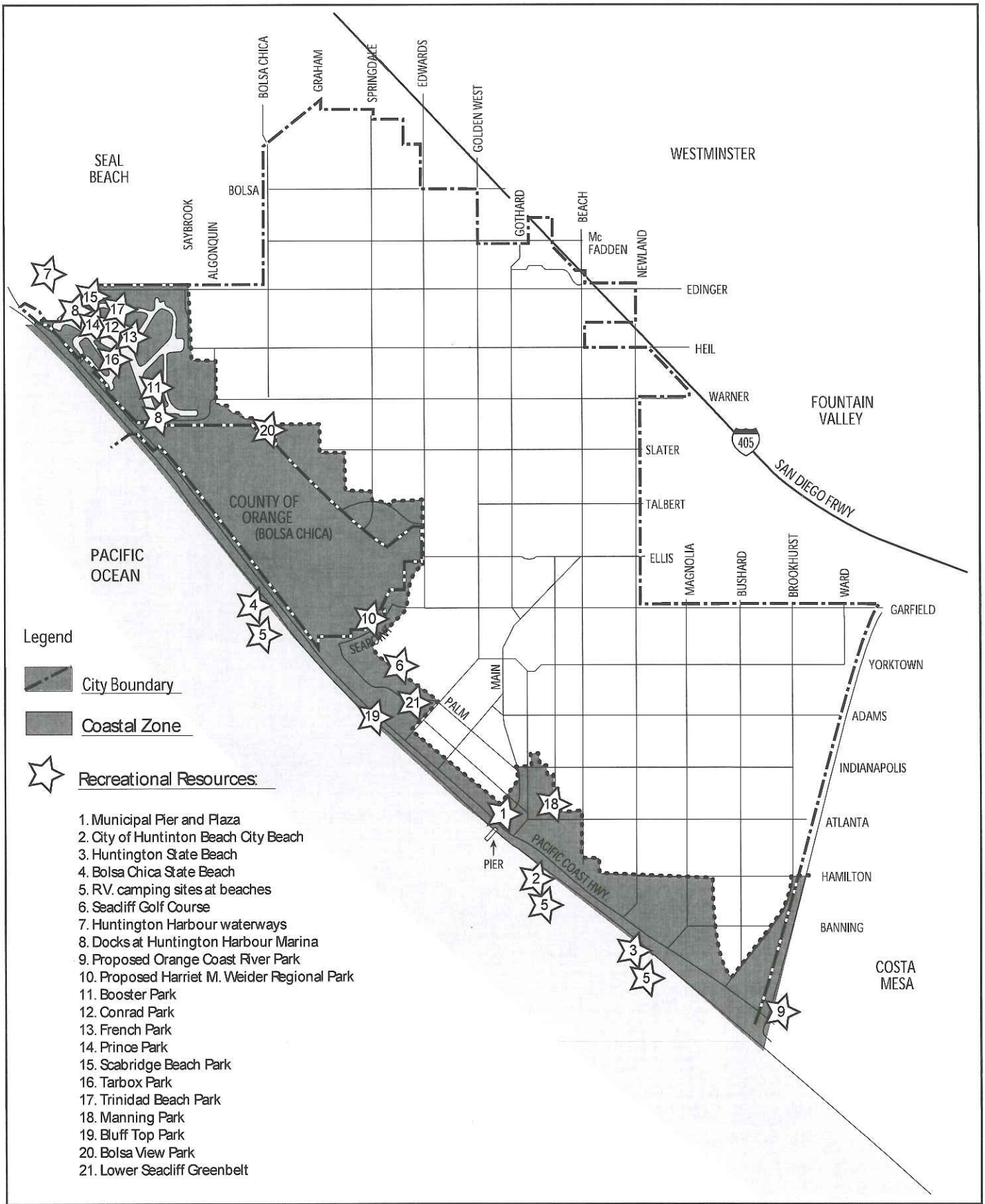
Fire Station. The Percy Dock also provides City operated parking. An additional boat ramp, French Dock, that can accommodate large boats is available at the Sunset Aquatic Regional Park immediately north of Huntington Harbour within the City of Seal Beach. The entrance to the Huntington Harbour channels is located at the northwest end of the harbor and passes under a bridge at Pacific Coast Highway.

Some of the recreational opportunities in Huntington Harbour are private, accessible only to Harbour residents. However, a number of public recreation areas are available. Trinidad Island includes a 2.7 acre greenbelt park with a bicycle/pedestrian path, two small vista parks, a fishing dock and a walkway around half the island. A 4.1 acre City neighborhood park is also located on Seabridge Peninsula. The Harbour area also includes three small beaches and parks accessible to the public.

The developed status of Huntington Harbour dictates the current state of public access in the area. In the event that new development, or significant redevelopment, fronting a channel area does occur, the City's Coastal Element policy requires that adequate public access to the waterways be provided.

Boating Facilities

Boating facilities in Huntington Beach are primarily provided in Huntington Harbour. Development of a second marina in the City's Coastal Zone is limited by a lack of appropriate sites. Boat storage is provided within the Huntington Harbour Marina and in off-site dry storage areas. City policy allows for boat storage on private residential property if properly screened and accommodated, as well as within industrially zoned areas.



SIGNIFICANT RECREATIONAL RESOURCES

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

FIGURE C-16

Visitor-Serving Commercial Facilities

The City's Coastal Zone is host to millions of visitors each year. The Coastal Act places a high priority on land uses and facilities that serve the needs of these visitors. Visitor-serving facilities include public and private developments that provide accommodations, food, entertainment and services. The City's Coastal Land Use Plan defines activity nodes where visitor serving uses are concentrated. The use of concentrated nodes allows the City to capitalize on shared facilities and minimize impacts to more sensitive resource areas in the Coastal Zone. The most concentrated area of visitor serving uses is within the Downtown area near the Municipal Pier. Significant visitor serving facilities within the Coastal Zone are briefly described below.

Huntington Harbour
The Huntington Harbour area includes commercial uses to serve residents and visitors. Visitor serving commercial uses include restaurants, retail shops, entertainment and private recreational facilities such as the Huntington Harbour Yacht Club and a fitness/racquet club.

Seacliff Promenade Conceptual Master Plan Area
The Seacliff Promenade Conceptual Master Plan Area is bounded by Pacific Coast Highway to the south, Palm Avenue to the north, Seapoint Avenue to the west and Goldenwest Street to the east. The planning area comprises approximately 150 acres and is presently under the ownership of PLC Properties and Aera Properties. PLC Properties owns the 56 acre parcel located at the northeastern section of the site. Aera owns the remaining 94 acre portion which fronts Pacific Coast Highway. At this time, the site represents one of the largest, undeveloped contiguous areas in the Huntington Beach Coastal Zone. The planning area is designated in the Coastal Element Land Use Map as Mixed Use-Horizontally Integrated Housing (MH-F2/30(Avg. 15)-sp), which permits residential, visitor serving commercial and open space uses. A specific plan or plans, as well as, a "conceptual master plan of development", consistent with the Coastal Element Land Use Map, are required before any development may be approved on the site.

Per the site's Coastal Element Land Use Map designation, commercial uses will be limited to those permitted by the Commercial Visitor land use category. (See Table C-1, Coastal Element Land Use Plan Land Use, Density and Overlay Schedule, and Table C-2, Community District and Subarea Schedule). The amount and precise location of commercial land that will be included within this planning area will be determined through the conceptual master plan and specific plan preparation and adoption processes. The required master and specific plans are subject to Coastal Commission approval which would be submitted to the Coastal Commission as an LCP amendment that would take effect upon Commission certification. Both are consistent with Coastal Act and adopted City policy noted in this Coastal Element.

Pursuant to the adopted Palm/Goldenwest Specific Plan, it is anticipated that the 94 acre Aera property, which fronts Pacific Coast Highway, will house visitor-serving commercial, open space and recreational/civic uses such as a public museum, with visitor-serving commercial uses having preference. This property is presently used for oil production and is expected to maintain its existing oil activities for the next 15 to 20 years. The 56 acres located in the northeast portion of the planning area and owned by PLC Properties, is approved for up to 315 dwelling units.

Downtown
The downtown area has been designed as the primary visitor serving node in the Coastal Zone. Development of the area is guided by the Downtown Specific Plan. Coastal Element policy promotes the continuation of the area as a visitor serving node. Significant project areas within the downtown area include the Main/Pier area, the Waterfront area and Pacific City, a site formerly known as "31 acres." The Main/Pier area includes the Municipal Pier, the public plaza at the base of the Pier, adjacent restaurants, and commercial/retail development on Main Street and 5th Street. The Waterfront development area is located at the northwest corner of Pacific Coast Highway and Beach Boulevard. It is designated for uses such as hotels, specialty retail and residential uses. The Pacific City site is located on the north side of Pacific Coast Highway at First Street, just south of the Municipal Pier. This site is approved to be developed as a mixed use project including visitor serving commercial, office and residential uses. Planned and existing projects within these development areas are summarized in **Table C-5.**

Beach Boulevard
With the exception of the northwest corner of Pacific Coast Highway and Beach Boulevard included within the Waterfront Development area, the portion of Beach Boulevard that lies within the Coastal Zone boundary does not include existing or planned commercial uses. However, just outside the Coastal Zone, and accessible within minutes of the beach by car, bus or bicycle, Beach Boulevard includes a variety of visitor, neighborhood and regional serving commercial establishments.

Other
A strip of land located on the north side of Pacific Coast Highway, between Beach Boulevard and Newland is designated for visitor serving commercial uses in the Coastal Element Land Use Plan. (The site presently houses the Action Boat Yard and is partially vacant.) A half block area on the inland side of Pacific Coast Highway, between Sixth and Ninth Streets, is designated as Mixed Use-Vertical. The site is presently vacant.

Visual Resources

The Coastal Act requires that the scenic and visual qualities of coastal areas, especially natural landforms along bluffs and cliffs, be considered and protected as a resource of public importance. Huntington Beach's Coastal Zone includes several visual resources that contribute positively to the aesthetic character of the Coastal Zone, including views, natural landforms and man-made amenities **(Figure C-17)**. The City's Coastal Zone also includes facilities and sites that negatively impact the visual character of the area and detract from existing assets. The Coastal Element includes policy to protect the assets and mitigate or remove the visual detractors.

TABLE C-5
Existing Downtown Area Commercial Facilities

Existing Visitor Serving Projects Within the Downtown Area	Description
The Waterfront Development	
The Waterfront Hilton Beach Resort	296 hotel rooms, 15,000 square feet of ballroom/meeting space, restaurant pool and fitness center.
Hyatt Regency Resort and Spa	517 hotel rooms with a conference center, retail and restaurant uses and a spa and fitness center
Main/Pier	
Pier Pavillion	19,100 square feet retail, restaurant and office uses.
Oceanview Promenade	42,000 square feet of visitor serving retail
Main Promenade	34,000 square feet of visitor serving retail, restaurant and office uses. Includes 830 space municipal parking structure.
Adjacent to Municipal Pier	15,000 square feet of restaurant area. Currently houses Duke's and Chimayo's restaurants.
Municipal Pier	8,000 square feet of visitor serving commercial at end of Pier.
Pier Plaza	No commercial uses.
Plaza Almeria	301 Main Street. 30,000 square feet of commercial/retail with 10,000 square feet of office on upper stories. Also includes 42 townhomes.
The Strand	157 room boutique hotel and 154,000 square feet of retail, restaurant and office uses
Planned/Approved Projects	**Description**
The Waterfront Development	
Waterfront Development	A third hotel.
Pacific City	31-acre mixed use project consisting of seven commercial buildings with retail, office, restaurant, cultural and entertainment uses and a residential component with 516 condo units and a 2-acre "Village Green" park. The commercial portion of Pacific City is also planned to have carts, kiosks, outdoor dining, live entertainment indoors and outdoors and a boutique hotel.

Assets

The Pacific Ocean

The Pacific Ocean is Huntington Beach's most prominent visual asset. Views of the ocean from Pacific Coast Highway, peripheral streets, and surrounding neighborhoods and districts enhance the visual quality and ambiance of the City and help orient the traveler.

Huntington Harbour

Huntington Harbour is a visual asset to those residences that front the channel. The concentration of recreational boats and related activity on the waterways provides scenic resources not found elsewhere in the City's Coastal Zone. Although limited access makes this asset somewhat exclusive to area residents, public access is provided to visitors. Private views are not protected by the Coastal Act or Huntington Beach Coastal Element policy.

The Bolsa Chica Ecological Reserve

The Bolsa Chica Ecological Reserve is located in the unincorporated area of land known as the Bolsa Chica. It is a lowland that lies between two mesas. The visual quality of the wetland marshes and natural wildlife create an impressive corridor along Pacific Coast Highway generally located between Seapoint Street and Warner Avenue.

The Bolsa Chica Mesas

The northwestern side of the Bolsa Chica Ecological Reserve includes bluffs that rise to an upland area known as the *Bolsa Chica Mesa*. These bluffs are primarily under the County's jurisdiction (only a small part of the bluff lies in the City) but are within the City's Sphere of Influence for potential future annexation. The mesas constitute a significant scenic resource within the City's Coastal Zone. The 50 acre site (located west of and adjacent to Graham Street and north of and adjacent to the East Garden Grove Wintersburg Orange County Flood Control Channel) known as the "Parkside" site affords an excellent opportunity to provide a public vista point. A public vista point in this location would provide excellent public views toward the Bolsa Chica and ocean. Use of the public vista point will be enhanced with construction of the Class I bike path along the flood control channel and public trails throughout the Parkside site.

To the southeast of the Bolsa Chica Ecological Reserve, another line of bluffs extends between Pacific Coast Highway and Edwards Street. The bluff top area here is known as the *Huntington Beach Mesa* and is the site of the proposed Harriett M. Wieder Regional Park.

Beach Bluffs

A line of low, steep bluffs runs along the face of the beach, on the south side of Pacific Coast Highway, between Seapoint south to approximately the Pier Plaza area. Panoramic views of the ocean, coastline and Catalina Island can be seen from the bluffs and from several locations on Pacific Coast Highway where the road rises above the adjacent bluff line.

The Municipal Pier

The Huntington Beach Municipal Pier affords fine views of the shoreline, ocean and islands. To maintain public views, Coastal Element policy limits heights of buildings permitted on the pier to a maximum of 2 stories/35 feet. In addition, the entire perimeter of the pier is required to be maintained for public access. Aside from affording views to the ocean, the Pier structure itself is considered to be a visual resource.

Wetlands
The wetland area north and adjacent to Pacific Coast Highway between the electrical generating plant and the Santa Ana River, known as the Talbert Marsh, provides open space and visual relief along this stretch of Pacific Coast Highway.

Public View Opportunities/Corridors
Public views to the ocean and/or shoreline are afforded from several places along Pacific Coast Highway within the City's Coastal Zone.

Weaknesses
Oil Production Facilities
Oil pumps, tanks and pipelines are located throughout the Coastal Zone. They are often incongruous with the visual character of the area.

Utility Facilities
Coastal Zone visitors who travel Pacific Coast Highway between Newport Beach and Beach Boulevard cannot miss the electrical generating plant or the regionally serving sewage treatment plant located adjacent to the Santa Ana River. Both facilities dominate the landscape and negatively impact the visual and aesthetic character of the surrounding area.

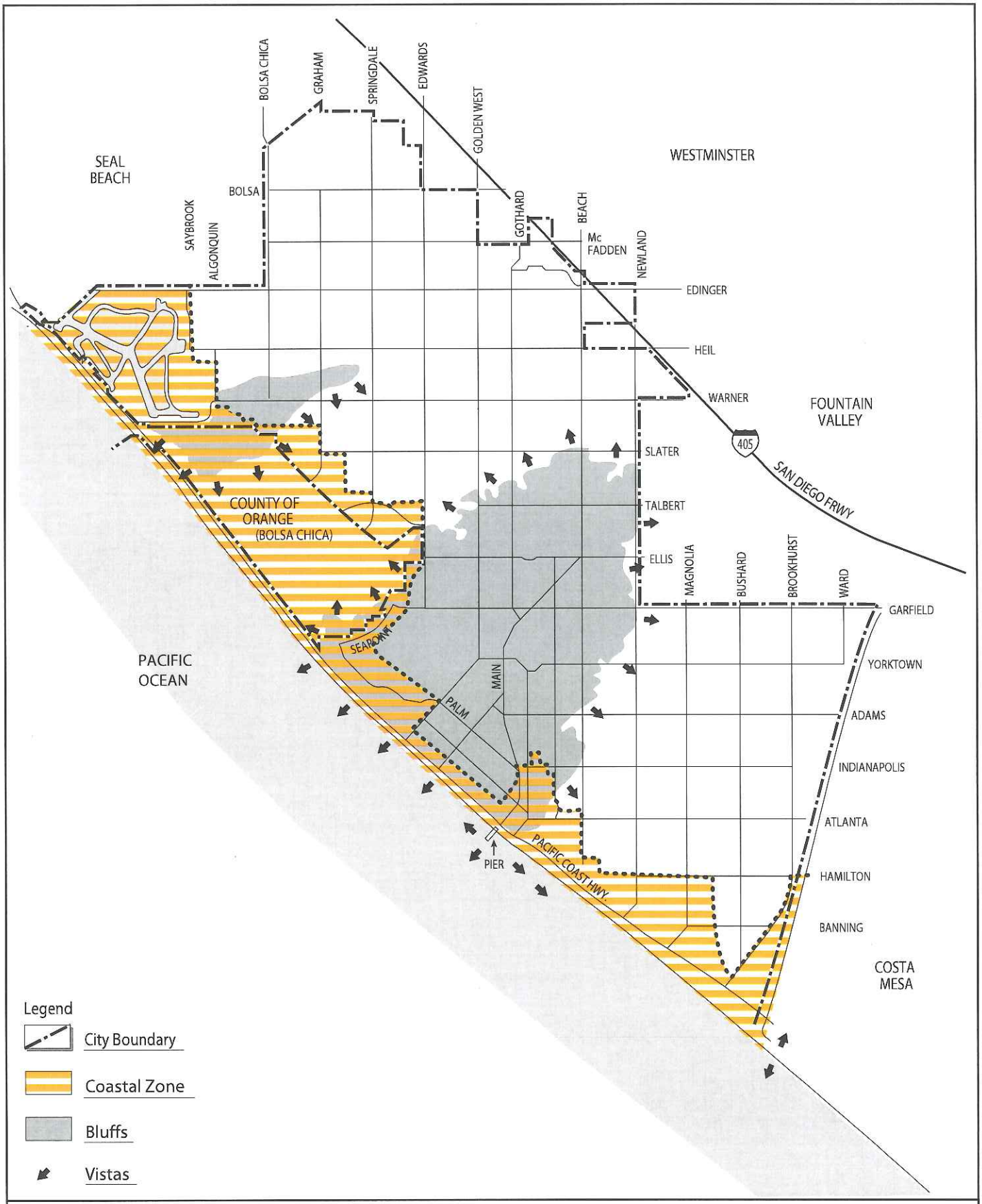
Billboards
Though fewer in number than ten years ago, billboards remain in the City's Coastal Zone today. The billboards are inconsistent with the visual character of the Coastal Zone, block views and clutter the landscape.

Electrical Transmission Lines
Electrical transmission lines, visible along the beach bluffs and in open areas, detract from the scenic potential of the Coastal Zone.

Pacific Coast Highway
The visual experience along Pacific Coast Highway could be improved through increased landscaping, curb and gutter treatments, placing transmission lines underground, screening oil production facilities and utilities, and removing billboards.

Historic and Cultural Resources

Coastal Act Policy requires that significant historical and archeological resources of the Coastal Zone be identified and protected. The Coastal act identifies such resources located within the Coastal Zone, and sets forth policies to ensure reasonable protection and or enhancement of such resources.

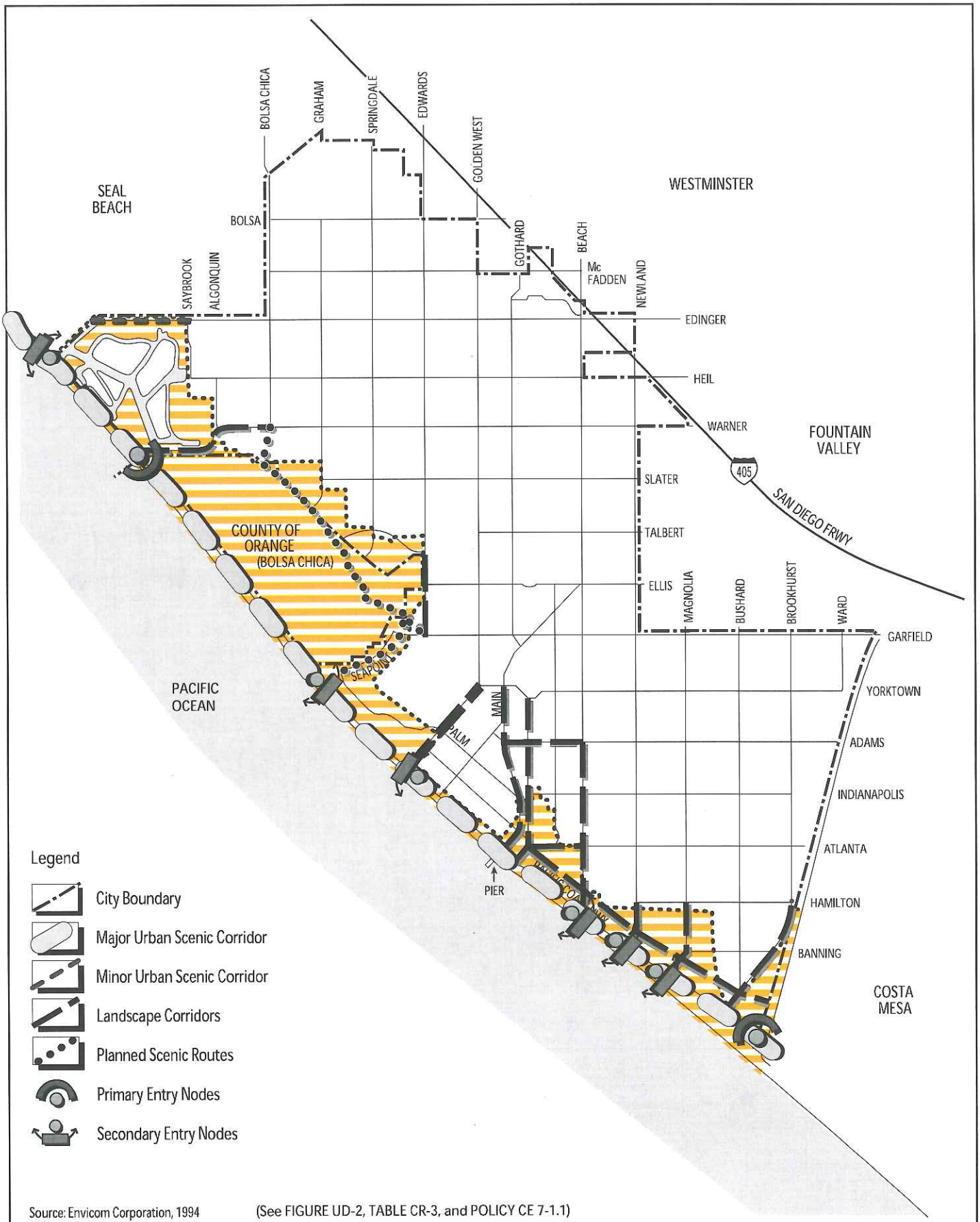


BLUFF AREAS AND SCENIC OPPORTUNITIES

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-17



Source: Envicom Corporation, 1994

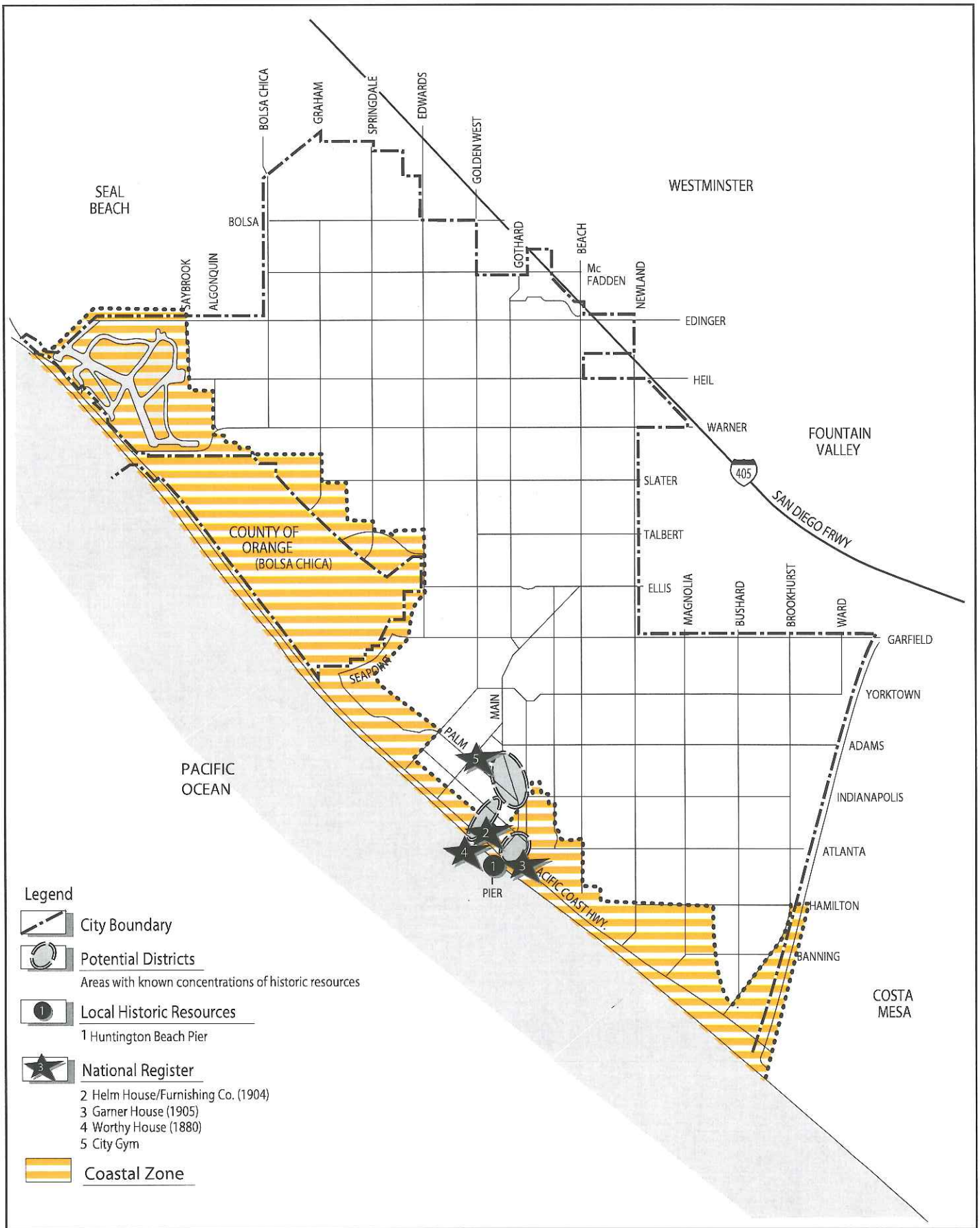
(See FIGURE UD-2, TABLE CR-3, and POLICY CE 7-1.1)

SCENIC HIGHWAYS, SCENIC CORRIDORS, AND LANDSCAPE CORRIDORS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-18



HISTORICAL & CULTURAL RESOURCES IN THE COASTAL ZONE

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-19

Water and Marine Resources

One of the primary goals of the Coastal Act is to prevent marine resource degradation caused by urbanization. The Coastal Act requires that the biological productivity and quality of these resources be maintained and, where feasible, restored. Coastal water and marine resources in Huntington Beach include the ocean, the Huntington Harbour waterways, flood control channels, wetlands and freshwater sources such as underground aquifers. Urban runoff, outfalls from industrial uses, diking, dredging, filling, boating activities and saltwater intrusion are all factors that may negatively impact the City's water and marine resources. Coastal Element policy strives to remove or mitigate the negative impacts of these factors. These potentially negative factors are described in greater detail below. See **Figure C-20** for the location of existing shoreline structures, outfalls and industrial facilities in the City's Coastal Zone.

Urban Runoff

Urban runoff carries millions of pounds of pollutants annually into coastal waters. The runoff comes from City streets and gutters, as well as all inland areas that drain into regional stormwater and drainage facilities and ultimately into the ocean. Efforts to minimize urban runoff from new development include requiring Water Quality Management Plans for all new development within the Coastal Zone and coordinating with responsible regional agencies.

Ocean Outfalls

There are five outfalls (discharge pipes) located in the ocean off of Huntington Beach: The electrical generating plant outfall, the two Orange County Sanitation District Plant No. 2 outfalls, and two oil facility outfalls.

The electrical generating plant takes in water for cooling purposes and discharges heated water into the sea via intake and discharge pipes that extend from the plant into the ocean under the beach just south of Newland Street. The discharged water is not contaminated, but is heated. The full effect of the warm water discharge is not known. Certain native species may no longer find the area habitable, while warmer water species may be attracted to it. The cool water intake process is known to trap or "entrain" some ocean organisms, many of which die as a result.

The Orange County Sanitation District's Plant No. 2 outfalls are located approximately five miles offshore. The primary outfall pipe is 120 inches in diameter and discharges treated sewage effluent into the ocean off of Huntington Beach at a rate of 180 million gallons per day. The secondary outfall is 78 inches in diameter and is for emergency purposes only. To date, the emergency outfall has not been used. Prior to treatment, raw sewage may contain pathogenic bacteria, viruses, heavy metals and other pollutants detrimental to human health and/or marine life. Ongoing monitoring of effluent discharge is imperative to ensure public health and environmental protection. The Sanitation District employs constant monitoring of the treated effluent discharged into the ocean.

The oil facility outfalls, which extend under Bolsa Chica State Beach into the ocean, discharge treated runoff and oil field production water. All five outfalls are regulated by the Environmental Protection Agency through the Regional Water Quality Control Board and require NPDES permits.

Oil Production Wastes

Oil production facilities located on land are a significant source of wastewater entering City sewerage. The City requires that wastewater from oil activities be cleared to 100 mg of oil/liter before being discharged into City sewerage. Liquid wastes that cannot meet this standard must be transported to approved disposal facilities. Runoff from these land facilities can contain oil, solids, sulfur wastes and drilling muds and their additives. On principal oil production parcels, the runoff must be collected in basins or sumps and treated in separation facilities before being disposed into public sewerage or the ocean. On smaller parcels, the water must be contained on site.

Diking, Dredging, Filling and Shoreline Structures

Detrimental environmental impacts associated with diking, dredging and filling operations include high mortality of marine organisms trapped in the dredged material, burial and smothering of organisms by fill material, reduction of fish populations due to impacts of increased suspended sediments (turbidity), and overcrowding of organisms in adjacent waters. In addition, dredging tends to re-suspend harmful pollutants that may have settled into bottom sediments.

Boating Activities

Of the City's coastal waters, Huntington Harbour is most impacted by contaminants from boating activities. Common boating activity contaminants include small amounts of copper from paints, fuel leakages and boathead wastes (from toilets and kitchens). Boathead discharges are prohibited in harbor areas. Low dissolved oxygen due to lack of circulation or aeration is another potential water quality nuisance in Huntington Harbour. Artificial aeration systems currently exist in the Long Channel to increase dissolved oxygen levels. Additional systems in other side channels in the harbor can be pursued if found necessary.

Saltwater Intrusion

Saltwater intrusion into the fresh water underground aquifers is of great concern in Orange County and Huntington Beach. Over pumping of groundwater reserves can result in saltwater flowing inland toward the freshwater wells. Ongoing monitoring, maintenance of groundwater reserves through water conservation and the construction of artificial salinity barriers are strategies that have been and continue to be implemented to minimize saltwater intrusion.

Interagency Coordination

Coastal water quality issues extend beyond local jurisdictional boundaries to the regional, state and federal levels. A listing of the outside agencies involved in or responsible for water quality issues in Huntington Beach is provided below. The City's Coastal Element policy recognizes the jurisdictional hierarchy and promotes local strategies that can be used to supplement regional, state and national efforts.

The United States Environmental Protection Agency
Implements federal water pollution law. Relies largely on National Pollutant Discharge Elimination System (NPDES) permit process to implement regulations.

The United States Army Corps of Engineers
Regulates diking, dredging and fill activities in coastal waters.

The California State Department of Fish and Game
Regulates diking, dredging and fill activities in coastal waters.

The California State Lands Commission
The CSLC manages the State's property interest in filled and unfilled tidelands, submerged lands and beds of navigable waterways. The Commission regulates diking, dredging and fill activities in coastal waters.

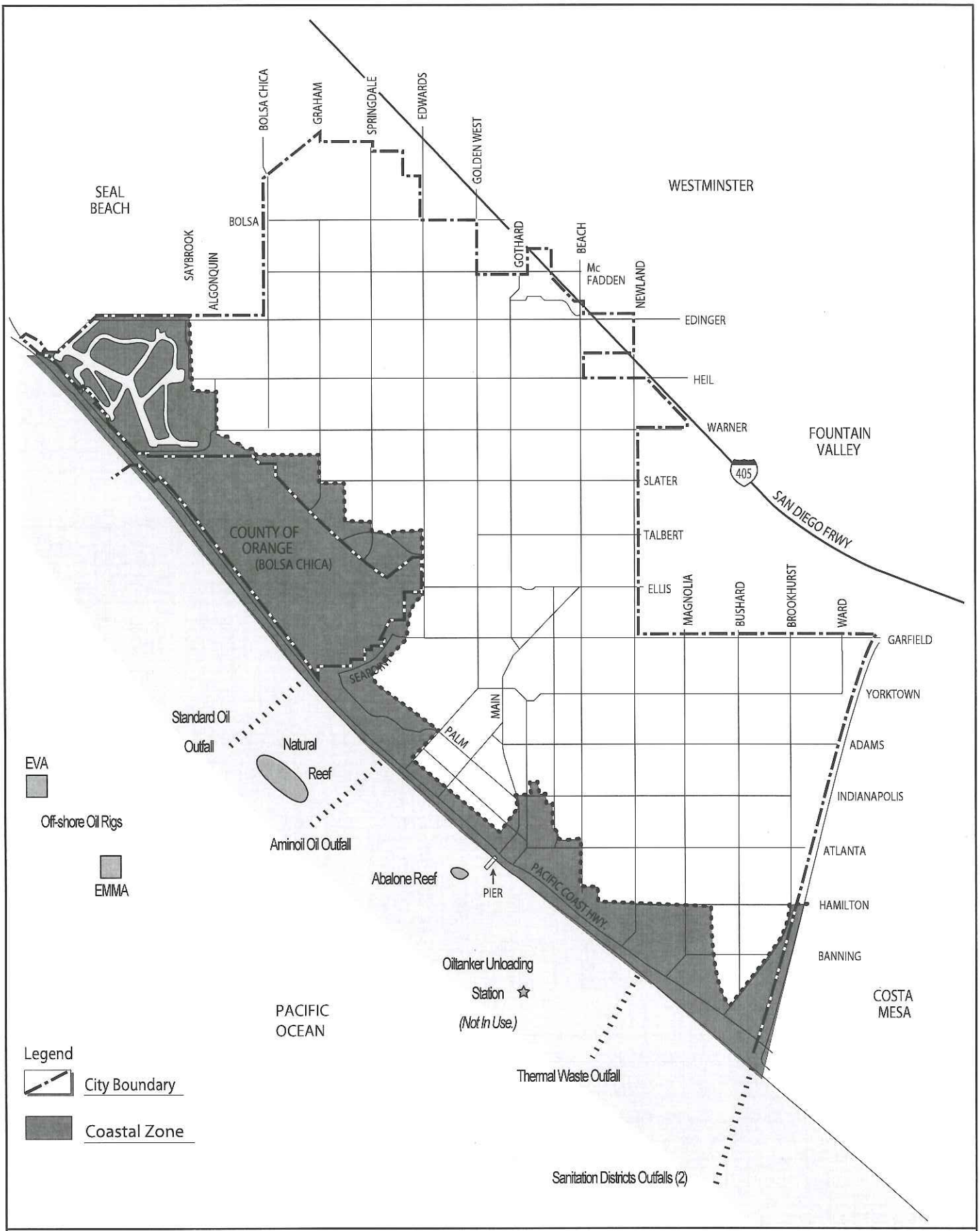
The Santa Ana Regional Water Quality Control Board (RWQCB)
Administers regional NPDES permits. Has jurisdiction over effluent and recycled water.

Orange County Public Facilities and Resources Department (OCPFRD)
Monitors the temperature, acidity, dissolved oxygen content, heavy metals content and other physical parameters of waters in Huntington Harbour, Anaheim, Sunset and Bolsa Bays and inland flood control channels. Reports all testing to RWQCB.

Orange County Department of Health
Monitors bacterial levels in Huntington Harbour and in the ocean water off of the County's beaches. Also responsible for testing mussels taken from the Municipal Pier and clams from the Talbert Flood Control Channel for various contaminants. Reports all testing results to the RWQCB.

The Orange County Sanitation District
Maintains a testing operation to monitor effluent as it leaves the sanitation plant and at its outfall. Also tests ocean water at various strategic points near outfall. Reports all testing results to the RWQCB.

Orange County Water District
Responsible for regulation and monitoring of saltwater intrusion in underground water sources.



SHORELINE STRUCTURES

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-20

Environmentally Sensitive Habitats

The Coastal Act requires the protection of environmentally sensitive habitat areas against any significant disruption of habitat values. An environmentally sensitive habitat area is defined as any area in which plant or animal life is either rare or especially valuable and could be easily disturbed or degraded by human activities and developments. The City's Coastal Element identifies three "environmentally sensitive habitat areas" within the City: 1) the Huntington Beach wetland areas, 2) the California least tern nesting sanctuary, and 3) the wetlands and Eucalyptus ESHA on the Parkside site. (See **Figure C-21 for location of No. 1 and 2.)** The Coastal Element includes policies to protect and enhance environmentally sensitive habitat areas in accordance with the Coastal Act.

Huntington Beach Wetland Areas

The Coastal Act defines wetlands as "land within the Coastal Zone which may be covered periodically or permanently with shallow water." Salt water marshes, freshwater marshes, open or closed brackishwater marshes, swamps, mudflats and fens are included. Throughout the nation, wetland areas are declining as a result of urbanization. Wetland areas are significant primarily due to their function as habitat for animal and plant species, some of which are rare or endangered. They are protected through federal and state regulations, including the Coastal Act.

The Huntington Beach Coastal Zone includes approximately 124.5 acres of land considered to be functional or restorable wetlands. These wetland areas are actually remnants of what was once an extensive coastal marsh system along the Southern California coastline and have been the subject of much study and debate over the years. In 1986, after coordination and negotiations with the landowners, and responsible regional, state and federal agencies, the California Coastal Commission approved what is depicted in this Coastal Element as wetland areas. Today, approximately 92 acres of the wetland area near the Talbert Channel in Huntington Beach are undergoing restoration. The remaining wetland areas west of the electrical generating plant and east of Beach Boulevard are also proposed for restoration.

The Huntington Beach Wetlands, as identified by the California Department of Fish of Game, are depicted on **Figure C-21.** The wetlands support plant life that in turn provides habitat to amphibians, birds and mammals, most notably the California least tern and Belding's savannah sparrow which feed and nest in the area. Examples of other plant and animal life that may be supported by the Huntington Beach Wetlands are listed below.

In addition to the wetland areas shown in **Figure C-21,** a 0.8 acre degraded wetland area has been identified on the undeveloped portion of the Waterfront Development site, near Beach Boulevard. Pursuant to a settlement agreement between the California Coastal Commission, the City of Huntington Beach and the property owner, a conservation easement has been recorded on this property and this wetland area shall be preserved.

Plant Life

Plants of the coastal marsh community grow along the upper reach of the coastal estuarine community where they receive only periodic inundation by sea water. Freshwater streams often flow through this community and dilute the salinity of the seawater. The salt marsh community embodies several distinct components; pickleweed marsh, salt flat, saltwater channel, saltwater pond, and a disturbed component. The dominant plant is common pickleweed. Other common

plants include five-hooked bassia, slender aster, spear saltbush, saltgrass, and to a lesser extent, alkali heath.

Most of the wetland system in Huntington Beach has been cut off from tidal flow for some time and several characteristic salt marsh plants dependent upon daily tidal flushing may have disappeared. Formerly characteristic plants that are now scarce or absent from salt marsh are cordgrass, sea-lavender, shoregrass, annual pickleweed, samphire, and saltwort. Unsuitable soil, hydrologic or physiographic conditions may preclude the presence of some species. Other species are difficult to distinguish from similar common species (annual pickleweed) and may be overlooked. Others are dependent upon periodic inundation with freshwater for germination and may have been adversely affected by the channelization of local freshwater drainages such as the Santa Ana River and the Talbert Valley drainage network.

Wildlife

Salt marsh communities are among the most productive of ecosystems supporting a large wildlife population.

Amphibians

Although most amphibians are not adapted to a marine or estuarine existence, a few species may enter brackish portions of the salt marsh from nearby freshwater habitats. The Pacific treefrog and California (western) toad may be present in the freshwater marsh west of Beach Boulevard, as well as the introduced bullfrog. The garden (Pacific) slender salamander is a widespread inhabitant of moist soils and can thrive even around well-watered lawns and gardens. Historically, this species lived in riparian woodland along the Santa Ana River, and has since spread into landscaped areas.

Several species of lizards and snakes are expected to occur in the coastal wetlands, above areas of tidal flux. Species likely to occur include Great Basin (western) fence lizard, side-blotched lizard, southern alligator lizard, California (common) kingsnake, San Diego gopher snake, and southern pacific (western) rattlesnake.

Birds

Birds are abundant inhabitants of the coastal wetlands. Salt marshes, salt flats, and estuaries nest more species and larger concentrations of birds per unit area than perhaps any other ecosystem in temperate North America. Migrant and wintering waterfowl, waders, shorebirds, gulls and terns constitute the bulk of avian species that utilize estuarian habitats for foraging and resting. Most nesting birds in coastal salt marshes are the smaller, less conspicuous landbirds. One such species, the Belding's savannah sparrow, is a common inhabitant of pickleweed salt marshes. This subspecies of savannah sparrow, however, has been reduced in numbers, due to habitat loss, and is now considered an endangered species by the California Department of Fish and Game. Other birds that nest in the salt marsh are the song sparrow and western meadowlark in the upper portions, marsh wren in the reeds and sedges, and killdeer on the salt flats. In the small freshwater marshes, breeding birds likely include the red-winged blackbird, song sparrow and marsh wren.

The federal and state endangered California least tern has been observed feeding on mosquitofish in the pond below the electrical generating plant and on small marine fish in the Bolsa Chica area. This usually occurs when its chicks are young and small fish may not be readily available

elsewhere. Presumably, with a tidal connection and a more diverse fish fauna, least terns would utilize the salt marsh channels and ponds to a greater degree than they do presently.

The freshwater wetlands do not support the diverse bird population that its saltwater counter part does. Occasionally long-legged waders such as the black-crowned night-heron or dabbling ducks may be found feeding. Birds more typical of other habitats may use these areas as a water source for drinking and bathing. Terrestrial species expected around the freshwater wetlands include black-chinned hummingbird, ash-throated flycatcher, house wren, common yellowthroat, orange-crowned warbler, California towhee, brown-headed cowbird, and the common house finch.

Mammals
The most conspicuous mammal in the salt marsh is the Audubon's cottontail. Other mammals presumed to be plentiful here are the black-tailed hare, California (Beechey) ground squirrel, Botta's pocket gopher, deer mouse and several nocturnal rodents, such as the western harvest mouse, house mouse, and Norway rat. Predators such as the Virginia opossum, coyote, long-tailed weasel, red fox, and striped skunk are also likely to be present.

California Least Tern Nesting Sanctuary

The California least tern is listed on the federal and state endangered species lists. It is a native to Southern California coastal salt marshes and nests on sandy beaches close to wetlands and estuaries where they feed on small fish. Encroaching development has resulted in loss of feeding grounds, and heavy recreational use of sandy beaches has disrupted natural nesting areas. These factors have threatened the existence of the least tern. To help protect the California least tern from extinction, a permanent, fenced five-acre nesting area was established in 1969 on the Huntington Beach State Beach near the Santa Ana River mouth. The nesting sanctuary is maintained by the State Department of Parks and Recreation and is considered to be one of the most successful nesting colonies in the State.

Parkside Eucalyptus ESHA and Wetlands (See Figure C6a)

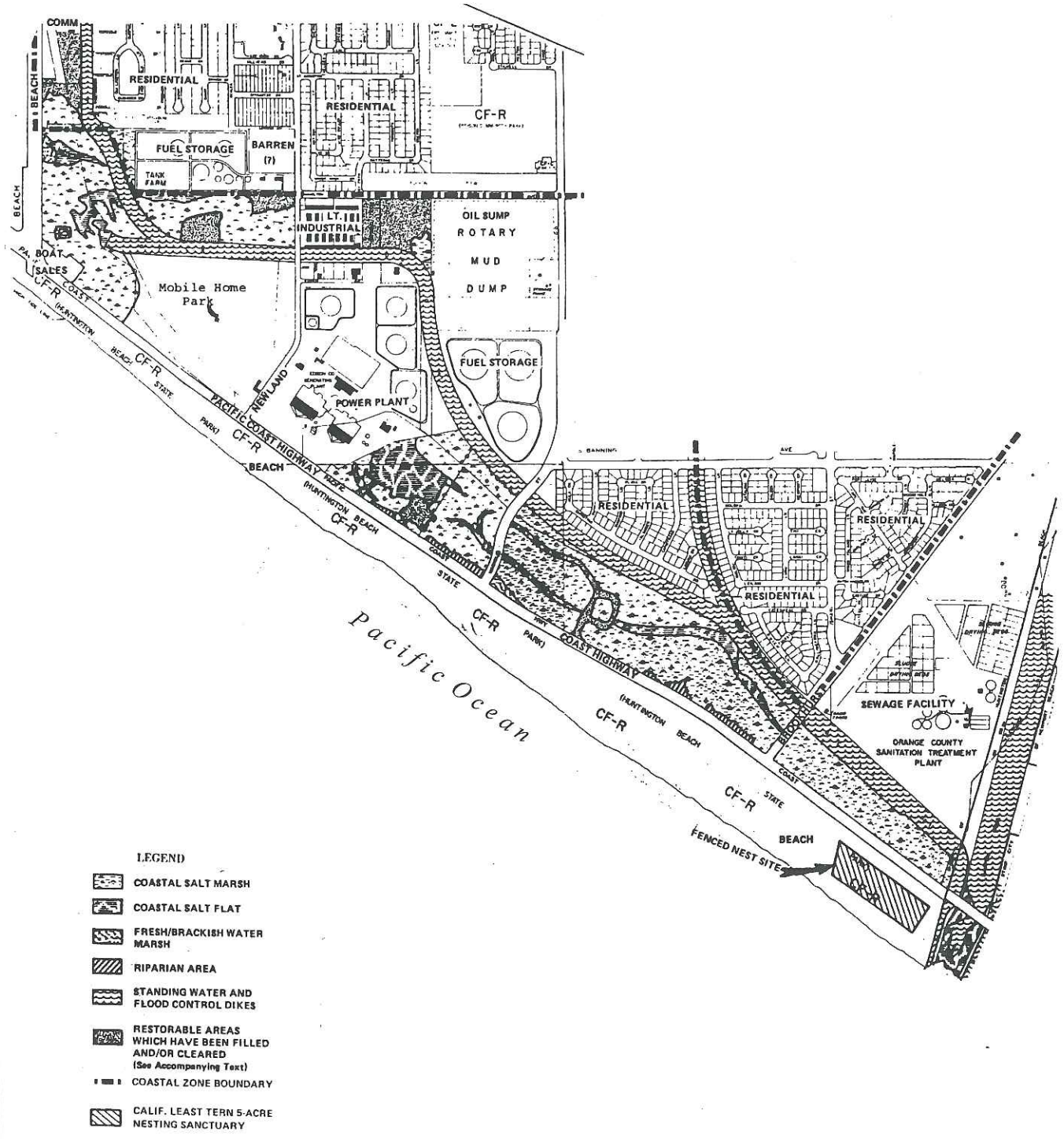
Historically, this site was part of the extensive Bolsa Chica Wetlands system and was part of the Santa Ana River/Bolsa Chica complex. In the late 1890s the Bolsa Chica Gun Club completed a dam with tide gates, which eliminated tidal influence, separating fresh water from salt water. In the 1930s, agricultural ditches began to limit fresh water on the site, and in 1959, the East Garden Grove-Wintersburg Flood Control Channel isolated the site hydrologically. Nevertheless, wetland areas remain present at the site. There are existing and previously delineated wetlands, and areas that have been filled without authorization and are capable of being restored. These areas as well as their buffer areas are designated Open Space-Conservation, and uses allowed within these areas are limited.

In addition, on the site's southwestern boundary, at the base of the bluff, is a line of Eucalyptus trees that continues offsite to the west. These trees are used by raptors for nesting, roosting, and as a base from which to forage. The trees within this "eucalyptus grove" within or adjacent to the subject site's western boundary constitute an environmentally sensitive habitat area (ESHA) due to the important ecosystem functions they provide to a suite of raptor species. The Eucalyptus trees along the southern edge of the Bolsa Chica mesa are used for perching, roosting, or nesting by at least 12 of the 17 species or raptors that are known to occur at Bolsa Chica. Although it is known as the "eucalyptus grove," it also includes several palm trees and pine trees that are also

used by raptors and herons. None of the trees are part of a native plant community. Nevertheless, this eucalyptus grove has been recognized as ESHA by multiple agencies since the late 1970s (USFWS, 1979; CDFG, 1982, 1985) not because it is part of a native ecosystem, or because the trees in and of themselves warrant protection, but because of the important ecosystem functions it provides. Some of the raptors known to use the grove include the white tailed kite, sharp-shinned hawk, Cooper's hawk, and osprey. Many of these species are dependent on both the Bolsa Chica wetlands and the nearby upland areas for their food. These Eucalyptus trees were recognized as ESHA by the Coastal Commission prior to its 2006 certification of this section of this LCP, most recently in the context of the Coastal Commission's approval of the adjacent Brightwater development (coastal development permit 5-05-020).

The Eucalyptus grove in the northwest corner of the site, although separated from the rest of the trees by a gap of about 650 feet, provides the same types of ecological functions as do the rest of the trees bordering the mesa. At least ten species of raptors have been observed in this grove, and Cooper's hawks, a California Species of Special Concern, nested there in 2005 and 2006. Due to the important ecosystem functions of providing perching, roosting and nesting opportunities for a variety of raptors, these trees also constitute ESHA. These areas as well as their buffer areas are designated Open Space-Conservation, and uses allowed within these areas are limited.

The wetlands, Eucalyptus ESHA areas, and buffer areas are designated Open Space-Conservation to assure they are adequately protected.



ENVIRONMENTALLY SENSITIVE HABITATS AS DEPICTED BY THE DEPARTMENT OF FISH AND GAME

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-21

Energy Facilities

The Coastal Act provides for the locating of coastal dependent facilities within the Coastal Zone, subject to certain criteria and limitations. Huntington Beach's coastal area is a center for important energy-related and industrial activities that are coastal dependent, including oil wells, extraction, separation and transport facilities and a regionally serving electrical generating plant. Recognizing the greater than local significance of the City's energy resources, Coastal Element policy allows for the continuation, and in some cases expansion, of these facilities while ensuring the community's public health and safety, environmental protection and minimization of negative aesthetic impacts to the maximum extent feasible. Existing energy facilities in the City's Coastal Zone are listed below and depicted in **Figure C-22.**

Oil Related Facilities

A portion of the City's Coastal Zone is situated above the seventh largest oil field in California, including the Talbert, Sunset Beach, West Newport and Huntington Beach oil fields. Wells from offshore platforms and onshore sites tap these underground pools. The Coastal Zone also accommodates facilities to treat, store and transport the oil and gas extracted through these wells. These oil fields and several others associated with the Newport-Inglewood Fault Zone have produced more than five billion barrels of oil to date. (General Plan Technical Background Report – 1996.) Records indicate that oil fields in Huntington Beach produce over 4 million barrels of oil annually. The trend has been an annual decrease in oil production from area facilities. Oil activities are being replaced with other land uses as the value of land increases. This trend is expected to continue and existing oil operations are anticipated to decrease over the plan horizon of this Coastal Element.

Oil Wells/Extraction Facilities

There are approximately 257 oil wells in the City's Coastal Zone (City of Huntington Beach, Oil Production Tax Rolls as of 2/99). The largest grouping of these wells (a total of 126) is located on the north side of Pacific Coast Highway between Goldenwest Street and the City corporate boundary (Figure C-10, Sub-area 4B). The site is owned by Aera Energy, LLC. The property owner has informed the City that it intends to continue oil activities on the site for another 15 to 20 years. In the downtown area, there are several individual wells, or small groupings. Increased land values and diminishing returns for small scale oil operations have led to a significant reduction in oil wells in the Coastal Zone. Although Coastal Element policy provides for existing oil operations to remain, it is anticipated that such facilities will continue to phase out to make way for planned land uses.

Separation and Treatment Facilities

Wells typically extract a mixture of water, oil and gas. These fluids must be separated from each other before processing or, in the case of wastewater, disposed. A large scale separation plant exists within the Palm/Goldenwest oil field, smaller scale facilities are located within the downtown area, at Atlanta Avenue and Lake Street, and near the sewage treatment plant at Brookhurst Street.

Pipelines

Underground pipelines transport crude oil, refined products, natural gas, and natural gasoline in the Coastal Zone. Crude oil is shipped from the fields to refineries outside the City. The principal route is Goldenwest Street. Smaller pipes gather fluids from the wells to treatment facilities.

Most of these are located north of Lake Street. Refined products are transported in a pipeline along Newland Street that connects to the electrical power plant.

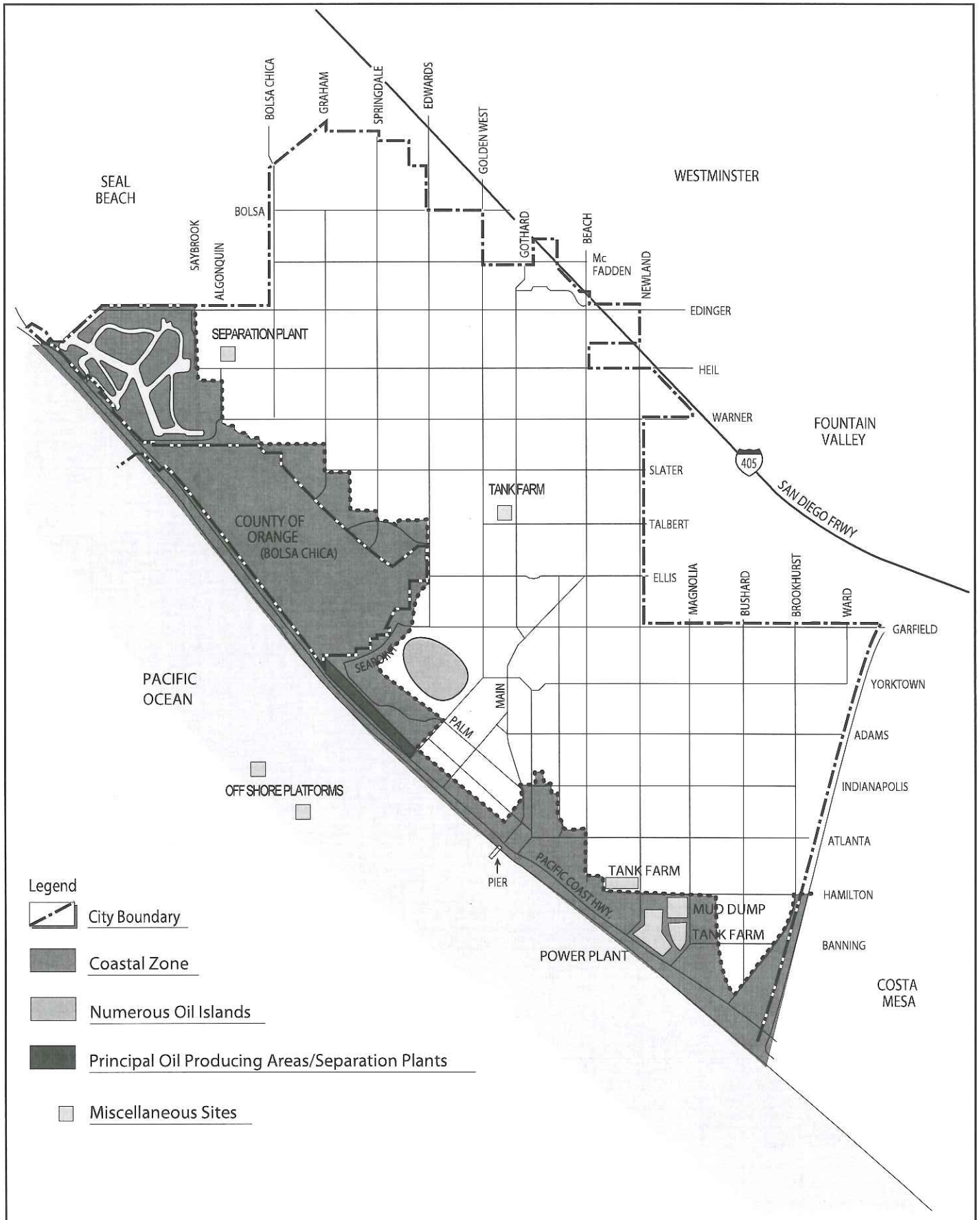
Offshore Platforms
Two oil platforms are currently located within three miles off of the City's shoreline. One transports crude oil to facilities located at the Palm/Goldenwest site, and the other transports crude oil via a pipeline to a location outside the Coastal Zone on Heil Avenue. Two platforms are located approximately nine miles offshore along the intercontinental shelf. These facilities pipe crude oil to facilities in Long Beach. Additional oil platforms off of the City's shoreline are not anticipated or desired due to the risk of oil spills and related negative impacts.

Marine Terminal
A marine terminal is located approximately 1.3 miles off of the Huntington Beach shoreline. The terminal is presently not in use. Previously, the terminal was used for unloading crude oil from tankers into a pipeline. The oil was then piped onshore near Beach Boulevard. Re-activation of the marine terminal would require approval from the City and outside agencies. Re-activation of the existing marine terminal is not desired, nor are new marine terminals along the City's shoreline. Coastal Element policy reflects this.

NESI (Ascon) Site
From 1950 to 1970, the rotary mud dump at Hamilton Avenue and Magnolia Street (currently known as the NESI site) was used as a disposal site for drilling muds, which are wastes from oil well drilling operations. The drilling muds contained hazardous materials. Presently, the site is inactive and is included on the State Superfund list of hazardous waste sites. Coastal Element policy promotes remediation of the site and prohibits re-use of the property unless and until this has been accomplished.

Electrical Power Plant
This facility is located at Newland Street and Pacific Coast highway. Four fossil-fuel powered steam turbines generate the plant's base load electricity. A single natural gas turbine is used as a peaking unit at times of high demand. Four substations which reduce the voltage from the plant to more manageable levels are also located in the Coastal Zone. Seven large tanks adjacent to the plant are available to store the fuel oil used to fire the boilers in which the steam is produced. It is anticipated that the power plant will continue to operate for the next twenty years. Coastal policy and adjacent vacant land provide opportunity for potential expansion, if needed.

Transmission Lines
Energy transportation systems are important uses in the Coastal Zone. High voltage transmission lines run from the power plant to Hamilton Avenue and then outside the Coastal Zone. High voltage transmission lines cannot be placed underground.



ENERGY FACILITIES

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-22

Water, Sewer and Drainage Facilities

Coastal Act policy calls for public works facilities to be designed and, in some cases, limited to accommodate needs generated by development or uses permitted in accordance with the Coastal Act. Public works facilities include sewer, water, drainage and circulation systems. Issues pertaining to water, sewer and drainage facilities in the Coastal Zone are discussed below. Circulation infrastructure is discussed previously under the heading of Shoreline and Coastal Resource Access.

In general, the City's infrastructure systems are designed on a city-wide, or regional service need basis, and are not limited to the boundaries of the Coastal Zone. Prior to adopting the General Plan Land Use Map in 1996, which includes the Coastal Zone Land Use Map, several technical studies were undertaken to determine what levels of infrastructure would be needed to support the land use plan when fully developed. The studies concluded that improvements to existing systems will be required in order to meet projected needs. The Utilities Element of the General Plan addresses water, sewer and drainage needs for the entire City. The Growth Management Element of the General Plan addresses phasing and funding needs. Coastal Element policy is consistent with the Utilities and Growth Management elements in its objective to ensure adequate infrastructure for existing and planned land uses within the Coastal Zone.

Water Supply, Transmission and Distribution
The Huntington Beach Public Works Department is responsible for supplying water to City residents and non-residential users. Approximately seventy-five percent of the City's water is supplied by groundwater wells, the remainder is imported through the Metropolitan Water District (MWD) from the Colorado River and State Water Projects. Pricing structures for MWD water are established by the MWD to encourage use during periods of surplus and discourage use during periods of deficiencies. Likewise, the Orange County Water District (OCWD) manages groundwater pumping for the underground basin and through basin assessments regulates members' production from the groundwater basin. The groundwater basin managed by the OCWD will continue to increase groundwater replenishment to accommodate increased groundwater production. There are currently 13 potable water groundwater wells located in the City. Five of the wells are inactive due to poor water quality or are incomplete and lack pumping equipment. The City also has three wells used for irrigation purposes only. None of the wells are located in the Coastal Zone due to potential saltwater intrusion issues. Seawater intrusion is managed by the OCWD through the use of barrier injection wells. Studies have concluded that the City's water supply is adequate to serve the anticipated future population and land use. Growth in the City will be accommodated by increased MWD purchases and groundwater production. Coastal Element policy promotes water conservation measures and strategies to prevent groundwater contamination from saltwater intrusion.

With current technology, desalinization has not proven to be a cost-effective method for producing potable water as an alternative to pumping it out of the underground basin or purchasing it from the MWD. However, as technological advances occur, the use of desalinized water may become cost effective in the future and should continue to be considered as an alternative water source for possible future use. As such, Coastal Element policy supports investigating the feasibility of using desalinized ocean water for potable water in the region. Coastal Element policy does not identify a site within Huntington Beach to accommodate a desalinization plant, nor does it assume that such a plant would be located within the city. Regional, interagency coordination and feasibility studies are encouraged.

While supply does not appear to be an issue, studies reveal an inadequacy in the amount of emergency and reserve storage and booster pumping capacity for present day and future demands. The City's water storage system consists of the Overmyer Reservoirs Nos. 1, 2 and 3 and the Peck Reservoir. All are located within the City, but outside of the Coastal Zone. The Peck Reservoir capacity is 16 million gallons and the Overmyer Reservoirs' combined capacity is 24 million gallons. The reservoirs serve as regulating reservoirs for peak demands and provide storage for planned outages and emergencies. The reservoirs generally fill with water during nighttime low demand periods with imported MWD water or groundwater and drain during the daytime high demand periods. Booster pumping facilities pump water from the reservoir storage into the water distribution system to maintain adequate supply during peak periods to supplement groundwater and MWD water supplies.

Improvements to increase the City's water storage capacity will be achieved with the addition of new reservoirs and increased capacity at existing reservoirs. A new Ellis-Edwards Reservoir with a nine million gallon capacity, and a nine million-gallon expansion next to the Peck Reservoir are currently under construction, and an expansion of the Talbert Valley Reservoir site is under consideration. Other new reservoir sites are under investigation, including potential sites within the Coastal Zone. Booster pumping capacity will also be expanded as appropriate, with the new expanded storage. In addition, data acquisition and control systems for water storage will be modernized to allow for enhanced monitoring and control capabilities under both normal operations and emergencies. The City's water distribution system consists of over 480 miles of water lines ranging in size from 2 to 42 inches in diameter. Improvements in the piping system are implemented as older deteriorated or undersized pipes are replaced. This will eliminate flow restrictions and help to accommodate future demands. Coastal Element policy mirrors General Plan policy by calling for an adopted Water Master Plan to be implemented to address identified water storage, booster and distribution system deficiencies.

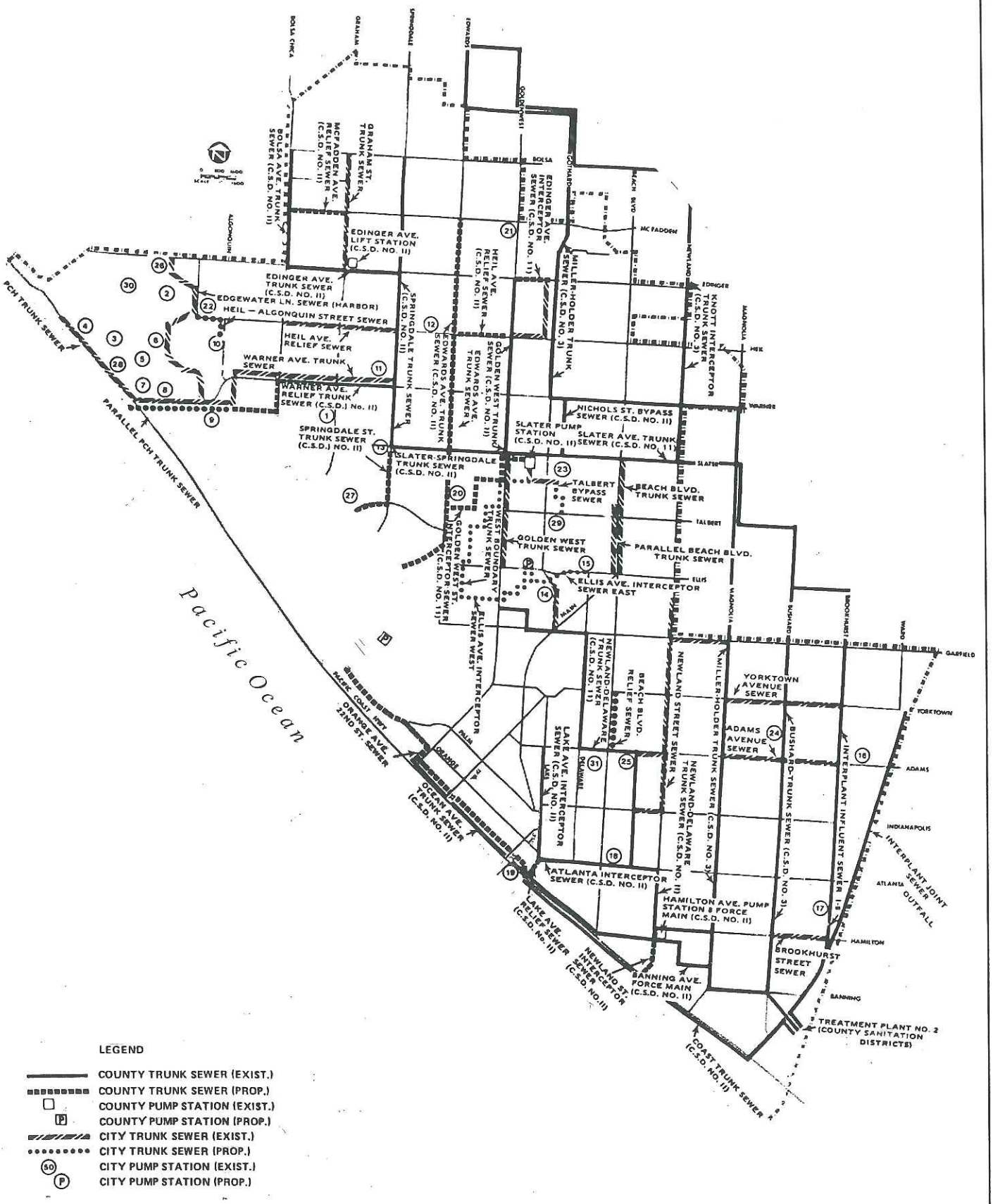
Sanitation Treatment and Sewerage

Sanitation Treatment and Sewerage services are provided by the Orange County Sanitation District (OCSD) and the City of Huntington Beach Public Works Department, Engineering Division. Two OCSD treatment plants serve Huntington Beach. Plant No. 1 treats wastewater generated by other cities and the northern portion of Huntington Beach. Plant No. 2 treats the remainder of the City's sewage. The OCSD has developed improvement plans for the plants to serve the needs of the City through the year 2050. This includes buildout of the City's Coastal Land Use Map.

The existing sewage collection system consists of major trunk lines, smaller feeder lines, and lift stations. The City's Public Works Department is responsible for the local level of service while the OCSD is responsible for the regional service. Deficiencies in the City's pipeline and pump station system have been identified through recent studies. The Coastal Zone, specifically the older Downtown area, includes sewage facilities that are dated and in need of maintenance, repair and/or upgrade. In addition, there are numerous sewer lift stations in the City that are in need of repair and/or replacement. Many of these facilities are in the Coastal Zone. The City has identified the deficiencies and has plans in place to correct them. Coastal Element policy mirrors General Plan policy by calling for master plans and capital improvement programs to ensure adequate sewage facilities to meet the demands of permitted development.

Storm Drainage

The purpose of the storm drainage system is to protect residents and development from flooding by removing water runoff from streets and transporting it to the ocean. The storm drainage system in Huntington Beach is operated by the Orange County Flood Control District (OCFCD) and the City of Huntington Beach Public Works Department. The system includes drainage channels and pumping stations. The City's original drainage system was designed to accommodate 25 year flood events or less; the standard at the time. Recent improvements have been made to the Santa Ana River channel to accommodate up to a 100 year storm event; today's design standard. It is the goal of the OCFCD and City to improve the drainage system in Huntington Beach to today's standards where feasible and appropriate. The OCFCD is responsible for regional flood control facilities that traverse the City. The City is responsible for its own sub-regional and local drainage facilities. The majority of the City's drainage facilities is eligible for improvements by the OCFCD and are slated for improvement as funding permits. Some of these facilities are located in the Coastal Zone. Coastal Element policy calls for adequate storm drainage facilities for the Coastal Zone and requires that a master plan and capital improvement program be developed and implemented.

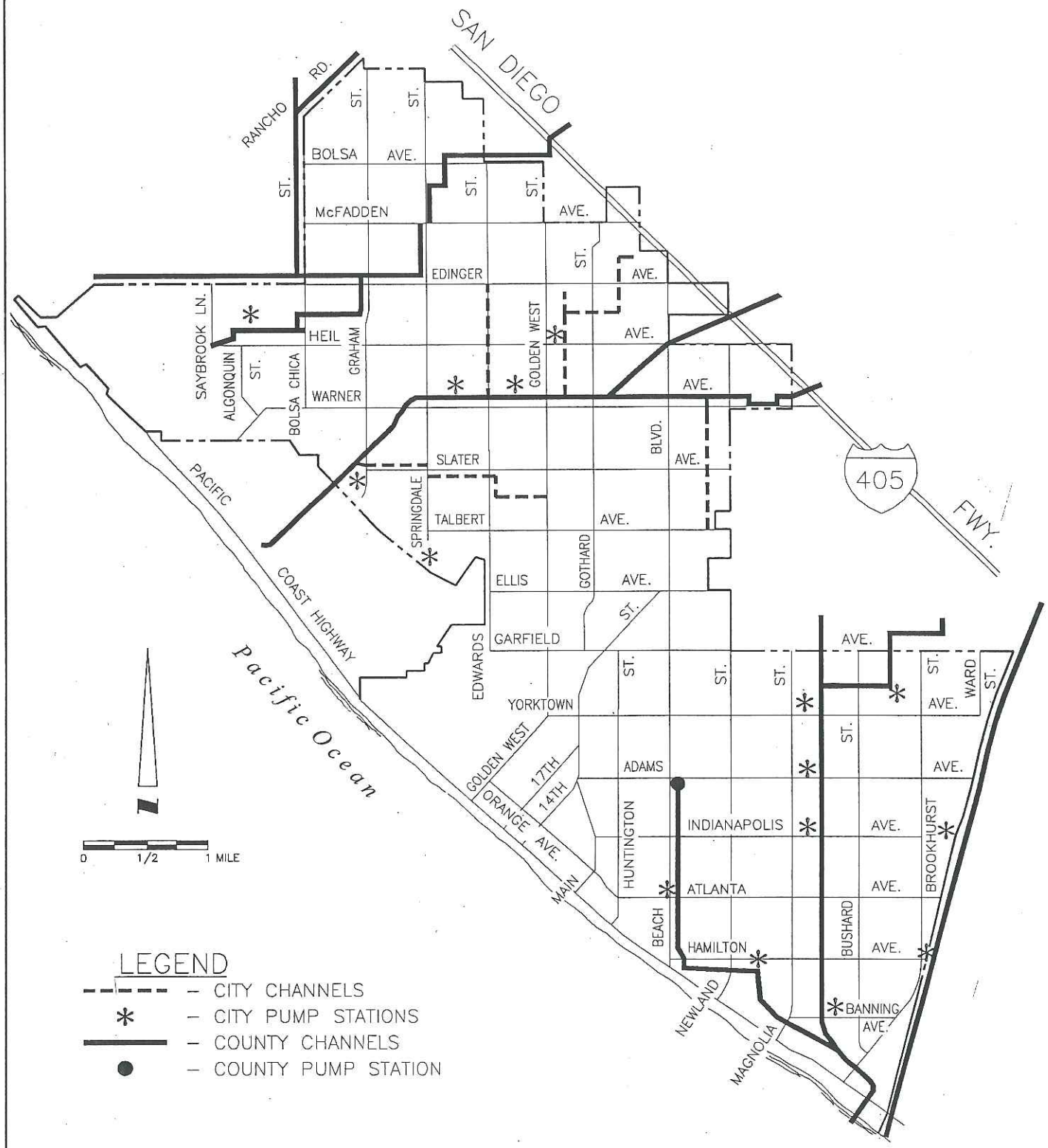


CITY AND COUNTY SEWERAGE FACILITIES

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-23

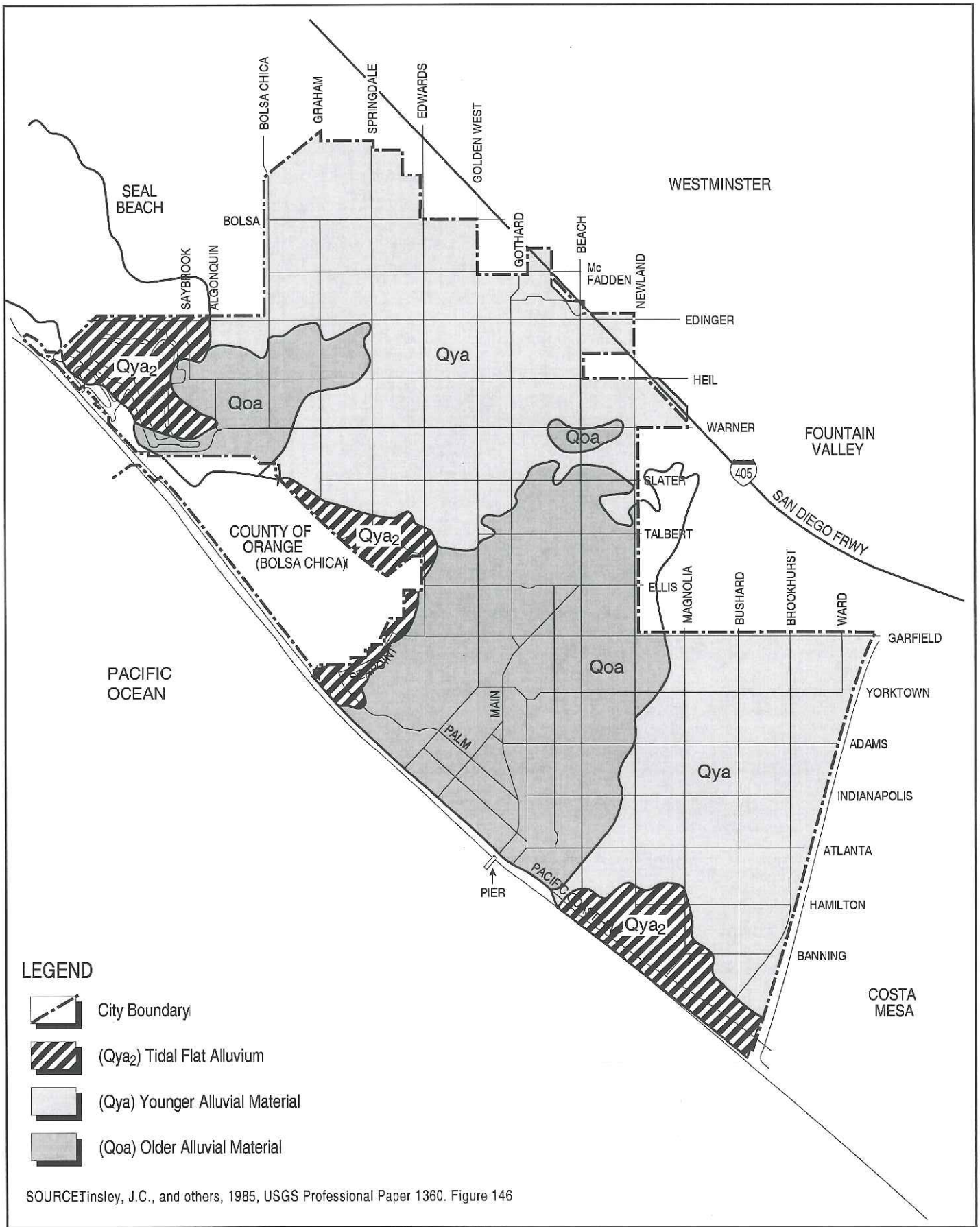


DRAINAGE CHANNELS AND PUMPING STATIONS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

NORTH

FIGURE C-24



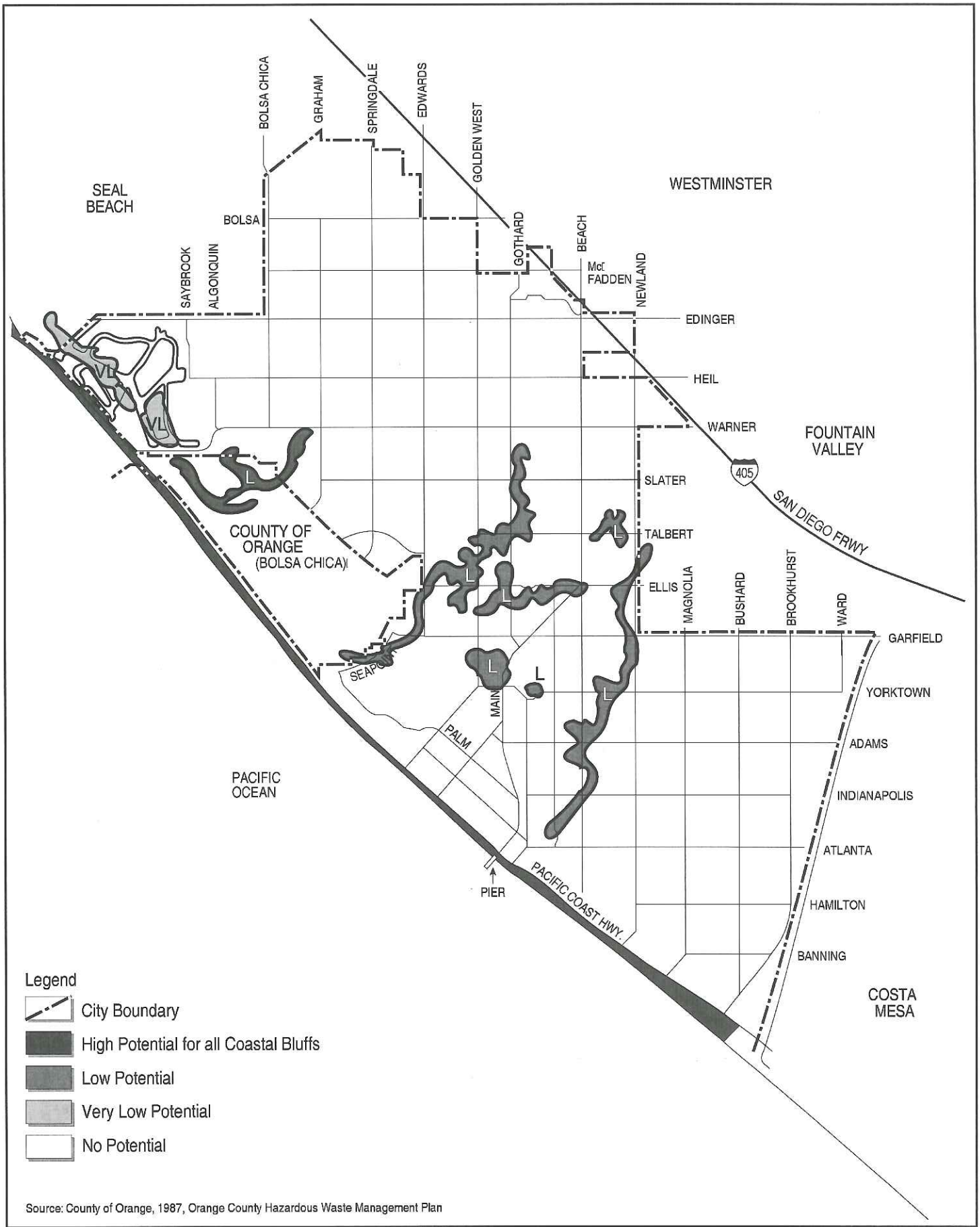
SOURCE: Tinsley, J.C., and others, 1985, USGS Professional Paper 1360. Figure 146

SURFACE GEOLOGY

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-25



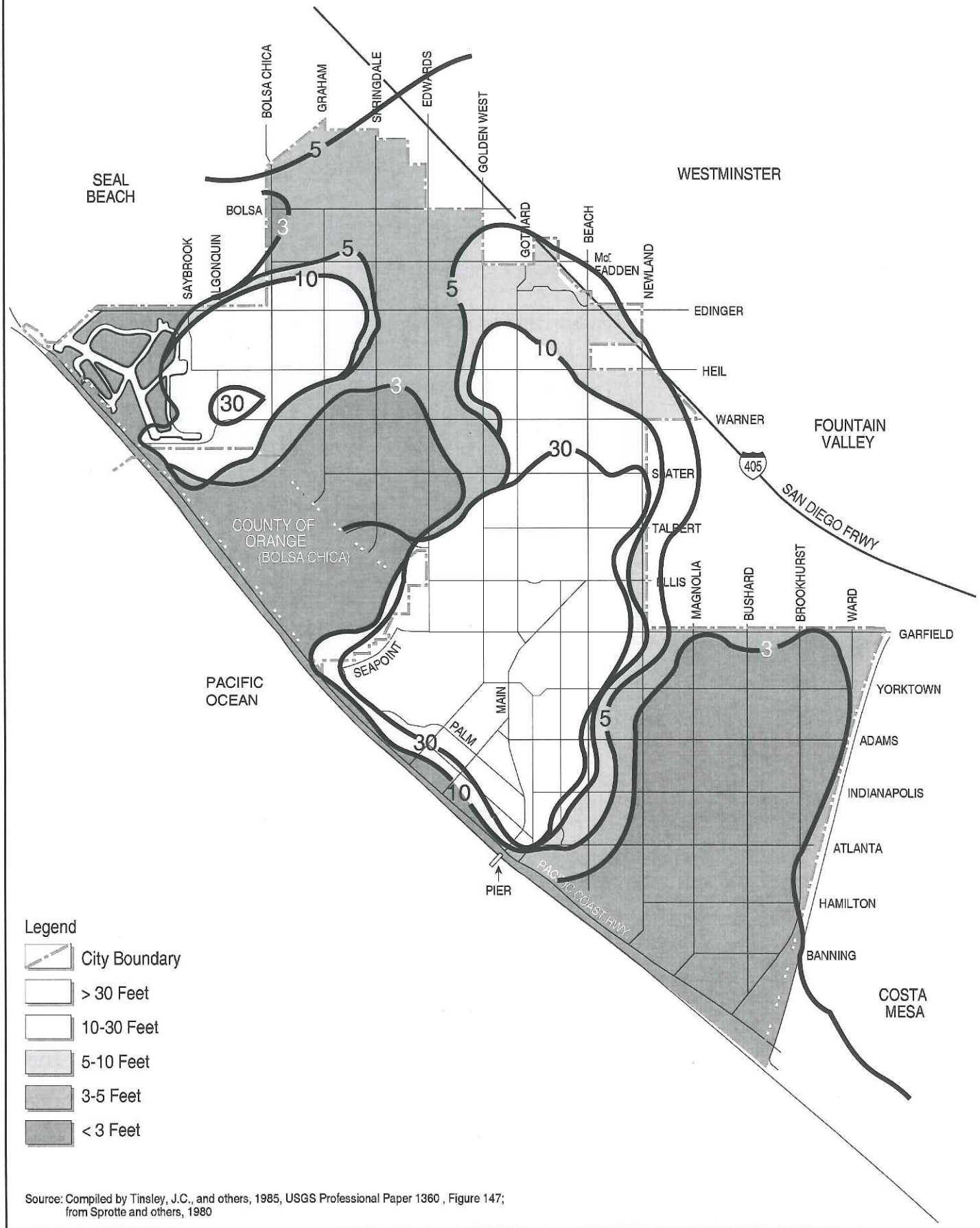
Source: County of Orange, 1987, Orange County Hazardous Waste Management Plan

POTENTIALLY UNSTABLE SLOPE AREAS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-26



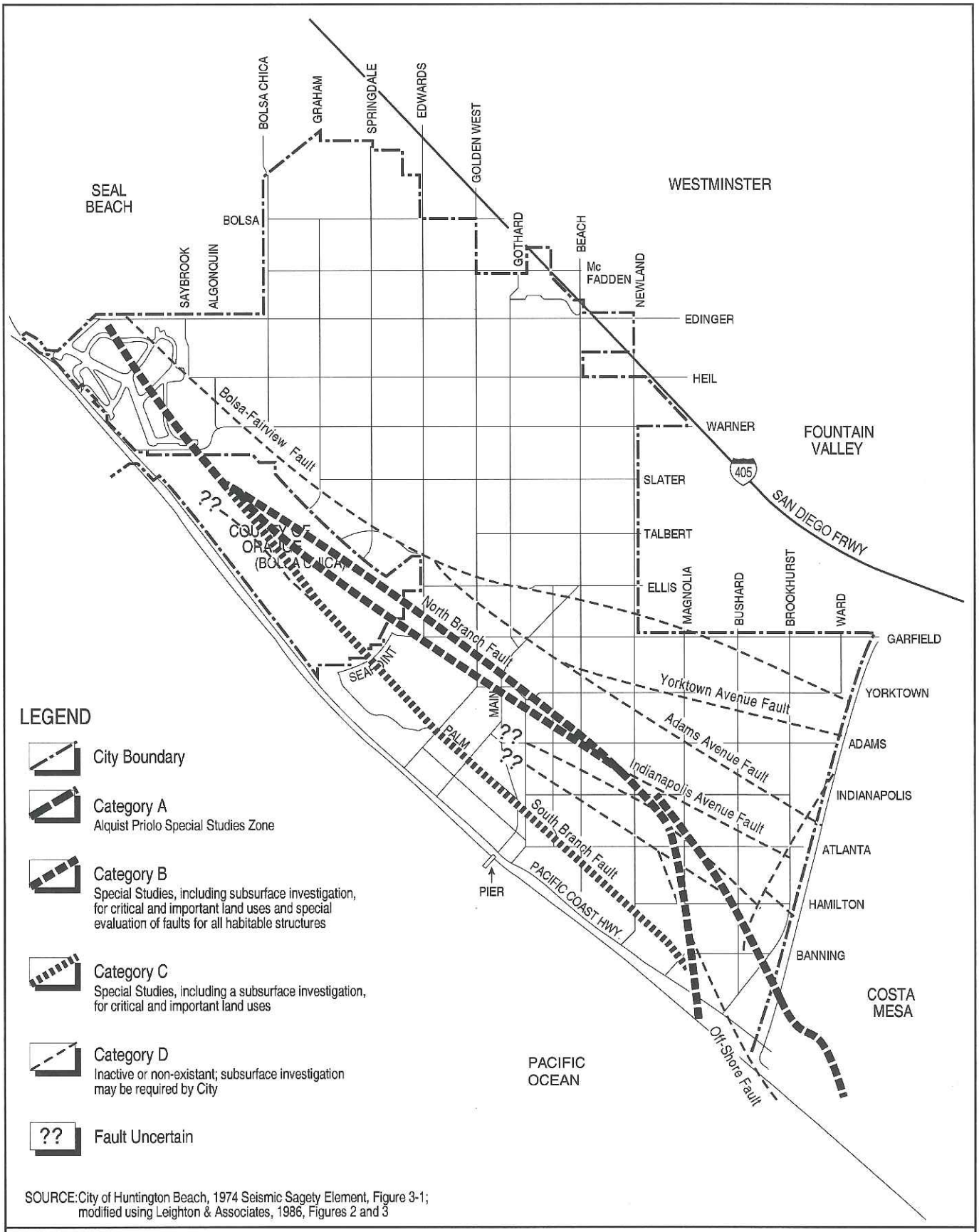
Source: Compiled by Tinsley, J.C., and others, 1985, USGS Professional Paper 1360 , Figure 147; from Sprotte and others, 1980

NEAR SURFACE WATER

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-27



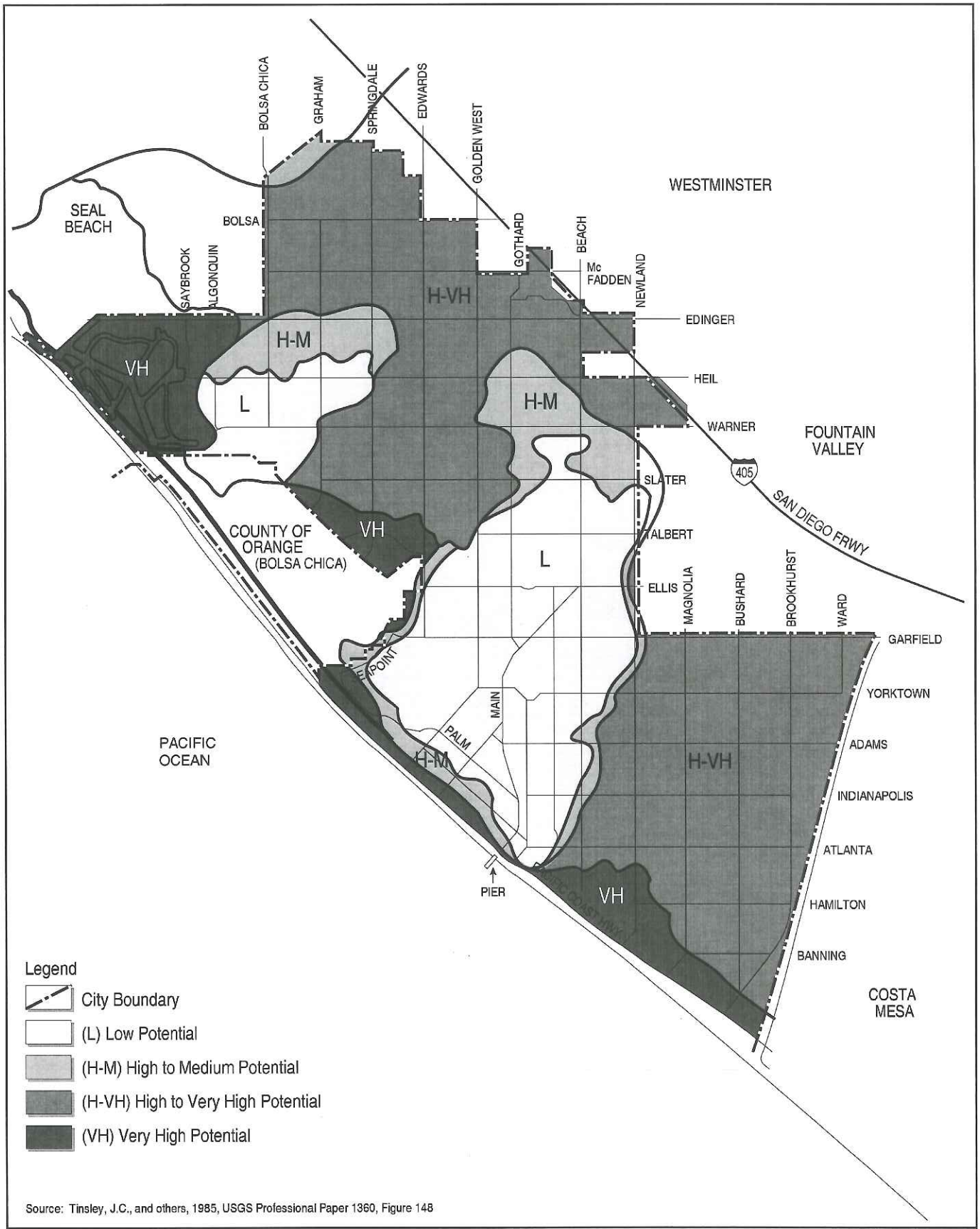
SOURCE: City of Huntington Beach, 1974 Seismic Sagety Element, Figure 3-1; modified using Leighton & Associates, 1986, Figures 2 and 3

NEWPORT - INGLEWOOD FAULT ZONE

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-28



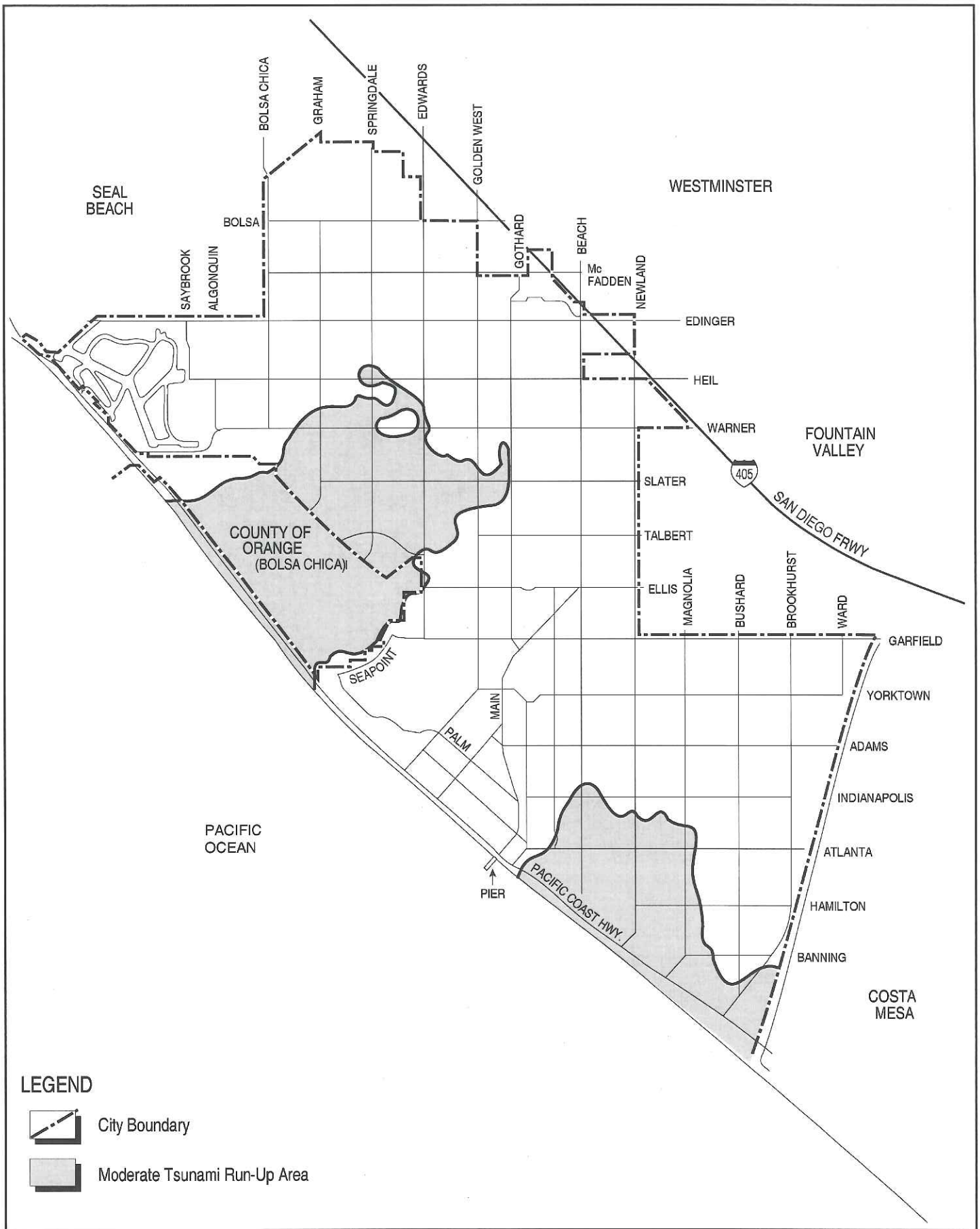
Source: Tinsley, J.C., and others, 1985, USGS Professional Paper 1360, Figure 148

LIQUEFACTION POTENTIAL

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-29

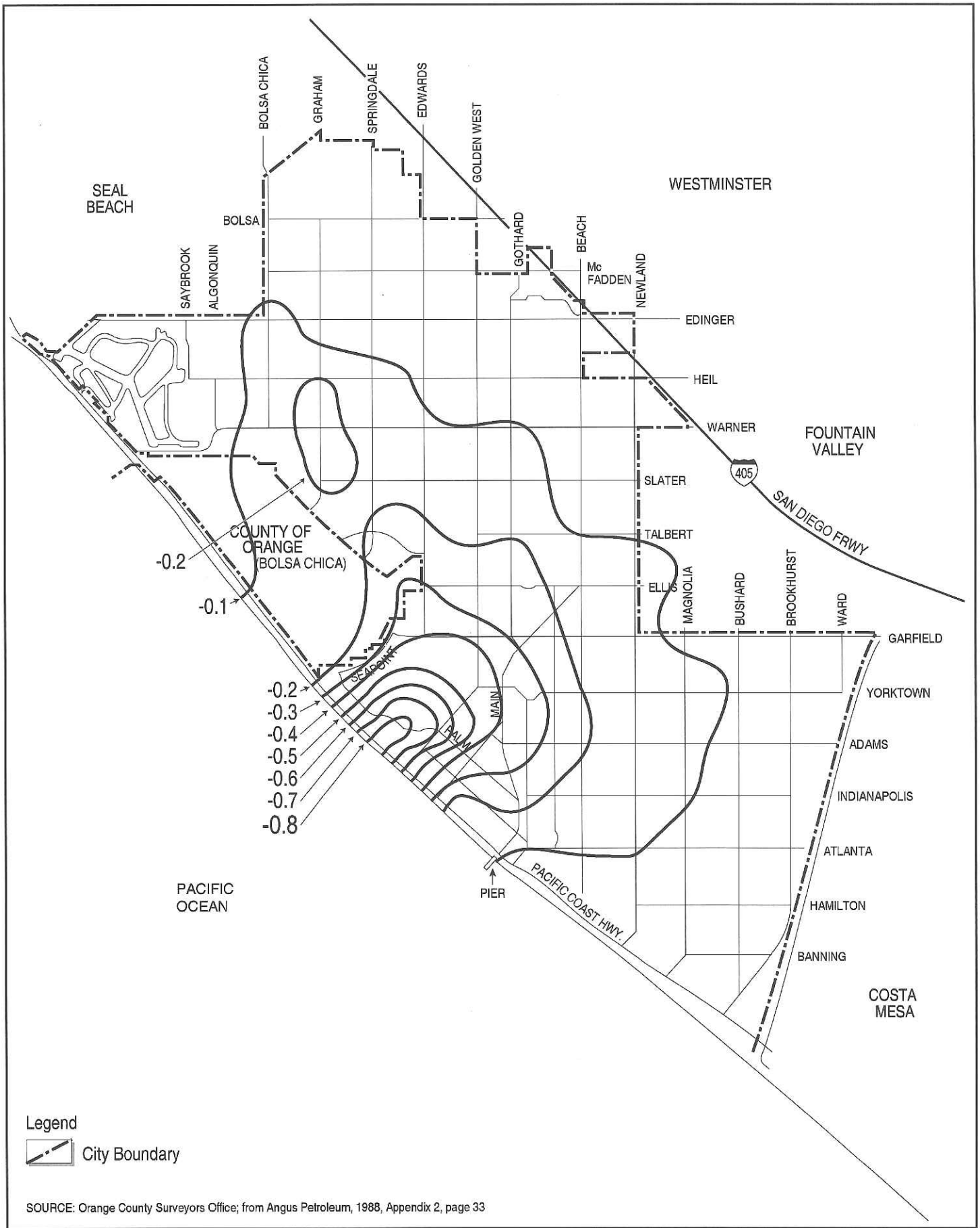


MODERATE TSUNAMI RUN-UP AREA

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-30



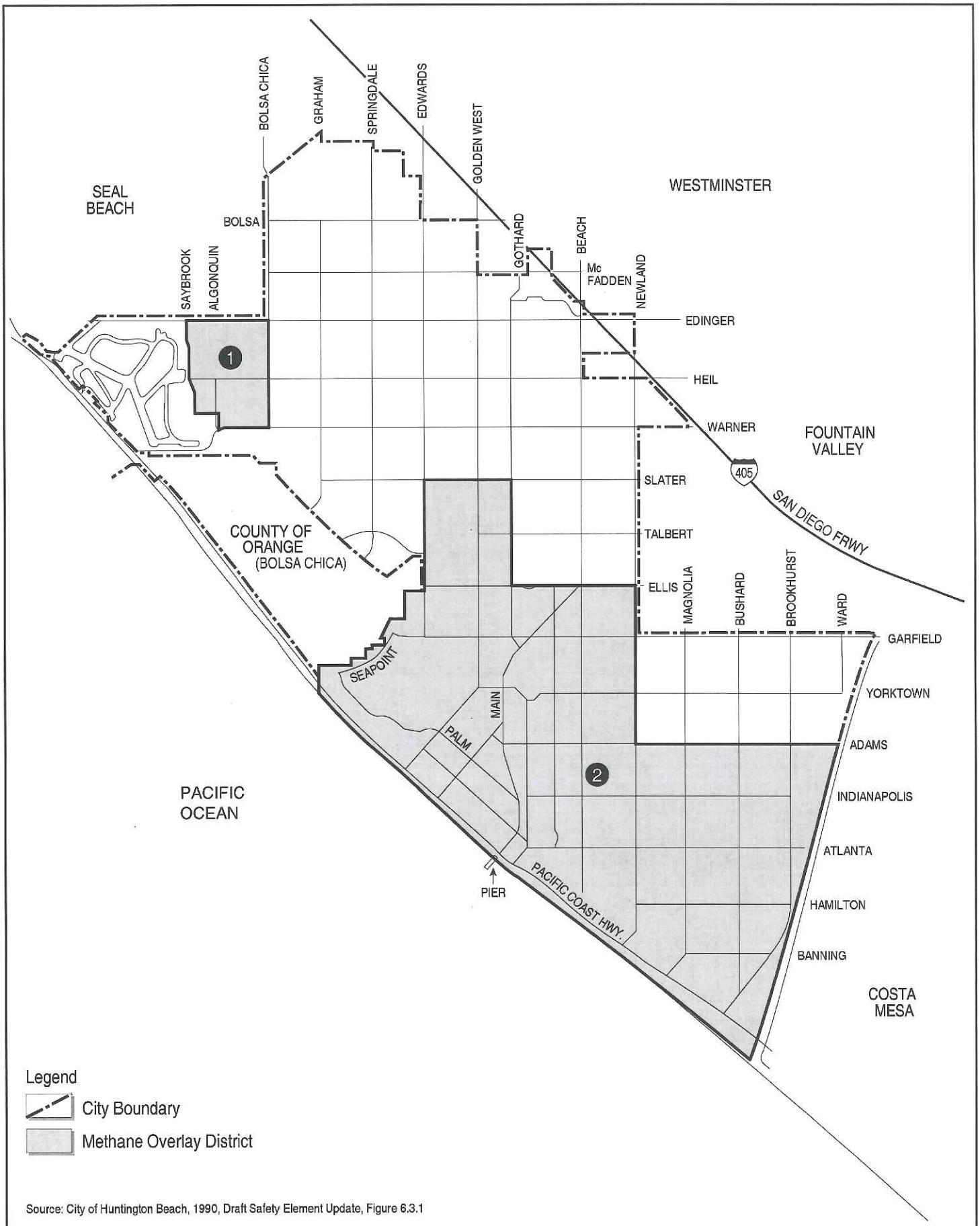
SOURCE: Orange County Surveyors Office; from Angus Petroleum, 1988, Appendix 2, page 33

SUBSIDENCE AREAS FROM 1976 - 1986

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-31



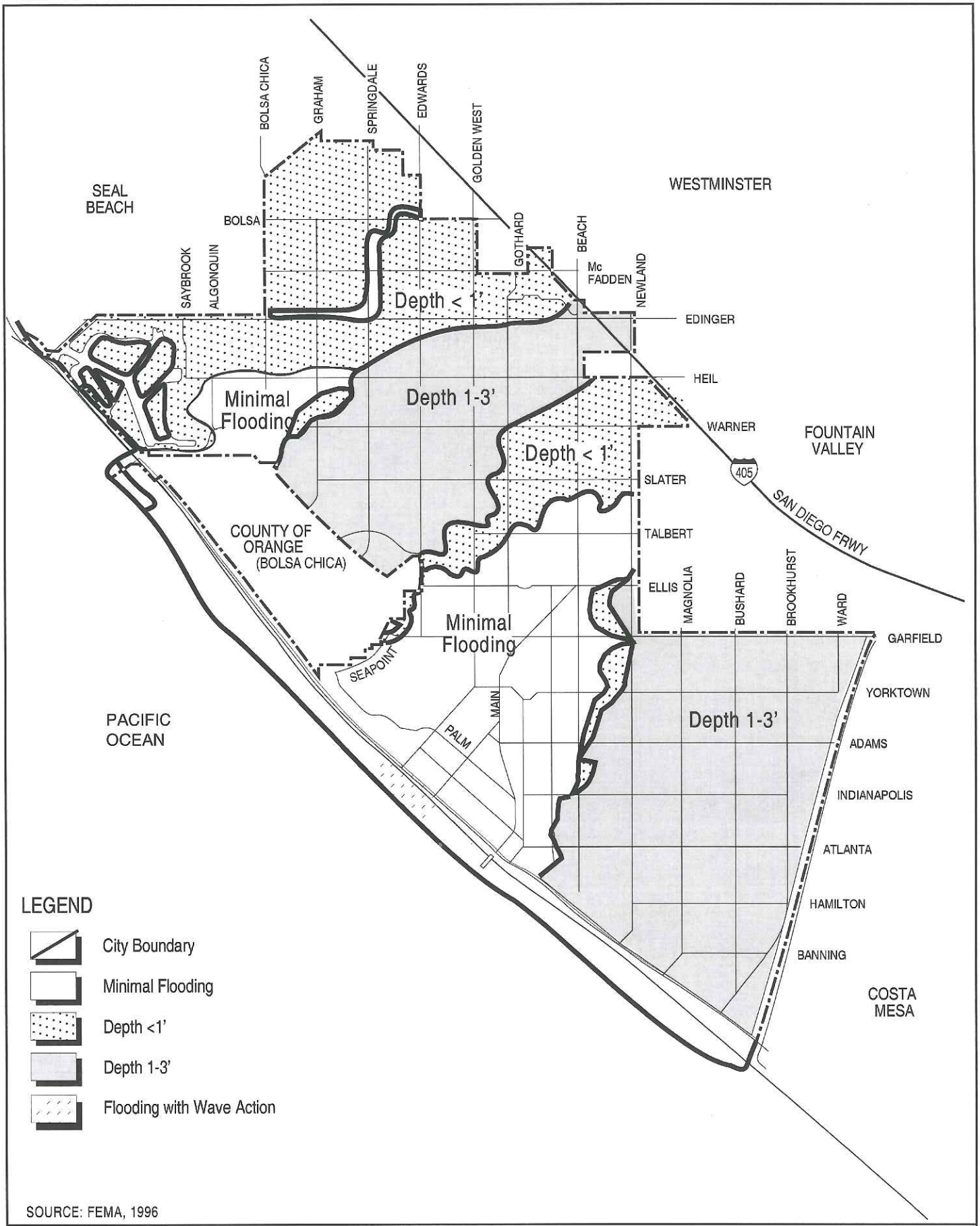
Source: City of Huntington Beach, 1990, Draft Safety Element Update, Figure 6.3.1

METHANE OVERLAY DISTRICTS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-32



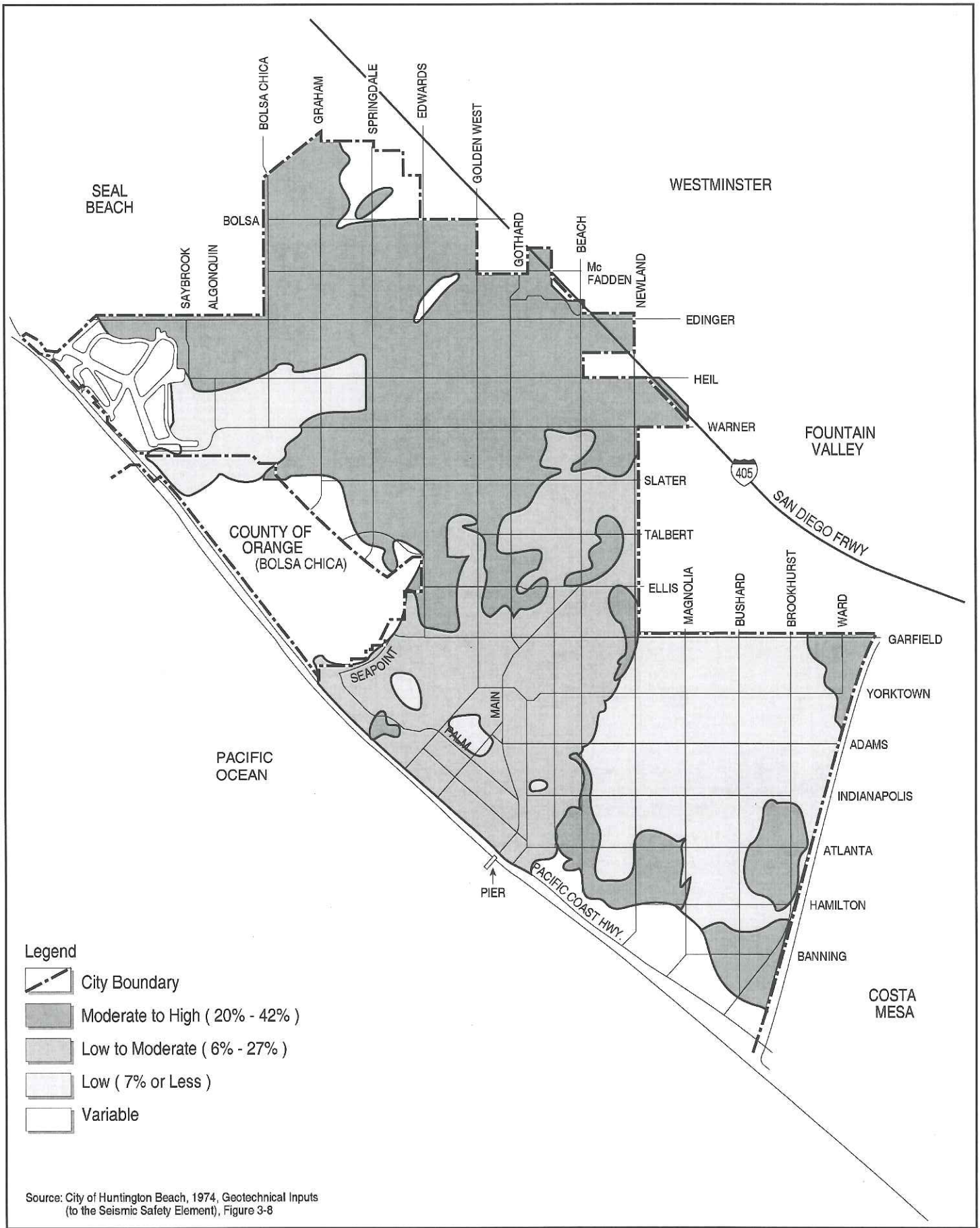
SOURCE: FEMA, 1996

100 & 500 YEAR RAIN FLOOD LEVEL

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-33



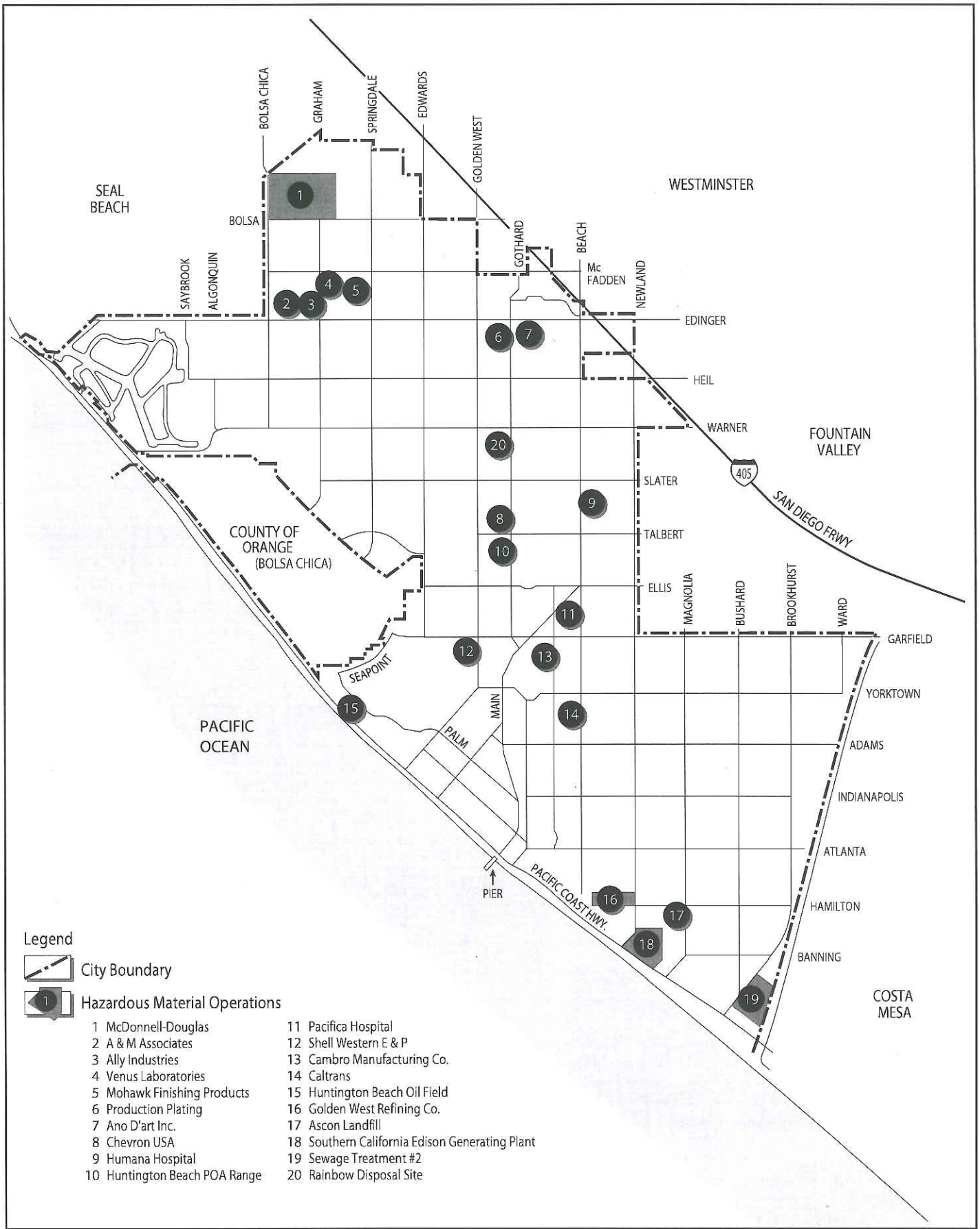
Source: City of Huntington Beach, 1974, Geotechnical Inputs (to the Seismic Safety Element), Figure 3-8

EXPANSIVE SOIL DISTRIBUTION MAP

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-34



Legend

City Boundary

Hazardous Material Operations

1 McDonnell-Douglas
2 A & M Associates
3 Ally Industries
4 Venus Laboratories
5 Mohawk Finishing Products
6 Production Plating
7 Ano D'art Inc.
8 Chevron USA
9 Humana Hospital
10 Huntington Beach POA Range
11 Pacifica Hospital
12 Shell Western E & P
13 Cambro Manufacturing Co.
14 Caltrans
15 Huntington Beach Oil Field
16 Golden West Refining Co.
17 Ascon Landfill
18 Southern California Edison Generating Plant
19 Sewage Treatment #2
20 Rainbow Disposal Site

HAZARDOUS MATERIAL OPERATIONS

CITY OF HUNTINGTON BEACH COASTAL ELEMENT

MILES 0 0.5 1.0 NORTH

FIGURE C-35

ISSUES

The following issues were identified through the Coastal Element update process. The goals, objectives and policies of the Coastal Element are intended to address these identified issues, as well as, the requirements of the Coastal Act.

Coastal Land Use

1. The number of visitors to the City's beaches is anticipated to rise, thereby increasing impacts on coastal resources, facilities and services. (*C 1.1.4, C 1.2.1, C 1.2.3*)

2. Unregulated Coastal Zone development could impose negative environmental impacts on Coastal Zone resources. (*C 1.1.1, C 1.1.4, C 1.1.5 and C 1.1.7*)

3. Conventional zoning may be inadequate to implement appropriate regulations and design concepts in certain development nodes within the Coastal Zone. Implementation tools such as specific plans and design overlay districts should continue to be used to allow for greater flexibility in protecting unique coastal resources. (*C 1.2.1 and C 1.2.2*)

4. Unregulated seasonal and temporary activities could result in negative impacts on coastal resources. (*C 1.1.6*)

Shoreline and Coastal Resource Access

Circulation

5. Overall traffic is anticipated to increase in the City and within the Coastal Zone. (*C 1.2.3, C 1.2.4, C 2.1.2, C 2.3.1, C 2.4.1 and C 2.4.2*)

6. Pacific Coast Highway experiences congestion during summertime peak hours and holiday weekends. Portions of Pacific Coast Highway are proposed to be re-striped to permit an additional lane of traffic in each direction. The re-striping will remove existing on-street beach parking. (*C 2.1.2 and C 2.3.1*)

7. Extending Hamilton Avenue from its existing terminus to Beach Boulevard is proposed. The extension may impact environmentally sensitive habitat areas. Right-of-way acquisition would also be needed. (*C 7.1.4*)

8. Private automobiles create circulation and parking demands. Alternatives to the private automobile as a means of transportation to the City's coastal resources need to be promoted and provided for to mitigate traffic related impacts on coastal resources in general, minimize peak seasonal traffic circulation demands and minimize coastal parking demands. (*C 2.2.1, C 2.2.2, C 2.2.5, C 2.2.6, C 2.2.8, C 2.3.1 and C 2.3.6*)

9. Existing trails/paths need to be maintained, extended and or widened in some areas. (*C 2.2.1, C 2.2.2, C 2.2.5, C 2.2.7 and C 2.2.8*)

10. Bicycle path signs need to be maintained and enhanced to promote the use of bicycles in beach access. (*C 2.1.1 and C 2.7.1*)

11. Future design of the circulation system should focus upon the safety of the pedestrian, bicyclist, and motorist. (*C 2.2.2, 2.8.1 and 2.8.2*)

Transit

12. Mass transit opportunities within the Coastal Zone should be convenient and plentiful. The feasibility of locating a transit center within the Coastal Zone should be investigated. (*C 2.3.1, C 2.3.2, C 2.3.3, C 2.3.4, C 2.3.5, C 2.3.6 and C 2.4.4*)

Parking

13. Recreational beach parking shortages are experienced about 18 days per year, during peak summer and holiday seasons. (*C 2.3.1 and C 2.4.1*)

14. Re-striping portions of Pacific Coast Highway to increase the number of traffic lanes will remove some existing on-street recreational beach parking. (*C 2.1.2 and C 2.4.1*)

15. Parking conflicts between beach recreational users and residents occur during peak season. (*C 2.3.1, C 2.4.1 and C 2.4.5*)

Pedestrian Access

16. Existing shoreline and coastal resource access sites should be maintained. Additional public access, including access for the handicapped, should be provided where feasible. (*C 2.2.2, C 2.5.1, C 2.6.1, C 2.6.2*)

17. Pedestrian access to wetlands, where feasible and appropriate, should be provided. (C *2.6.6 and C 2.6.7*)

18. Pedestrian safety should be a priority when providing coastal resource access. (*C 2.2.2, C 2.2.3, C 2.8.1 and C 2.8.2*)

19. Shoreline access should be provided in the area of Seapoint and Goldenwest. (*C 2.8.3*)

20. Additional public access opportunities to the Huntington Harbour waterways through new development or re-use should be provided where feasible. (*C 2.5.1, C 2.6.1 and C 2.6.2*)

21. Public awareness of existing shoreline and coastal resource access points along the shore and within Huntington Harbour should be promoted. (*C 2.1.1, C 2.7.1, C 2.7.2 and C 2.7.3*)

22. Direct access from the proposed Harriett M. Wieder Regional Park to the shoreline should be encouraged to be included in the park's design. (*C 2.6.5*)

Recreational and Visitor Serving Facilities

23. The City should promote and provide visitor serving and recreational facilities for a variety of market preferences and cost ranges. Preference should be given to development providing public recreation opportunities. Lower cost facilities should be protected, encouraged, and, where feasible, provided. (*C 3.2.1, C 3.2.2, C 3.2.3 and C 3.3.4*)

24. Hotel/motel rooms, restaurants, visitor serving entertainment uses, etc. are needed to serve visitor serving demand and should be encouraged and provided for. (*C 3.2.4, C 3.2.5 and C 3.2.6*)

25. Overnight camping accommodations for recreational vehicles should be maintained and increased, where feasible, to provide lower cost overnight accommodations. (*C 3.2.6, C 3.2.7 and C 3.2.8*)

26. Existing public recreation sites in the Coastal Zone should be protected and preserved as feasible. (*C 3.1.4*)

27. The City should continue to preserve and promote the Municipal Pier as a recreation and visitor serving facility and coastal related activity node. (*C 3.4.2 and C 3.4.3*)

28. Recreational boating should be promoted and provided for, including appropriate areas for dry boat storage. (*C 3.4.4, C 3.4.5 and C 3.4.6*)

29. Local interests and concerns should be represented and included in State and regional recreation planning within the Coastal Zone. (*C 3.5.1, C 3.5.2 and C 4.6.5*)

30. The long-term fiscal and liability impacts of new or expanded municipal recreational facilities within the Coastal Zone should be analyzed and considered before approval. (*C 3.3.1*)

Visual Resources

31. Significant public coastal view corridors should be identified, preserved and maintained. Private coastal view corridors should be encouraged. However, private views are not protected by Coastal Act or City policy. (*C 4.1.1, C 4.1.3, C 4.2.1, C 4.2.2, C 4.2.3 and C 4.2.4*)

32. Coastal bluff top vistas should be preserved. (*C 4.2.1, C 4.2.2 and C 4.2.3)*

33. The natural landform of the coastal bluffs should be preserved and protected. (*C 4.4.1, C 4.4.2, C 4.4.3 and C 4.4.4*)

34. The scenic and visual quality of Pacific Coast Highway and other coastal routes could be enhanced through sign regulation, landscaping and design review of new development. (*C 4.2.1, C 4.2.2, C 4.2.5, C 4.3.1, C 4.5.1, C 4.5.2, C 4.5.3, and C 4.6.4*)

35. Visually degraded areas in the Coastal Zone should be enhanced. Design review, placing transmission lines underground, screening the electrical energy generating plant and oil

facilities, preserving mature trees, and litter control should be promoted to enhance the aesthetic quality of the City's scenic coastal resources. (*C 4.2.1, C 4.5.1, C 4.5.2, C 4.6.1, C 4.6.2, C 4.6.3, C 4.6.6, C 4.7.1, C 4.7.2, C 4.7.3, C 4.7.4, C 4.7.5, C 4.7.8 and C 8.4.2*)

36. The Coastal Element Land Use Plan should maintain natural areas and enhance them, where feasible, as aesthetic amenities, as well as, biological resources. (*C 4.1.2, C 4.1.3, C 4.4.2, C 4.4.3 and C 4.4.4*)

37. In order to maintain public views from the municipal pier, as well as, public access to the pier, building heights on the pier should be limited to a maximum of 2 stories, or 35 feet, and public access should be maintained around the entire perimeter of the pier. *(C 3.4.3)*

Historic and Cultural Resources

38. New development could negatively impact significant historical and archeological resources in the Coastal Zone. Such resources should be identified in coordination with the State historic preservation officer and reasonable mitigation measures for protection or enhancement should be required. (*C 5.5.1 and C 5.1.2, C 5.1.3, C 5.1.4 and C 5.1.5*)

Water and Marine Resources

39. Activities associated with an urban environment may impose negative environmental impacts on marine resources in the Coastal Zone. (*C 6.1.3, C 6.1.5, C 6.1.6, C 6.1.12 and C 6.1.13*)

40. Water quality should be monitored, protected and enhanced, where needed, to protect marine related resources. (*C 6.1.1, C 6.1.2 and C 6.1.8*)

41. Monitor and improve, if necessary, water quality in Huntington Harbour with additional boathead regulation and expanded aeration strategies. (*C 6.1.9, C 6.1.10 C 6.1.11 and C 6.1.21*)

42. Runoff and storm drain-related pollution should be minimized through strategies such as regulation of new development and strict enforcement of NPDES regulation. (*C 6.1.1 and C 6.1.6 and C 6.1.16*)

43. The City's freshwater aquifers need to be protected from pollution and saltwater intrusion. (*C 6.1.1*)

44. Water conservation should be promoted. Strategies such as requiring conservation measures in the design of new projects, the use of reclaimed water by the City for irrigation purposes, where feasible, and investigating the feasibility of desalinization of sea water for potable usage should be considered. (*C 6.1.12, C 6.1.13 and C 6.1.14*)

Environmentally Sensitive Habitats

45. Sensitive habitat areas need to be protected from impacts associated with development and urbanization. (*C 3.1.1, C 3.1.2, C 6.1.2, 6.1.20, C 6.1.21, C 6.1.22, C 7.1.1, C 7.1.2 and C 7.1.3*)

46. Oil and toxic material spills are a risk to sensitive habitat areas. Adequate emergency plans and increased inter-agency coordination are needed. (*C 8.1.4, C 8.2.8, C 8.2.9, C 8.2.10 and C 8.3.10*)

47. Wetlands provide biological and aesthetic resources. These qualities should be maintained, enhanced and improved, where feasible. (*C 6.1.24, C 6.1.26, C 6.1.28, C 7.1.2, C 7.1.3, C 7.2.1, C 7.2.2, C 7.2.3 and C 7.2.4*)

48. Pedestrian access to coastal wetlands and sensitive area via boardwalks, peripheral trails, interpretive facilities and other appropriate educational facilities should be promoted where such activity would not disrupt habitat values or impair ecosystem viability, consistent with Sections 30233 and 30240 of the Coastal Act. (*C 2.6.6, C 2.6.7 and C 7.3.1*)

49. Public awareness of sensitive habitats and their environmental benefits should be promoted. (*C 2.7.1, C 6.1.28 and C 7.3.1*)

Energy Facilities

50. Huntington Beach accommodates energy related facilities within its Coastal Zone. The potential adverse safety, aesthetic and biological impacts of these facilities to the community and its coastal resources must be minimized to the maximum extent feasible through municipal regulation and coordination with responsible outside agencies. (*C 8.1.1, C 8.1.2 and C 8.1.3*)

51. The community and its valuable coastal resources are at risk from oil spills from offshore tanker activity and on and offshore facilities. The risks must be minimized through municipal regulation and coordination with responsible outside agencies. (*C 8.1.4, C 8.1.8 and C 8.3.12*)

52. Increased and/or new tanker operations should be discouraged due to potential oil spill risks from tanker activity. The City should monitor and participate in the review of any proposed re-activation or expansion of the existing marine terminal. Re-activation and/or new marine terminals in Huntington Beach should be discouraged. (*C 8.3.6, C 8.3.7 and C 8.3.8*)

53. In the event of oil spills, adequate contingency and clean-up plans must be in place. (*C 8.1.4, C 8.2.8, C 8.2.9, C 8.2.10, C 8.3.10 and C 8.3.12*)

54. Unitization, and consolidation of energy facilities should be encouraged to increase efficiency and safety, and minimize aesthetic and biological impacts to coastal resources. (*C 4.7.7, C 8.2.3, C 8.2.5, C 8.3.5 and C 8.3.14*)

55. Compatibility between energy related facilities and other land uses could be increased through the use of buffers, screening and setbacks. (*C 4.7.8, C 8.3.4, C 8.3.10, C 8.3.15 and C 8.4.1*)

56. Access to underground oil resources from surface areas should be protected and maintained. (*C 8.1.9 and C 8.4.4*)

57. New energy technologies such as advanced oil recovery methods and solar technology should be encouraged, promoted and explored. (*C 8.2.1, C 8.2.2, C 8.3.1, C 8.3.2 and C 8.3.3*)
58. Beach access and aesthetics could be improved through energy facility consolidation, improved maintenance of energy facilities, screening and buffering. (*C 4.7.8, C 8.2.3 and C 8.3.5*)

59. Encourage clean-up efforts of the NESI (Ascon) site which is listed on the California State Superfund list. Do not permit development of the site until clean up and decontamination efforts have been completed. (*C 4.7.10 and C 8.4.5*)

60. Adequate interdepartmental coordination within the City, as well as, interagency coordination between the City, other levels of government and outside agencies regarding energy related issues affecting the City is paramount to ensuring public and environmental safety. (*C 8.1.1, C 8.1.2, C 8.1.3, C 8.1.5, C 8.1.6 and C 8.1.7*)

Water, Sewer and Drainage

61. Existing water booster, storage and distribution systems are inadequate to meet the needs of potential future development in the Coastal Zone. (*C 9.1.2*)

62. Existing sewerage distribution systems in the Coastal Zone are aged and in need of upgrade and maintenance. (*C 6.1.4, C 9.1.2 and C 9.1.3*)

63. Existing flood drainage channels and pumping facilities are inadequate to accommodate a 100 year flood event. (*C 9.1.2*)

Hazards

64. The City's Coastal Zone includes potential geologic and flood hazard areas. Potential risks can be minimized through land use regulation and design review. (*C 10.1.1*)

Administration/Interagency Coordination

65. City participation in the planning and review of State, federal and regional plans for improvements to facilities or areas within the City's Coastal Zone is imperative and should be pursued to ensure consistency with Coastal Act policies and City of Huntington Beach policies and concerns. (*C 11.1.1*)