

## 4. Environmental Setting, Impacts, and Mitigation Measures

The following sections include a project-level analysis, by issue area, of the proposed project on the environment consistent with §15126 of the CEQA Guidelines. The environmental issue areas analyzed in this section are:

- 4.1 – Aesthetics
- 4.2 – Air Quality
- 4.3 – Cultural Resources
- 4.4 – Geology and Soils
- 4.5 – Hazards and Hazardous Materials
- 4.6 – Hydrology and Water Quality
- 4.7 – Land Use and Planning
- 4.8 – Noise
- 4.9 – Population and Housing
- 4.10 – Public Services
- 4.11 – Recreation
- 4.12 – Transportation and Parking
- 4.13 – Utilities and Service Systems

Each environmental issue area includes the following subsections:

1. Environmental Setting
2. Significance Criteria
3. Impacts
4. Mitigation Measures
5. Level of Significance after Mitigation
6. Significant and Unavoidable Impacts
7. Cumulative Impacts

The following categories are anticipated to have less than significant impacts, and the Notice of Preparation for the project identified that these topics would not be addressed further: Agriculture, Biological Resources, Hazards and Hazardous Materials, and Mineral Resources.



## 4.1 Aesthetics

The information and analysis presented in this section of the Draft Program EIR is based on the City's General Plan, the existing and proposed DTSP, documentation relative to projects located within the DTSP area boundary, and information obtained from field site visits. The public comments received in response to the public review of the Initial Study/Notice of Preparation (IS/NOP) were taken into considerations during the preparation of this EIR, and if relevant, have been addressed in this section or others within this EIR.

### 4.1.1 Environmental Setting

#### 1. Physical Setting

The City of Huntington Beach is located in Orange County's northern coastal area with approximately 8.5 miles of shoreline along the Pacific Ocean. This area is characterized by broad sandy beaches, low bluffs and mesas, and lowland areas. Elevations range from approximately 50 to 60 feet above mean sea level (msl) in the eastern portion of the City, and rising farther inland. Elevations in the remainder of the City rise at the shoreline, from sea level to approximately 100 feet above msl at the Huntington Beach Mesa.

The DTSP project area covers 336 acres in the traditional and historic heart of the City. Generally, the DTSP area extends from the intersection of Goldenwest Street with Pacific Coast Highway and curves along the coastline, including the Huntington Beach Pier, down to Beach Boulevard. The inland boundary of the DTSP area follows the prolongation of Sunrise Drive from Beach Boulevard to Pacific View Avenue where the boundary curves along Huntington Street and Atlanta Avenue. From Atlanta Avenue, the boundary flows along Orange Avenue and continues up Lake Street to Palm Avenue, where it connects to Main Street, and along Pecan Avenue to 6<sup>th</sup> Street. From 6<sup>th</sup> Street and Walnut Avenue to Goldenwest Street and Walnut Avenue, parcels within the first block adjacent to Pacific Coast Highway are included in the DTSP area. All boundary lines follow the centerline of the affected street. Exhibits showing the regional location (Exhibit 3.1-1, page 3-2) and the project vicinity (Exhibit 3.1-3, page 3-4) of the project site and surrounding area are previously presented in this EIR.

The project site covers the City's downtown with the Municipal Pier as the focal point. The project area is developed with a range of uses including large-scale visitor-serving commercial uses, hotels, office, mixed-use and neighborhood serving commercial uses, and residential, as well as streets, beach, and pier. Huntington Beach is primarily urbanized with significant existing sources of light and glare typical of urban development (e.g., street lights, light emitted from buildings). Views of and from the project site (e.g., the DTSP area) vary depending on the location the view is experienced from. The views are typical of an area developed with urban uses; however, the views include visual resources such as the shoreline (beach and ocean) and the Huntington Beach Pier.

Development within the existing downtown core (Main Street and outlying streets from Pacific Coast Highway to Orange Avenue) primarily consists of commercial and mixed-use developments. Existing developments range from one-story stand-alone commercial buildings to four-story mixed

use (commercial/office/residential) developments with residential uses interspersed throughout, although mostly occurring on the outlying streets (3<sup>rd</sup> Street and 5<sup>th</sup> Street). The most intense development and activity occur at the intersection of Pacific Coast Highway and Main Street, across from the Municipal Pier, Pier Plaza, and the beach. Two large developments – Pierside Pavilion and Oceanview Promenade – are developed on the two corners of the intersection. These developments are four-story mixed use developments reaching heights of up to 67 feet (Oceanview Promenade) and 71 feet (Pierside Pavilion) on average. Architectural features reach as high as 85 feet. Within the first block on Main Street, ground floor uses consist of retail businesses and restaurants. The second and third blocks of Main Street (from Walnut Avenue to Orange Avenue) are developed with similar uses, but development is slightly less intense. One notable project within the third block of Main Street is Plaza Almeria, a mixed use (commercial/residential) development with an average height of approximately 54 feet. North of Orange Avenue, Main Street is developed with older commercial buildings, a three-story multi-family residential development (Townsquare condominiums) with ground floor commercial at the street, the Huntington Beach Art Center and the Main Street branch library. The streets adjacent to Main Street within the downtown core, particularly on 3<sup>rd</sup> Street and 5<sup>th</sup> Street, are interspersed with a mix of residential and commercial uses. The Strand, a mixed-use (commercial/office/hotel) development, was recently completed on 5<sup>th</sup> Street from Pacific Coast Highway to Walnut Avenue. The Strand is approximately 50 feet in height and includes ground floor retail uses, a boutique hotel, office space on the upper floors, and a 470-space subterranean parking structure.

Development within the DTSP area, outside of the “downtown core”, includes the Hilton Waterfront Beach Resort and Hyatt Regency Huntington Beach Resort and Spa. These projects are large-scale hotel developments located on Pacific Coast Highway. In addition, Pacific City, which is under construction, is a large mixed use project consisting of seven commercial buildings with retail, office, restaurant, cultural, and entertainment uses. The commercial portion of Pacific City is also planned to have carts, kiosks, outdoor dining, live entertainment indoors and outdoors, and a boutique hotel. The Pacific City residential component is approved for 516 condominium units and outdoor recreational amenities including a 2-acre Village Green park.

The remaining outlying districts of the DTSP area (outside of the downtown core) include established single- and multi-family residential uses on properties within the first block between Pacific Coast Highway and Walnut Avenue from 9<sup>th</sup> Street to Goldenwest Street, properties along 6<sup>th</sup> Street, and properties along Lake Street, 1<sup>st</sup> Street and 2<sup>nd</sup> Street. The northern portion of the DTSP area between Acacia Avenue and Palm Avenue are also developed with primarily residential uses. Newer residential development within the downtown area includes the 184-unit Waterfront Residential development, which was completed in 2004 and is located behind the Waterfront hotels west of Beach Boulevard.

Photos of the existing project area are shown in Exhibit 4.1-1 through Exhibit 4.1-8.



View of Main Street at Pacific Coast Highway looking north (1<sup>st</sup> block)



View of Main Street at Walnut looking north (2<sup>nd</sup> block)

**Exhibit 4.1-1 - Photographs of the Project Area - page 1**



View of Main Street looking northeast



View of Main Street looking north

**Exhibit 4.1-2- Photographs of the Project Area - page 2**



View of 3<sup>rd</sup> Street north of Olive Avenue



View of 3<sup>rd</sup> Street northeast of Olive Avenue toward Orange Avenue and Lake

**Exhibit 4.1-3- Photographs of the Project Area - page 3**



View of 5<sup>th</sup> Street northeast of Walnut Avenue



View of 5<sup>th</sup> Street northwest of Walnut Avenue

**Exhibit 4.1-4- Photographs of the Project Area - page 4**



View of 10<sup>th</sup> Street looking from Pacific Coast Highway towards Walnut Avenue (District 4)



View of 10<sup>th</sup> Street north of Pacific Coast Highway

**Exhibit 4.1-5- Photographs of the Project Area - page 5**



View of 10<sup>th</sup> Street north of Pacific Coast Highway



View of Main Street north of Orange Avenue

**Exhibit 4.1-6- Photographs of the Project Area - page 6**



View of Main Street looking northeast from Orange Avenue



View of Main Street toward Pecan and 6<sup>th</sup> Street

**Exhibit 4.1-7- Photographs of the Project Area - page 8**



View of Main Street toward 6<sup>th</sup> Street (viewing Townsquare development and the library)



View of Main Street looking toward 6<sup>th</sup> Street and the library

**Exhibit 4.1-8- Photographs of the Project Area - page 9**

## 2. Regulatory Setting

### a. State Scenic Highway Program

In 1963, the State Scenic Highway Program was created by the State of California. The program was established as a means to protect and preserve scenic highway corridors that provide aesthetic value lands adjacent to the highways. No state highways are currently designated as scenic within the DTSP boundaries; however, Pacific Coast Highway is eligible.

### b. City of Huntington Beach General Plan

The relevant aesthetics goals, objectives, and policies from the City's General Plan are discussed below.

#### Circulation Element

Several roadways have been designated by the City's General Plan Circulation Element as having scenic qualities worth preserving. These roadways, classified as Landscape or Scenic Corridors, are depicted on the Scenic Highways, Scenic Corridors, and Landscape Corridors Figure CE-12 of the General Plan (refer to Exhibit 4.1-9). The roadways located within the project area that are designated include Pacific Coast Highway (Landscape Corridor & Major Urban Scenic Corridor), Goldenwest Street (Landscape Corridor), Main Street (Landscape Corridor), Beach Boulevard (Landscape Corridor), and 3<sup>rd</sup> Street (Landscape Corridor). The following goals and objectives from the City's General Plan Circulation Element are applicable to the proposed project:

- |                   |   |
|-------------------|---|
| Policy CE 7.2.2:  | Require that all landscaping located within designated scenic highways, major urban scenic corridors, minor urban scenic corridors, and landscape corridors be designed in accordance with standards in the Scenic Highway Plan.      |
| Policy CE 7.2.3:  | Encourage that all proposed building sites adjacent to a scenic highway include open space, plazas, gardens or landscape areas which enhance the scenic highway and create a buffer between the building site and the scenic highway. |
| Objective CE 7.3: | Protect scenic corridors and open space/landscape areas by lending man-made features with the natural environment.  |
| Policy CE 7.3.1:  | Require that new development include landscaping that is compatible with the visual character of the designated scenic highways and corridors.  |
| Policy CE 7.3.2:  | Continue to require the review of the size, height, numbers, and type of on-premise signs to minimize their impact to scenic resources.   |

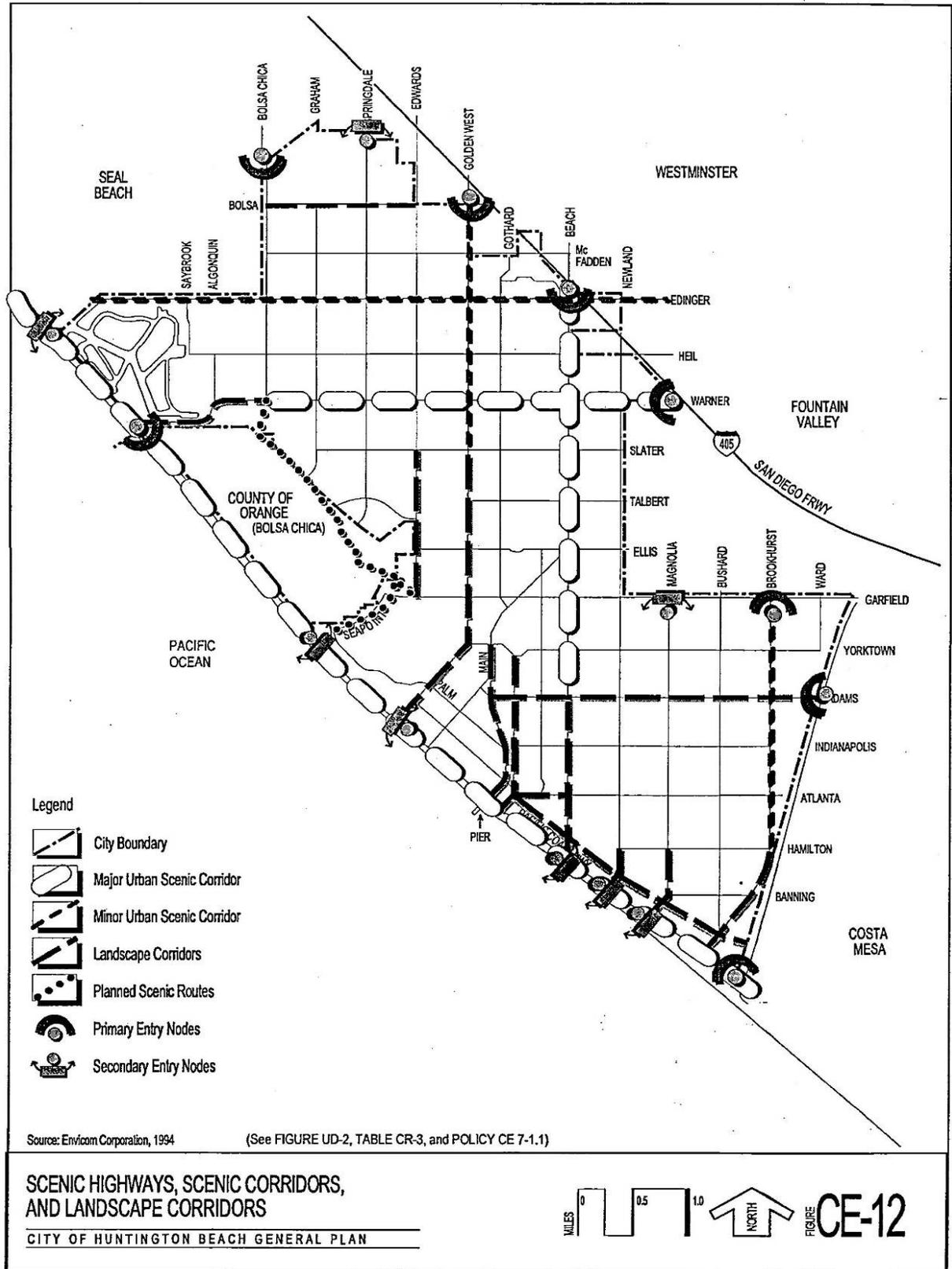


Exhibit 4.1-9 - Scenic Highways, Scenic Corridors, and Landscape Corridors

- Policy CE 7.3.3: Continue to prohibit the construction off-site signs and billboards within designated scenic corridors.
- Policy CE 7.3.4: Continue to locate new and relocated utilities underground when possible. All others shall be placed and as screened to minimize public viewing.

### Coastal Element

The Coastal Element of the General Plan addresses the requirements of the Coastal Act and guides growth, development, enhancement, and preservation of the City's Coastal Zone and its resources. The DTSP area is located within Zone 4 - Downtown of the Coastal Zone. Zone 4 extends from Goldenwest Street south to Beach Boulevard. The Coastal Element identifies scenic opportunities within the coastal zone area (refer to Exhibit 4.1-10– Bluff Areas and Scenic Opportunities). The scenic opportunities identified within the DTSP area are the views looking towards the shoreline, beaches, and the ocean.

The following goals and objectives are applicable to the proposed project:

- Goal C 4: Preserve and, where feasible, enhance and restore the aesthetics resources of the City's coastal zone, including natural areas, beaches, harbors, bluffs, and significant public views.
- Objective C 4.1: Provide opportunities within the Coastal Zone for open space as visual and aesthetic resource.
- Policy C 4.1.1: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas.
- Policy C 4.1.4: Preserve skyward, night time views through minimization of lighting levels along the shoreline.

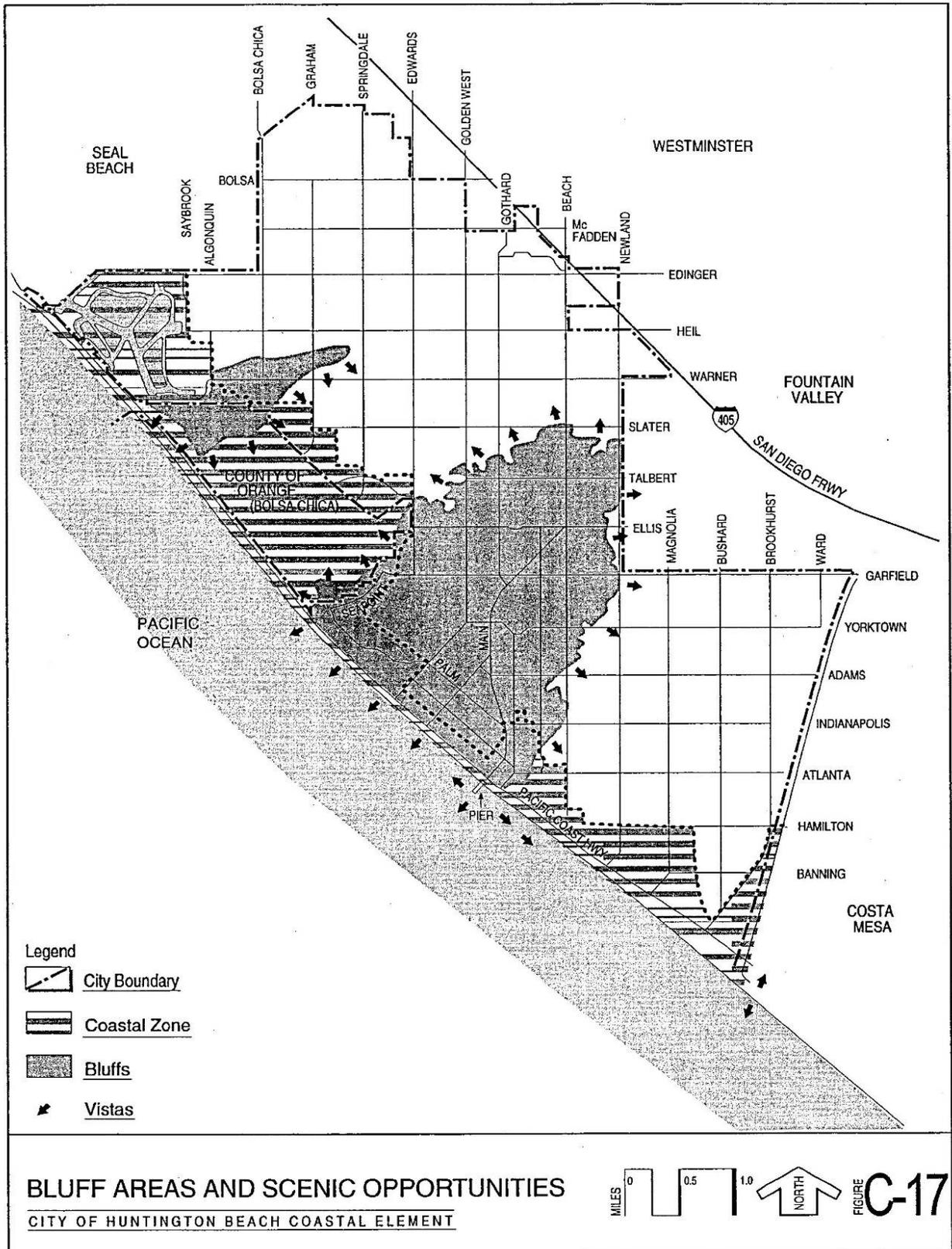


Exhibit 4.1-10 - Bluff Areas and Scenic Opportunities

|                 |   |
|-----------------|---|
| Objective 4.2   | Promote the protection of the Coastal Zone’s visual and aesthetic resources through design review and development requirements.   |
| Policy C 4.2.1  | <p>Ensure that the following minimum standards are met by new development in the Coastal Zone as feasible and appropriate:</p> <ul style="list-style-type: none"> <li>a. Preservation of public views to and from the bluffs to the shoreline and ocean and to the wetlands</li> <li>b. Adequate landscaping and vegetation</li> <li>c. Evaluation of project design regarding visual impact and compatibility.</li> <li>d. Incorporate landscaping to mask oil operations and major utilities, such as the electrical power plant on Pacific Coast Highway.</li> </ul> |
| Policy C 4.2.2  | Require that the massing, height, and orientation of new development be designed to protect public coastal views.   |
| Policy C 4.2.3  | Promote the preservation of significant public view corridors to the coastal corridor, including views of the sea and the wetlands through strict application of local ordinances, design guidelines, and related planning efforts, including defined view corridors.   |
| Objective C 4.4 | Promote the preservation of significant landforms and physical features within the Coastal Zone.  |
| Policy C 4.4.4  | Develop implementation programs that will preserve and maintain the physical features of the wetlands, bluffs, and beaches.   |
| Objective C 4.5 | Minimize the negative aesthetic impacts of signage in the Coastal Zone.   |
| Objective C 4.6 | Enhance the visual appearance of the Coastal Zone through the development and implementation of landscaping standards.  |
| Policy C 4.6.3  | For new redevelopment, require the preservation of existing mature trees (as defined by the City’s Landscape Ordinance). If preservation of existing mature trees is not feasible, require that removed trees be replaced at a minimum 2:1 ratio either on site or elsewhere within the Coastal Zone, as prescribed by the City.  |
| Policy C 4.6.5  | Require additional landscaping and varying hardscape along the beach trail and roadway medians in the Coastal Zone.   |
| Objective C 4.7 | Improve the appearance of visually degraded areas within the Coastal Zone.  |
| Policy C 4.7.1  | Promote the use of landscaping material to screen uses that detract from the scenic quality of the coast along public rights-of-way and within public view.   |

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|----------------|---|
| Policy C 4.7.2 | Continue to locate new and relocated utilities underground when possible. All others shall be placed and screened to minimize public viewing.   |
| Policy C 4.7.8 | Require landscape and architectural buffers and screens around oil production facilities and other utilities visible from public rights-of-way. |

### **Environmental Resources/Conservation Element**

The Environmental Resources/Conservation Element of the General Plan addresses the City's environmental resources (e.g., natural resources including mineral, water, plant and wildlife, open space). Although the City and the DTSP area are nearly fully developed, there are habitat areas (e.g., coastal salt march, freshwater march and associated habitat) located north outside the DTSP area in Bolsa Chica and south of the DTSP area between Beach Boulevard and Magnolia Avenue (near Pacific Coast Highway).

The following goals and objectives from the City's General Plan Environmental Resources/Conservation Element are applicable to the proposed project:

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|-------------------|---|
| Goal ERC 1:       | Improve and enhance the overall aesthetic value and appearance of the City of Huntington Beach through the provision and maintenance of local public and private open space.  |
| Policy ERC 1.1.1: | Encourage the provision of open space elements within the larger-scale development projects including but not limited to public plazas, entry courts, and planned development common areas.                         |
| Goal ERC 4:       | Maintain the visual quality of the City's natural land forms and water bodies.  |
| Policy ERC 4.1.4: | Develop implementation programs that will preserve and maintain the physical features of the wetlands, bluffs, and beaches.   |
| Policy ERC 4.1.5: | Promote the preservation of public view corridors to the ocean and the waterfront through strict application of local ordinances, design guidelines and related planning efforts, including defined view corridors. |

### **Land Use Element**

The Land Use Element of the City's General Plan guides future growth and development by identifying the general distribution, location, mix, and extent of future land uses. The City contains approximately 17,730 acres (27.7 square miles). Approximately 98% of the City is developed with residential, commercial, industrial, institutional, public uses, and streets/highways. Residential development is the largest land use in Huntington Beach and comprises approximately 41% of the land area of the City.

The following goals and objectives from the City's General Plan Land Use Element are applicable to the proposed project:

- Policy LU 4.1.4: Encourage developers to incorporate mature and specimen trees and other significant vegetation, as defined by the City, that may exist on a site into the design of a development project for that site.
- Policy LU 4.3.2: Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.
- Objective LU 5.1: Provide for the protection and maintenance of environmental resources as new development and redevelopment projects occur during the planning, project review and permitting process.

#### 4.1.2 Significance Criteria

The significance of visual change depends on a variety of factors, including the degree to which the project would be seen by potentially sensitive viewers, viewer attitudes and activities, the distance from which the project would be observed, and the extent to which the project would be consistent with the established visual goals and objectives of the City. A number of variables affect the degree of visibility and visual contrast, including the scale and size of facilities, site design, color and texture, and influences of adjacent scenery or land uses. The significance determination for the visual analyses is based on consideration of the extent of change related to project visibility from key public vantage points, the degree of visual contrast and compatibility in scale and character between project elements and the existing surroundings, and project conformance with public policies regarding visual and urban design quality. The proposed DTSP Update design guidelines were also utilized to assist in reviewing potential visual impacts associated with the proposed project. Although CEQA Guidelines establish thresholds of significance that address how best to identify a significant impact, analysis of impacts related to aesthetics is, to some extent, inherently subjective. Impacts are considered significant when one or more of the following occurs as a direct result of a proposed project:

- The project would have a substantial adverse effect on a scenic vista.
- The project would substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.
- The project would substantially degrade the existing visual character or quality of the site and its surroundings.
- The project would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

### 4.1.3 Impacts

This section describes the physical environmental impacts to aesthetics that would result due to the development and operation of the proposed project. The environmental significance criteria were previously described in Section 4.1.2 above.

- *Does the project result in a substantial adverse effect on a scenic vista?*

The Huntington Beach Pier is considered a landmark according to the City's General Plan. Pacific Coast Highway along the coastline provides scenic views of the ocean and beaches to the public. The views from the Pacific Coast Highway viewshed (looking towards the beach and the ocean) would not be impacted by implementation of the DTSP Update. Potential future development may alter views along Pacific Coast Highway and views to and from the Huntington Beach Pier. View changes would vary depending on the building location, orientation, and height. Changes proposed by the DTSP Update regarding modifications to development standards for setbacks and building heights are for Districts 1 and 4. The most significant changes would occur in District 1 on Pacific Coast Highway from 6<sup>th</sup> Street to 9<sup>th</sup> Street where allowable building heights are proposed to increase from 35 feet to potentially 55 feet. While this increase may block individual views of the beach and the ocean from existing residential uses north of this area (where building heights would remain 35 feet), upper story setbacks, residential buffer requirements, design guidelines, and the City's design review process would restrict the potential for projects to substantially reduce existing views. With implementation of the requirements of the DTSP (e.g., adherence to design requirements and development standards), it is not anticipated that the DTSP Update implementation would result in any substantial adverse effect on a scenic vista. Future potential development would adhere to the DTSP Update (including design guidelines) reviewed by the City to ensure that architectural features and landscaping would be used to minimize the visual impacts. Additionally, recommended DTSP Update streetscapes would not reduce any of the view corridors from any streets in the DTSP area with respect to views of the beach, the pier, and Pacific Coast Highway.

Construction of the potential development projects per the DTSP Update would result in changes to the existing DTSP area that are characteristic and typical of development and associated improvements. These changes (e.g., temporary construction activities) would be short-term in nature. Therefore, the impacts of the proposed project on a scenic vista would be less than significant, and no mitigation is required.

- *Will the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

No state designated scenic highways are located within the DTSP project boundaries. However, Pacific Coast Highway is listed as eligible to be a state scenic highway due to its proximity to the Pacific Ocean and available views of the ocean from the highway. The DTSP area includes scenic resources (e.g., ocean and beaches). All development within the DTSP area will adhere to the City's General Plan, development code requirements applicable

to individual projects, and the DTSP Update (including design guidelines), which addresses building design (height, massing, articulation, setbacks), screening, landscape, and hardscape. No changes to existing development standards are proposed to the DTSP for the beach and pier districts (District 6 and 7). Additionally, these districts allow limited uses/development. Parking (surface and structure) requirements include the protection of the sandy beach areas and coastal views. Any proposed parking will be required to maintain a minimum of 1 foot below the adjacent elevation of Pacific Coast Highway (or bluff as stated for District 7).

Changes proposed in the DTSP Update do not result in impacts to views of the ocean, the pier, and the beach from Pacific Coast Highway. Views of Pacific Coast Highway would change as a result of increases in allowable density and building heights with the DTSP area. However, the area of Pacific Coast Highway that would likely result in the most significant alteration (due to an increase in allowable building heights from 35 feet to 55 feet) would be from 6<sup>th</sup> Street to 9<sup>th</sup> Street. In addition, there are no scenic resources other than the Pacific Ocean, the beach, and the pier (which are not proposed to change) within the DTSP area located along Pacific Coast Highway. Therefore, less than significant impacts are anticipated. Changes that could occur would be consistent with the existing development pattern along Pacific Coast Highway within the DTSP area, which includes large-scale commercial and hotel projects such as the Waterfront hotels, Pierside Pavilion, Ocean View Promenade, and The Strand.

- *Will the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The proposed DTSP update would provide for additional development potential and potentially more intense developments than currently exist within the project area. The changes to the DTSP associated with the update include increased densities, building heights, building setbacks, and recommendations for circulation (e.g., street classifications, pedestrian, bicycle) improvements. The changes are further described in Section 4.7, Land Use and Planning (beginning on page 4-105) and Section 4.12, Transportation and Parking (beginning on page 4-173) of this document. For example, in District 1, density is proposed to be increased from 25 du/ac to 60 du/ac, building height from 35 feet/3 stories or 45 feet/4 stories to a minimum of 25 feet and up to maximum of 55 feet and 5 stories, and building setback changes (e.g., 5- to 10-foot side setbacks). The proposed changes to the DTSP would allow for more development with increased intensity. However, the most significant change in building height is Pacific Coast Highway from 6<sup>th</sup> Street to 9<sup>th</sup> Street from a maximum 35 feet to potentially 55 feet. The proposed DTSP Update requires that residential buffers be provided that include minimum upper building story setbacks at side or rear property lines. This allows for the intensities in the downtown core area to be buffered, as this area merges with the adjacent residential.

The DTSP includes a Cultural Arts Overlay. This overlay is provided in District 1 to promote the enhancement of cultural arts within the City by allowing the continuation to further expand on existing cultural facilities within the downtown. The overlay would allow for the

future development of a performing arts venue at the north end of Main Street. Other cultural facility-related uses that would be allowed within the overlay include library, museum, art gallery, and associated uses such as a restaurant or a gift shop. The maximum building height is 35 feet, and setbacks would be 20 feet minimum adjacent to residential. Potential visual impacts will be reduced due to the requirement of adherence to the development regulations contained in the DTSP. For example, the Cultural Arts Overlay shall have no net loss of green space, and 30% minimum of the net site area must be preserved as public open space. Additional requirements include amenities providing open green space for pedestrian use and public events, decorative paving in hardscape areas, shade and accent trees, decorative lighting, and a variety of public art elements.

The DTSP design guidelines address site planning and design, landscaping, building design, utilities, signs, and special design considerations. The proposed DTSP Update also addresses the incorporation of sustainable or “green” building practices into all projects proposing new structures and/or site improvements. In addition to City standard landscape plans and specifications, as requirements of Chapter 232 of the ZSO, the DTSP Update provides landscape requirements for projects in the DTSP boundaries. Potential impacts associated with alteration of the existing visual character of the DTSP area (e.g., greater densities, taller building heights) could result in significant impacts. However, the updated regulations require a high quality design, thereby reducing any potential significant visual impacts and ensuring that the project would not degrade the existing visual character (and quality) of the Downtown area. Individual projects that may be developed in the future would be required to adhere to the City’s General Plan, applicable code requirements, and the DTSP Update development regulations (e.g., upper story setbacks and residential buffer requirements). Therefore, potential significant impacts can be reduced to a less than significant level.

- *Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The interior and exterior lighting of all potential development within the DTSP area will be required to be designed and installed so that rays do not significantly impact the immediate vicinity in compliance with the City’s lighting standards. The City requires that a project’s lighting effects shall maintain the minimum illumination level required for security, while limiting spill onto adjacent properties to the maximum extent practicable. Lighting design of each development project – including sizes, wattage, photometric, and distances for lighting elements – will be subject to review and approval by the City. Light fixtures shall include shields and side shields to prevent light trespass, as necessary. In addition to the City’s standard lighting design requirements, the proposed DTSP Update also addresses lighting. For example, lighting for multi-family residential development (more than two units) shall be directed away from adjacent properties, and security lighting fixtures shall not project above the fascia or roof line of the building and shall be shielded. Although, the DTSP Update will potentially create new sources of light and glare due to introducing a building and use to the area, with implementation of design measures (e.g., types of fixtures, light shielding, non-

glare building materials), potential significant impacts can be reduced to a less than significant level.

#### **4.1.4 Mitigation Measures**

With implementation of design elements (e.g., material, color, siting of buildings, and landscaping) and code requirements (e.g., upper story setback, open space requirements) potential impacts to aesthetics can be reduced to a level of less than significant. Therefore, impacts relative to aesthetics will not be significant as a result of the proposed DTSP Update. The DTSP as proposed will not result in adverse significant aesthetics impacts as concluded from the environmental significance criteria evaluated. All building lighting will be minimized by directing rays within the property. Project construction activities will also be visible to viewers. Construction activities are short-term impacts and not considered a significant impact to aesthetics.

The following code requirement would ensure that no significant impacts associated with light and/or glare will occur.

CR 4.1-1 Prior to the issuance of any building permit for new structures and/or site improvements subject to the DTSP, a project lighting/photometric plan shall be prepared and submitted to the Planning Department for review and approval. The City requires that a project's lighting effects shall maintain the minimum illumination level required for security, while limiting spill onto adjacent properties to the maximum extent practicable. Lighting design of each development project – including sizes, wattage, photometric, and distances for lighting elements – will be subject to review and approval by the City. The light fixtures include shields and side shields to prevent light trespass as necessary.

#### **4.1.5 Level of Significance after Mitigation**

With implementation of the proposed mitigation measures, impacts to aesthetics will be reduced to a level of less than significant. The proposed project does not result in any adverse significant impacts to aesthetics.

#### **4.1.6 Significant and Unavoidable Impacts**

All impacts to aesthetics resources associated with implementation of the proposed DTSP Update would be less than significant with mitigation. No significant and unavoidable impacts to aesthetics resources would occur.

#### **4.1.7 Cumulative Impacts**

Most of the related development projects listed in Section 3, Project Description, would not result in cumulative impacts to views or scenic resources in the immediate project area due to their distance

from the project site and/or the requirement of mitigation to further reduce potential light and glare impacts. Additionally, for those related projects located in the DTSP, build-out could have a cumulative impact on scenic areas, including views from the beach and ocean areas. Development would result in additional development (e.g., residential, hotel, retail/office) that could alter the existing visual character of the surrounding area. In addition, increased development within the DTSP boundaries could result in an increase in nighttime lighting and daytime glare. The DTSP area is urbanized and contains existing sources of nighttime lighting. Therefore, the minimal increases in nighttime lighting that would occur under cumulative development would not significantly affect nighttime views of the sky because such views are already limited. Cumulative development, in combination with development under the proposed DTSP Update project, is not anticipated to result in the creation of new sources of light and/or glare that could negatively affect views. These potential increases are considered minor and consistent with the existing built environment. Further, future individual projects under the DTSP Update would be subject to design review and code requirements and would also require appropriate project-specific measures for these effects, which would reduce the impacts to a less than significant level. Therefore, cumulative impacts associated with potential light and/or glare impacts are considered *less than significant*.

As indicated in the previous section, the City of Huntington Beach General Plan contains policies and objectives that encourage landscaping and open space in developments, preservation of coastal views and view corridors, and evaluation of project design for visual impacts. The proposed DTSP Update would further the policies and objectives in the General Plan through the established vision. The vision for the proposed DTSP Update includes establishing a strong link to the ocean and the beach through the provision of pedestrian linkages and view corridors. The vision also includes integration of public open space areas, landscaping, and sustainable building practices into future developments. Proposed development standards in Book I of the DTSP Update regulate landscaping, building scale, height, setbacks, open space, and other standards to guide development towards achieving the vision outlined in Chapter 1 of the DTSP Update. In addition, the proposed design guidelines would help to enhance the visual quality of the DTSP and encourage the utilization of sustainable design/building practices. The recommended streetscapes would encourage pedestrian activity in the DTSP area, establish and promote a unifying beach theme for the downtown area, and preserve view corridors to the ocean, the beach and the pier. As such, the proposed changes in the DTSP Update would be consistent with the policies and the objectives of the General Plan.

Cumulative development would contribute to further intensification of an area already urban and nearly built-out. Design review of individual projects would consider the types and placement of proposed development and, therefore, any project proposals that would substantially degrade the area would not be allowed or would provide design features to reduce impacts to the visual character of the area. Compliance with applicable code requirements and the DTSP Update (design guidelines, development standards, upper story setbacks, and residential buffer requirements) would avoid or lessen impacts to aesthetics resources. Therefore, the contribution of the proposed project to such cumulative impacts would not be cumulatively considerable, because as described above, the

proposed project would not have a substantial adverse effect on the visual character or quality of the project area.

