

4.7 Land Use and Planning

A number of sources were evaluated for the preparation of the data contained in this section. These sources include, but are not limited to, the City's General Plan, the Local Coastal Program, and the existing and proposed DTSP. All of the document sources are identified in Section 7, References, of this EIR.

4.7.1 Environmental Setting

This section focuses on existing conditions of land uses at the project site and the immediate surrounding land uses, and summarizes the applicable plans, policies, and regulations regarding land use.

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 (3rd Street and 5th Street). The most intense development and activity occurs 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 3rd Street and 5th Street, are interspersed with a mix of residential and commercial uses. The Strand, a mixed-use (commercial/office/hotel) development, was recently completed on 5th 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 9th Street to Goldenwest Street, properties along 6th Street, and properties along Lake Street, 1st Street, and 2nd Street. The northern portion of the DTSP area between Acacia Avenue and Palm Avenue are 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.

The following describes the most notable relevant planning programs that influence land uses within the project area.

1. City of Huntington Beach General Plan

The General Plan provides a planning and development framework for objectives, policies, and land use patterns for the City. Section 65302 of the California *Government Code* requires that counties and cities adopt general plans.

The current General Plan includes the following elements: Land Use Element, Urban Design Element, Historic and Cultural Resources Element, Economic Development Element, Growth Management Element, Housing Element, Circulation Element, Public Facilities and Public Services Element, Recreation and Community Services Element, Utilities Element, Environmental Resources/Conservation Element, Air Quality Element, Coastal Element, Environmental Hazards Element, Noise Element, and Hazardous Material Element.

The following summary describes the relevance of each element of the City's current General Plan to the proposed project area.

- **Land Use Element** – The Land Use Element contains policies on the location and character of land uses necessary for orderly growth and development. This element contains the City's land use objectives, policies, and land use patterns. The element establishes the development criteria and standards, including population density and building density.

Existing General Plan designations in the DTSP area include: Commercial Visitor Commercial Visitor (CV-d, CV-F7-sp); Open Space (OS-S); Public (P); Residential High Density (RH-30-sp, RH-30-d-sp); and Mixed Use (MH-F4/30-sp-pd, MV-F6/25-sp-pd, MV-F8-d-sp, M-F11/25-sp-pd, MV-F12-sp-pd). The existing zoning designation for the project area is Specific Plan 5 (Downtown Specific Plan) – Coastal Zone.

- **Historic and Cultural Resources Element** – This element provides an understanding of the City’s historic resources, including the history and events that helped shape the community. The element addresses basic historical understanding, the styles and variations of Huntington Beach’s architectural resources, identification of historical resources and their current designations, and community status.
- **Growth Management Element** – This element of the General Plan was originally adopted in 1992 to meet the requirements imposed by the County of Orange Revised Traffic Improvement and Growth Management Ordinance (Measure M) which was adopted by referendum on November 6, 1990. With the passage of Measure M, a retail transaction tax was authorized within Orange County. The purpose of the tax is to provide funding for needed transportation improvements within Orange County. This element of the City’s General Plan contains policies for the planning and provision of traffic improvements, public services, and public facilities necessary for orderly growth and development in the City. The element also sets forth minimum standards and levels of service while identifying programs to ensure policy implementation, including phasing, funding, and monitoring.
- **Housing Element** –The Housing Element is based on state law and includes the assessment of housing needs and the identification of opportunities and constraints as they pertain to the provision of housing. The element serves to guide and direct local government decision-making in all housing-related matters.

The goal of this element is to provide a variety of housing opportunities to meet the needs of all economic segments of the City. California’s Housing Element law requires that each city and county develop local housing programs to meet its “fair share” of existing and future housing needs for all income groups. The Southern California Association of Governments (SCAG) is responsible for developing and assigning these regional needs, or “Regional Housing Needs Assessment,” to southern California jurisdictions. Pursuant to the RHNA planning period, the City’s housing element is a seven-year plan extending from 2008 to 2014.

- **Circulation Element** – The City’s Circulation Element addresses major roadways and transportation routes, roadway and intersection improvements, estimated costs and funding allocations, and bikeways. The purpose of the Circulation Element is to evaluate the transportation needs of the City and present a comprehensive transportation plan to accommodate those needs.
- **Public Facilities and Public Services Element** – This element addresses public facility provisions for Huntington Beach residents and businesses, including law enforcement, fire protection, marine safety, education, libraries, and governmental administration. The element discusses public facility location, service levels, and service provision constraints or issues.

- **Recreation and Community Services Element** – This element identifies the City’s objectives for high quality open space and recreation facilities. The Goal of the element is to provide and maintain a recreation and open space system that meets the recreational needs of the citizens of Huntington Beach and enhances the recreational resources of the City. The City’s recreational opportunities consist of parks, golf courses, community centers, seniors’ center, cultural arts center, trails (pedestrian, bicycle and equestrian), and coastal amenities, including coastal parks and beaches and the municipal pier.
- **Utilities Element** – This element focuses on the City’s water supply, sanitation treatment (wastewater), storm drainage, solid waste disposal, natural gas, electricity, and telecommunications systems.
- **Air Quality Element** – This element provides the goals, objectives, and polices for air quality in Huntington Beach and improving air quality regionally. This element addresses transportation (reducing vehicular trips and alternative modes of transportation), jobs-housing balance, land use patterns, and energy efficiency.
- **Coastal Element** – A Local Coastal Program (LCP) is typically divided into two components: 1) a Coastal Element, and 2) an implementation program. 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. The Coastal Element consists of a land use plan and an implementation plan. The land use plan indicates the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and, where necessary, a listing of implementing actions. The implementation plan consists of the zoning ordinances, zoning district maps, and other legal instruments necessary to implement the land use plan.

The coastal development permit authority is delegated to the appropriate local government (e.g., Huntington Beach) once the government has a certified LCP. The Coastal Commission retains original permit jurisdiction over certain specified lands, such as submerged lands, tidelands, and public trust lands, and has appellate authority over development approved by local government in specified geographic areas. In authorizing coastal development permits, the local government must make the finding that the development conforms to the certified LCP.

The Coastal Element was initially certified by the California Coastal Commission in 1985. The Coastal Element addresses land use and development, public access and recreation, and coastal resource protection. The project site is located within the coastal zone, and developments within the DTSP area are subject to the requirements pertaining to Coastal Development Permits (CDP).

- **City of Huntington Beach Zoning and Subdivision Ordinance (ZSO)** – The purpose of this ordinance is to implement the goals, policies and implementation

programs of the City's General Plan and also provide site specific development and land use regulations that govern the size, shape, type of use for development in the City.

The existing zone for the project site (area) is Specific Plan 5 – Downtown Specific Plan – Coastal Zone. The DTSP customizes the standards and regulations found in the City Zoning Code to help achieve the downtown vision. The DTSP provisions would take precedence over the requirements of the Zoning Code. Where the DTSP is silent on a topic, the Zoning Code requirements would remain in force.

- **Downtown Specific Plan** – The purpose of the Downtown Specific Plan (DTSP) is to provide for the orderly development and improvement within the Downtown area of the City of Huntington Beach. The plan is established to guide the development of the area that is characterized by its unique location, geographic features, land uses, and ownership patterns. The DTSP provides the development regulations for the Downtown. The existing DTSP includes 11 districts, each with its own set of development standards and regulations. The 11 districts are described below and illustrated on Exhibit 3.3-1 – Existing Downtown Specific Plan Districts (page 3-16) of this EIR:
 - **District 1: Visitor-Serving Commercial** - District 1 includes the blocks from 6th Street to 9th Street between Pacific Coast Highway and the midline of an alley (shown in Exhibit 3.3-1, page 3-16). The District is limited to the area fronting Pacific Coast Highway that is adjacent to medium and high density residential Districts. This area provides for commercial facilities to serve visitors to the City and State Beaches.
 - **District 2: Residential** - District 2 includes the first block along Pacific Coast Highway to Walnut Avenue between Goldenwest Street and 6th Street except for the area included in District 1. This District allows residential development exclusively.
 - **District 3: Visitor-Serving Commercial** - This District includes the area between Pacific Coast Highway and Walnut, from 6th Street to 1st Street. The District is limited to the five blocks fronting on Pacific Coast Highway across from the City pier. This District allows residential and office uses so long as the visitor-serving commercial is provided.
 - **District 4: Mixed-Use; Office Residential** – District 4 includes the half-blocks on the northwest side of the Main Street core area from 6th Street to the alley between 6th Street and 5th Street; and from the alley between 3rd Street and 2nd Street to the alley between 2nd Street and 1st Street, between Walnut and Orange Avenues. This District provides a transition zone between the existing residential areas to the commercial Main Street corridor. A mix of office and residential uses are permitted.

- **District 5: Mixed-Use; Commercial/Office/Residential** – this District includes the area from the alley between 6th Street and 5th Street to the alley between 3rd Street and 2nd Street and the 1st Street frontage (on the northwest side) from Walnut to Orange Avenues. This District provides a more urban atmosphere, encouraging relatively higher intensity development with commercial office and residential uses.
- **District 6: Mixed-Use; Commercial/Office/Residential** – This District consists of the blocks located between 6th Street and Lake Street from Orange Avenue to Palm Avenue encompassing the area north of the Downtown Core and including the public library. The DTSP identifies this area as being intended to provide a location for neighborhood commercial to serve surrounding residents, as well as office space, public facilities and residential uses.
- **District 7: Visitor-serving Commercial** – This District extends from 1st Street to Huntington Street between Pacific Coast Highway and the Walnut Avenue extension. The District extends southeast of the Downtown core adjacent to Pacific Coast Highway. The purpose of this District is to provide commercial facilities to serve seasonal visitors to the beaches as well as local residents on a year round basis.
- **District 8: High Density Residential** - District 8 includes two consolidated parcels; one parcel is bounded on the north by Atlanta Avenue, on the east by Huntington Street, on the south by the Walnut extension and on the west by 1st Street. The second parcel includes the area north of Walnut Avenue extension between Huntington Street and Beach Boulevard. This District allows high density residential uses.
- **District 9: Commercial/Recreation** – This District is bounded by Pacific Coast Highway on the south, Beach Boulevard on the east, Huntington Street on the west, and on the north by the Walnut Avenue extension. This District allows for commercial recreation uses that are beach-oriented and open to the public for both commercial and recreational purposes.
- **District 10: Pier-Related Commercial** – The District boundaries are consistent with the Coastal Element of the General Plan. This District provides for commercial uses (e.g., bait and tackle shops, beach rentals, dining) on and alongside the pier for the public’s use and enjoyment of this area.
- **District 11: Beach Open Space** – District 11 is bounded by Pacific Coast Highway on one side and the Pacific Ocean on the other. The District extends from Goldenwest Street to Beach Boulevard, except for the area which is part of District 10. Approximately half of the beach frontage in the District is City

Beach; the remainder is owned by the State of California. This District is intended to preserve and protect the sandy beach area within the DTSP boundaries while allowing parking and auxiliary beach-related commercial and convenience uses.

The DTSP has been amended several times over the past 25 years. These resolutions and ordinances are listed in Section 7, References.

2. Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties – Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial – and 187 cities. As the designated MPO for the region, SCAG is mandated by the federal government to research and create plans for transportation, growth management, hazardous waste management, and air quality. SCAG is also responsible for managing state-mandated program such as the Regional Housing Needs Assessment (RHNA). SCAG also acts as a clearing house, providing mapping, forecasting and regional statistics and data.

a. SCAG 2008 Regional Comprehensive Plan

The 2008 Regional Comprehensive Plan (RCP) is an advisory plan prepared by the Southern California Association of Governments that addresses regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and addressing local issues of regional significance.⁹ SCAG describes the RCP as a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP is a collaborative effort by the RCP Task Force, SCAG's Policy Committees, local governments, and other key stakeholders to address the region's challenges.

The Growth Management chapter of the RCP includes the following goals: to improve the regional standard of living; to maintain the regional quality of life; and to provide social, political, and cultural equity. Each of these goals is addressed by policies within the RCP. Due to the project's proposed uses (e.g., housing) and the physical characteristics of the project site, policies contained within the Regional Quality of Life section in the RCP are applicable to the proposed project.

b. 2008 Regional Transportation Plan: Making the Connections

On May 8, 2008, the Regional Council of SCAG adopted the 2008 Regional Transportation Plan (RTP): Making the Connections. The 2008 RTP emphasizes the importance of system management, goods movement, and innovative transportation financing. The plan addresses the region's

⁹ <http://www.scag.ca.gov/rcp>

transportation-related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning.

4.7.2 Significance Criteria

Impacts resulting from the implementation of the project would be considered significant if it:

- Physically divides an established community;
- Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflicts with any applicable habitat conservation plan or natural community conservation plan.

Potential impacts to land use were examined in the Initial Study (refer to Appendix A). It was determined that no impacts related to conflicts with any applicable habitat conservation plan or natural community conservation plan would occur as a result of the proposed project. Therefore, no additional analysis of this issue will be addressed in this EIR.

4.7.3 Impacts

Land use impacts are assessed based upon the physical effects related to land use compatibility and consistency with adopted plans and regulations. Specifically, this section of the EIR addresses the potential environmental impacts related to compatibility and/or consistency with regard to land within the DTSP area and adjacent land uses and applicable plans and regulations. Information obtained from the site visits, the existing DTSP, and the proposed DTSP Update were used to analyze specific physical impacts of the proposed project for potential land use compatibility impacts.

The following is a summary of potential project impacts to land use (based on the significance thresholds presented in Section 4.7.2 above), including impacts to the various relevant planning programs that influence the land uses within the project area.

- *Would the project physically divide an established community?*

No change to the existing DTSP boundary is proposed (refer to Exhibit 3.1-2 – Location Map on page 3-3, Exhibit 3.3-1 – Existing Downtown Specific Plan Districts on page 3-16, and Exhibit 3.3-2 – Proposed Downtown Specific Plan Districts on page 3-17 of the Project Description). The proposed DTSP Update includes reconfigured DTSP districts (modifies the existing 11 districts by creating 7 new districts); modified development and design standards; street improvements and public amenities requirements (or plans); modified circulation and mobility improvement requirements; and amended design guidelines. The DTSP Update identifies potential options for modifications to circulation such as vacating and realigning

6th Street and Walnut Avenue (as an option) to provide improved traffic flow and coordination by connecting existing streets. The Walnut Avenue realignment has been planned for more than 20 years (since 1980), but the City would need to acquire right-of-way to implement the improvements. Transportation, circulation, and parking (including options presented by the DTSP) are analyzed and addressed in Section 4.12, Transportation and Parking (beginning on page 4-173) of this EIR.

The DTSP Update does not propose physically dividing an established community. Therefore, the project will not result in significant impacts to an established community.

- *Would implementation of the proposed project conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

- **General Plan** – The DTSP is intended to be consistent with and to further the objectives of the General Plan by providing detailed criteria for development within the DTSP area and public streetscape improvements. The DTSP’s vision, goals, and implementation measures are based on direction given in the General Plan. The DTSP provides for more precise implementation of the General Plan’s goals, objectives, and policies. The DTSP has been prepared to reinforce all elements of the General Plan.

Differences between the General Plan and the proposed DTSP Update include the adjustment of densities and intensities of development within the downtown, as well as the classification of some major streets within the DTSP area. Therefore, a General Plan Amendment is required to adopt the DTSP Update. The following provides a summary of the amendments the General Plan which is needed in association with the proposed DTSP Update.

- **Land Use Element** – The proposed amendments include updating the Land Use Plan/Map, the Land Use Schedule, and the Subarea Map and Schedule. These changes are associated with revising the land use designations identified for the 11 districts of the existing DTSP so that the element reflects the proposed 7 districts of the DTSP Update. The existing General Plan land use designations within the DTSP area are Commercial Visitor – design overlay (CV-d); Commercial Visitor – 3.0 Floor Area Ratio (FAR) – specific plan overlay (CV-F7-sp); Open Space – Shore (OS-S); Residential High Density – 30 units per acre – specific plan overlay (RH-30-sp); Residential High Density – 30 units per acre – design overlay – specific plan overlay (RH-30-d-sp); Mixed Use Horizontal -1.25 FAR – 30 du/acre – specific plan overlay – pedestrian overlay (MH-F4/30-sp-pd); Mixed Use Vertical - 2.0 FAR – 25 du/acre – specific plan overlay – pedestrian overlay (MV-F6/25-sp-pd); Mixed Use Vertical – 1.5 FAR (MU)-0.35(C)/25 du/acre – design overlay – specific plan overlay (MV-F8-d-sp); Mixed Use – 2.0 FAR (MU)-2.0 (C)/25 du/acre – specific

plan overlay – pedestrian overlay (M-F11/25-sp-pd); Mixed Use Vertical -3.0 FAR (MU)-3.0 (C)/30 du/acre – specific plan overlay – pedestrian overlay (MV-F12-sp-pd); Public (P).

The changes to the land use designations for each proposed district are listed below:

Proposed District	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
1 Downtown Core Mixed-Use	MV-F8-d-sp MV-F12-sp-pd MV-F6/25-sp-pd MH-F4/30-sp-pd P M-F11/25-sp-pd	M->30-d-sp-pd
2 Visitor-Serving Mixed-Use	CV-F7-sp	CV-F7-sp
3 Visitor-Serving Recreation	CV-F7-sp	CV-F7-sp
4 Established Residential	RH-30-d-sp MH-F4/30-sp-pd M-F11/25-sp-pd	RH->30-d-sp
5 Multi-Family Residential	RH-30-sp	RH-30-sp
6 Pier	CV-d	CV-d-sp
7 Beach	OS-S	OS-S

The proposed land use designations would revise land use designations for District 1 (downtown core) and District 4 (established residential). Currently, the proposed District 1 is subject to six land use designations mostly consisting of various ranges of mixed use designations and densities, except for the Main Street Library site, which is part of the proposed Cultural Arts Overlay and currently has a P (Public) land use designation. The proposed land use designation would consolidate the various mixed use designations and one public designation into one mixed use designation. Revisions to the land use designations in the proposed District 4 would revise existing mixed use and residential-high density designations to residential high density. This revision would reflect the existing land uses that are currently developed and would be consistent with the permitted land uses and development standards of the proposed District 4. The land use designations for the remaining districts would be consistent with current designations. In addition to the revised land use designations, the community subareas are proposing to change to be consistent with the reconfigured districts as well as the revised land use designations. These changes consist of revisions to the subarea map and schedule as a result of deleting, creating and re-numbering subareas. Due to these revisions, subarea 3D, located outside of the DTSP area, is also proposed to be revised. This subarea would be re-numbered only and does not propose substantive changes in terms of standards, principles or permitted uses.

- **Coastal Element** – The proposed amendments are similar to those identified changes to the Land Use Element and the Circulation Element. The Coastal Element is

proposed to be amended to reflect 7 districts of the proposed DTSP Update instead of the existing 11 districts. The reconfiguration of Districts 2, 3, 5, 6 and 7 do not result in changes in development standards. Additionally, the mix of land uses per the DTSP does not change current requirements for ground floor visitor-serving commercial in the Downtown core area. Text and table revisions are also proposed consistent with the proposed DTSP Update. Table C-5, Existing Downtown Area Commercial Facilities, is proposed to be updated to correctly reflect existing visitor-serving projects within the Downtown area (e.g., the Hyatt Regency, The Strand, proposed/approved projects such as Pacific City and the Waterfront).

Two policy changes are proposed consistent with the proposed DTSP Update. Policy 2.4.2(b) of the element is proposed to be revised to “Implement a comprehensive parking strategy for the Downtown” in place of “Implement the Downtown Parking Master Plan”. Policy C5.1.6(2) will be revised as “Require that new development be designed to reflect the Downtown’s historical structures ~~and adopted Mediterranean them;~~” Figure C-8 (Zone 4 Land Use Plan), C-10 (Sub-Area Map), Table C-1 Land Use, Density and Overlay Schedule and Table C-2 Community District and Subarea Schedule will be revised consistent with the proposed changes to the Land Use Element.

In regards to the coastal area no changes are proposed to District 6 – Pier and District 7 – Beach or the reconfigured districts (District 2, 3, and 5). The proposed changes to District 1 and 4 provide for improved circulation, parking, and pedestrian/ bicycle movement and allow for a mix of land uses that are visitor and resident serving. The DTSP update does not propose any changes to the Coastal Element (or conflict with the Coastal Act) that would result in physical environmental coastal resource impacts.

- **Circulation Element** – The DTSP Update proposes modifications that would only change one figure showing proposed bike paths of the DTSP area. Other modifications including vacating and realigning 6th Street and Walnut Avenue to provide improved traffic flow and coordination by connecting existing streets, updating and addressing major roadways and transportation routes; roadway and intersection improvements would require amending the Master Plan of Arterial Highways (MPAH).
- **Consistency with the General Plan**

As stated previously, the DTSP is intended to be consistent with and to further the objectives of the General Plan by providing detailed criteria for development within the DTSP area and public streetscape improvements. The DTSP’s vision, goals, and implementation measures are based on direction given in the General Plan. The following identifies applicable General Plan goals, policies, and objectives:

- Goal LU 2 Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.
- Policy LU 2.1.1 Plan and construct public infrastructure and service improvements as demand necessitates to support the land uses specified in the Land Use Plan (as defined in the Circulation Element and the Public Utilities and Services Elements of the General Plan).
- Policy LU 2.1.2 Require that the type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services (as defined in the Circulation and Public Utilities and Services Elements of the General Plan).
- Policy LU 2.1.3 Limit the type, location, and/or timing of development where there is inadequate public infrastructure and/or services to support land use development.
- Policy LU 2.1.5 Permit increases in development capacity consistent with the types and densities of uses depicted on the Land Use Plan (Figure LU-5) and prescribed by Policy 7.1.1, when it can be demonstrated that additional transportation improvements have been implemented or are funded, or demands have been reduced (based on highway level of service and vehicle trips).

As discussed in detail within Section 4.13, Utilities and Service Systems, infrastructure improvements for water, wastewater, storm drains, on-site roadways, etc. that would be necessary to serve the proposed development would be constructed prior to development. The future on-site utilities would connect to existing facilities and some improvements to existing infrastructure may also be required. In addition, as discussed in Section 4.10, Public Services, existing public services would be adequate to serve the proposed project. Additionally, as discussed in Section 4.12, Transportation and Parking, appropriate traffic mitigation measures would be required to ensure that future development under the proposed project would not result in significant traffic impacts. Consequently, the proposed project and associated increases in development densities would not conflict with the applicable policies.

- Goal LU 4 Achieve and maintain high quality architecture, landscape, and public open spaces in the City.
- Policy LU 4.1.1 Require adherence to or consideration of the policies prescribed for Design and Development

- in the Huntington Beach General Plan, as appropriate.
- Policy LU 4.1.2 Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
- Policy LU 4.1.8 Use reclaimed water for irrigation of public and private landscape, as feasible.
- Policy LU 4.2.1 Require that all structures be constructed in accordance with the requirements of the City's building and other pertinent codes and regulations; including new, adaptively re-used, and renovated buildings.
- Policy LU 4.2.4 Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.
- Policy LU 4.2.5 Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access and use as required by State and Federal Laws such as the Americans with Disabilities Act (ADA).

Implementation of the proposed project would adhere to the design and development standards identified for the DTSP. As implementation of the proposed DTSP would not include a specific development project, a landscaping plan has not yet been prepared for the site. The proposed project would be constructed in accordance with existing laws and regulations, including the City's building code and any applicable state and federal law requirements such as the ADA. Therefore, upon approval of the proposed project, future development within the DTSP area would not conflict with the above policies.

- Goal LU 7 Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.
- Policy LU 7.1.1 Accommodate existing uses and new development in accordance with the Land Use and Density Schedules.
- Policy LU 7.1.2 Require that development be designed to account for the unique characteristics of project sites and objectives for community character and in accordance with the Development "Overlay" Schedule, as appropriate.

Policy LU 7.1.5 Accommodate the development of a balance of land uses that maintain the City’s fiscal viability and integrity of environmental resources.

Policy LU 7.1.6 Accommodate the development of additional jobs-generating land uses that improve the 1992 jobs to housing ratio of 0.82 to 1.0 or greater; to meet objectives of the Regional Comprehensive Plan (Southern California Association of Governments) and Air Quality Management Plan. These should capitalize upon existing industrial strengths and emphasizing the clustering of similar or complementary industries.

The intent of the proposed project is to provide a pedestrian-friendly development that would be compatible with surrounding development and further the revitalization efforts of the existing DTSP area. Although the proposed DTSP does not include a specific development project, implementation would allow future residential and commercial uses to be developed on-site at a higher density than is currently allowed. The proposed project would accommodate the future development of jobs-generating land uses through the provision of additional commercial uses which would complement the existing commercial uses. Therefore, future development within the DTSP area would not conflict with Policy LU 7.1.6.

Goal LU 8 Achieve a pattern of land uses that preserves, enhances, and establishes a distinct identity for City’s neighborhoods, corridors, and centers.

Policy LU 8.1.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the Land Use Plan Map, in accordance with the principles discussed below:

- a. N/A
- b. Vary uses and densities along the City’s extended commercial corridors, such as Beach Boulevard.
- c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
- d. N/A
- e. Intermix uses and densities in large-scale development projects
- f. Site development to capitalize upon potential long-term transit improvements.

- g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions in form, scale, and density of development, and other elements.

Goal LU 9 Achieve the development of a range of housing units that provides for the diverse economic, physical, and social needs of existing and future residents of Huntington Beach.

Policy LU 9.1.1 Accommodate the development of single- and multifamily residential units in areas designated by the Land Use Plan Map, as stipulated by the Land Use and Density Schedules.

Policy LU 9.1.3 Require that multifamily residential projects be designed to convey a high level of quality and distinctive neighborhood character as discussed below:

- a. Design building elevations treatment to convey the visual character of individual units rather than singular building mass and volumes.
- b. Locate the elevation of the first occupiable floor at or in proximity to the predominant grade elevation, visually screening subterranean parking facilities from the street frontage.
- c. Include separate and well-defined entries to convey the visual character of individual identity for each residential unit, which may be accessed from exterior facades, interior courtyards, and/or common areas.
- d. Site and design parking areas and facilities that are integrated with but do not dominate the architectural character of the structure.
- e. Include an adequate landscape setback along the street frontage that is integrated with abutting sidewalks and provides continuity throughout the neighborhood.

Policy LU 9.1.4 Require that recreational and open space amenities be incorporated in new multifamily developments and that they be accessible to and of sufficient size to be usable by all residents.

Development standards and design guidelines included per the proposed DTSP would ensure that future development includes proper site planning, unique architecture, high-quality building materials, and extensive indoor and outdoor

amenities. The proposed project would ensure that form, height, and treatment of buildings would convey a high level of quality. Therefore, future development within the DTSP area would not conflict with this policy.

Goal LU 10 Achieve the development of a range of commercial uses.

Policy LU 10.1.1 Accommodate the development of neighborhood, community, regional, office, and visitor-serving commercial uses in areas designated on the Land Use Plan Map in accordance with Policy 7.1.1.

Policy LU 10.1.3 Require the incorporation of facilities to promote the use of public transit, such as bus turnouts and drop-offs where appropriate.

Policy LU 10.1.4 Require that commercial buildings and sites be designed to achieve a high level of architectural and site layout quality.

Policy LU 10.1.5 Require that buildings, parking, and vehicular access be sited and designed to prevent adverse impacts on adjacent residential neighborhoods.

Policy LU 10.1.15 Require that regional commercial developments be designed to convey the visual sense of an integrated center by consideration of the following principles:

- a. Use of multiple building volumes and masses and highly articulated facades to reduce the visual sense of large scale “boxes”;
- b. Use of roofline or height variations to visually differentiate the building massing and incorporation of recesses and setbacks on any elevation above the second floor above grade;
- c. Siting of a portion of the buildings in proximity to their primary street frontage to convey a visual relationship to the street and sidewalks;
- d. Design of the exterior periphery of the structures to contain shops, restaurants, display windows, and other elements that provide visual interest to parking areas and the street elevation;
- e. Inclusion of a “public square” as a gathering place of public activity in multi-tenant regional centers;
- f. Clear identification of building entrances;

- g. Use of landscape that provides a three-dimensional character;
- h. Encourage the provision of public art;
- i. Inclusion of consistent and well-designed signage integrated with the building's architectural character, including pedestrian-oriented signage; and
- j. Design of parking structures to be visually integrated with the commercial buildings.

The DTSP would provide a pedestrian-friendly downtown development that would be compatible with surrounding development. The DTSP would allow for additional commercial uses, public open space, and cultural arts. The DTSP includes design guidelines to ensure well-designed projects. Therefore, future development within the DTSP area would not conflict with Policy LU 10.

- **Downtown Specific Plan** – The proposed DTSP Update would revise the existing 11 DTSP districts by dividing the downtown area into 7 new districts. Within each district is a particular vision for future development and character. A variety of existing issues within the Downtown have necessitated the proposed DTSP Update, including parking, the mix of land uses downtown, and pedestrian orientation/circulation. The proposed DTSP Update will provide development standards to guide new development and the re-use of existing developed properties (or buildings). The proposed DTSP Update includes a maximum (net) new development that could potentially occur within the DTSP area. While some new uses are introduced in the DTSP Update (i.e., live/work units) the reconfiguration of the districts would not result in substantial changes in land uses allowed under the existing plan.

Land Use	Maximum Development
Retail	213,467 sq.ft.
Restaurant	92,332 sq.ft.
Office	92,784 sq.ft.
Cultural Arts Facilities	30,000 sq.ft.
Residential	648 units
Hotel	235 rooms

Most of the major changes to the Downtown Specific Plan are a result of the reconfiguration of the different districts in the DTSP. The general vision and major changes for each of the seven proposed districts are discussed below.

- **District 1 – Downtown Core Mixed-Use** – Part of the vision for the DTSP Update includes expanding the downtown core farther north on Main Street as well as on the streets surrounding Main Street, particularly 5th Street. In doing so, District 1 proposes to combine Districts 1, 3, 5 and portions of

Districts 4 and 6 from the existing DTSP. The purpose of this is to re-establish the area as the downtown core for the City and create a more urban atmosphere by encouraging relatively higher intensity development with viable commercial, office, and residential uses. The district promotes mixed use development of visitor-serving and neighborhood-serving commercial uses, as well as office and residential developments. The maximum density for District 1 is proposed to increase from 25 to 30 dwelling units per acre in most areas to 60 dwelling units per acre. Additional revisions that are proposed for District 1 include increases in allowable building heights up to 55 feet and 5 stories depending on site area, elimination of floor area ratio (FAR) requirements and streamlining the development review process by requiring a Conditional Use Permit from the Planning Commission only for new developments with 100 feet or more of street frontage. Projects with less than 100 feet of street frontage would require a Conditional Use Permit from the Zoning Administrator. However, it should be noted that certain uses and other factors may trigger review of a project by the Planning Commission even if a project does not have 100 feet of street frontage.

District 1 also includes two overlay areas. A Cultural Arts Overlay located in the northern portion of the district is intended to promote continued enhancement of the cultural arts within Huntington Beach by building on existing cultural facilities within the downtown. The Cultural Arts Overlay area currently contains the Main Street Branch of the Huntington Beach Public Library, the Huntington Beach Art Center, and properties north of Acacia Avenue. It should be noted, however, that no development is proposed at this time. In addition, any proposal for development on the existing library site would be required to comply with the provisions of City Charter Section 612 to the extent applicable. The Cultural Arts Overlay area has some of the same development standards as the rest of District 1, but does call for greater open space and landscaping requirements and restricts building heights to 3 stories and 35 feet. The requirements of this overlay area also restrict development such that there would be no net loss of green space from that of the existing library site.

The second overlay area is the Neighborhood Overlay, which is located on 1st Street and 2nd Streets and is intended to provide a transition zone between the existing residential uses in this area and the commercial Main Street corridor. This overlay allows single- and multi-family residential uses as well as office/residential mixed use developments. In this overlay area, building heights are restricted to 3 stories and 35 feet.

- **District 2 – Visitor-Serving Mixed-Use** – Designated as District 7 in the existing DTSP, the area of District 2 represents the visitor-serving commercial portion of the approved Pacific City project, a 31-acre mixed use

project consisting of retail, office, restaurant, cultural, and entertainment uses. There is a residential component of the Pacific City project that is designated in a different district. The principal purpose of District 2 is to provide commercial facilities to serve seasonal visitors to the beaches as well as to serve local residents on a year-round basis. This district also provides a continuous commercial link between the Downtown and the visitor-commercial/ recreation district near Beach Boulevard. The development standards of District 2 represent the approved Pacific City project, and no major changes are proposed for this district.

- **District 3 – Visitor-Serving Recreation** – District 3 covers the area along Pacific Coast Highway between Huntington Street and Beach Boulevard. The area of District 3, generally referred to as the “hotel district,” consists of the Hilton Waterfront Beach Resort and Hyatt Regency Huntington Beach Resort and Spa. Completed in 1990, the Hilton Waterfront is a resort hotel with ballroom and meeting space, restaurants, and a fitness center. The Hyatt Regency opened in 2003 and, in addition to hotel amenities, includes a conference center, retail and restaurant uses, and a spa and fitness center. A third hotel is planned for District 3. This district encourages large, coordinated development that is beach-oriented and open to the public for commercial and recreational purposes. The existing developments described above are consistent with the intent and development standards for District 3. Designated as District 9 in the existing DTSP, development standards are not proposed to change with implementation of the DTSP Update.
- **District 4 – Established Residential** – District 4 is composed entirely of established existing single- and multi-family residential uses. This district includes three separate areas: the area between Pacific Coast Highway and Walnut Avenue from 7th Seventh Street to Goldenwest Street, except for the area included in District 1; the area along 6th Sixth Street between Walnut Avenue and Orange Avenue; and all of the area between Acacia Avenue and Palm Avenue, except for the area included in District 1. This district is proposing to allow greater densities on smaller lots. For instance, the DTSP currently allows 1 dwelling unit on lots with less than 50 feet of street frontage and up to 4 units on lots with 50 feet of street frontage. The updated DTSP would allow 1 dwelling unit on lots with 25 feet or less of street frontage and up to 4 units on lots with 26 to 50 feet of street frontage. Lots with more than 50 feet of street frontage can be developed at a density of 30 units per acre in both versions of the Specific Plan. While allowing higher densities, the proposed DTSP Update continues to employ requirements for upper story setbacks in this district and maximum height limits would remain 35 feet and three stories. This District allows residential development exclusively and encompasses all of District 2 and portions of District 4 and 6

that are already developed with residential uses from the existing DTSP. Development standards for this District remain relatively unchanged except for minor changes proposed for setbacks, FAR requirements and parking.

- **District 5 – Established Multi-Family Residential** – District 5 represents the Pacific City residential component and the Waterfront Residential development. The Pacific City residential component is approved for 516 condominium units and outdoor recreational amenities including a 2-acre Village Green park. The Waterfront Residential development was constructed in 2004 and consists of 184 residential units located north of the waterfront hotels in District 3. In addition, a portion of District 5 has been designated with a conservation overlay. This overlay is identified in the existing DTSP and reflects a designated wetlands area that was restored in 2004 in conjunction with the Waterfront Residential project. The intent of this district is to provide new residential development that will provide a population base to help support the commercial and office uses in the downtown area. This district is designated as District 8 (A and B) in the existing DTSP. No changes to the existing development standards are proposed.
- **District 6 – Pier** – Designated as District 10 in the existing DTSP, this district is intended to continue to provide for commercial uses on and alongside the pier that will enhance and expand the public’s use and enjoyment of this area. Uses that capitalize on the views available from the pier and the unique recreational and educational opportunities the pier affords are encouraged. At the same time, care must be exercised to ensure that the major portion of the pier will remain accessible to the public at no charge, for strolling, fishing, or observation. No changes to the existing development standards for the pier are proposed.
- **District 7 – Beach** – Designated as District 11 in the existing DTSP, this district is intended to continue to preserve and protect the sandy beach area within the Downtown Specific Plan boundaries while allowing parking and auxiliary beach-related commercial and convenience uses. Approximately half of the beach frontage in the District is City beach; the remainder is owned by the State of California.

No changes to the existing development standards for the beach district are proposed. However, the interpretation of an existing permitted use is proposing to change. Currently, the beach district allows parking lots provided that recreational sand area and coastal views are protected. The provisions of this district permit tiered parking such that the top of any structure (e.g., a wall) is located a minimum of one foot below the maximum height of the adjacent bluff. One example of this would be the existing beach parking lots adjacent to Pier Plaza and the restaurants next to the Pier. These

parking lots are tiered surface lots that are below the adjacent street level. The proposed DTSP update provides a figure in the District 7 section that would expand the interpretation of tiered parking in the beach district to include parking structures with the same requirements for protecting recreational sand area and coastal views as the existing DTSP. In addition, the General Provisions section, which consists of requirements applicable to all districts, establishes provisions for automated parking structures. Automated parking structures utilize automatic lift systems to store and retrieve vehicles; they allow more cars to be parked in smaller structures by eliminating the need for delineated parking spaces, ramps, driveways and vehicular back-up areas. Because the DTSP Update is clear in that parking structures would be permitted in District 7, and automated structures are included in the General Provisions section, the proposed DTSP Update would effectively permit automated parking structures in certain areas within the beach district subject to a Conditional Use Permit from the Planning Commission.

Other major changes to the DTSP occur in the General Provisions section of Chapter 3. The General Provisions section includes development standards that are applicable to all districts. Major changes in this section include requirements for all development projects to incorporate sustainable/green building practices, provisions specific to mixed use projects, residential buffer requirements for projects adjacent to single-family residential uses and revised parking requirements including the elimination of the Downtown Parking Master Plan concept and modified parking ratios for commercial uses in the expanded downtown core (District 1). Other changes to the Downtown Specific Plan include elimination of the Resource Production Overlay in District 8 of the existing DTSP. However, provisions for continued oil recovery remain in the proposed DTSP Update.

The proposed DTSP Update would be compatible with the existing DTSP and adjacent land uses and would not cause a substantial adverse change in the existing land use pattern of the area. Although implementation of the DTSP Update would represent intensification of land use by increasing allowable densities, building heights and overall development potential, the change in intensity is compatible with and comparable to the mix of land uses within the DTSP area, as well as other planned uses and projects throughout the City (e.g., Ripcurl, Village at Bella Terra).

- **SCAG Regional Comprehensive Plan and Regional Transportation Plan** – The proposed project would require a General Plan Amendment; therefore, the project is considered to have regional significance by SCAG. Under California law, SCAG is designated as a joint powers authority (JPA), which indicates that members, including local governments and agencies, voluntarily work cooperatively to address shared concerns. SCAG’s authority is created through the power of its member cities and

counties and its responsibility to carry out state and federal statutory duties. Furthermore, per CEQA Guidelines §15125(d), an EIR must discuss any inconsistencies between the proposed project and applicable general and regional plans. For the proposed project, SCAG is responsible for ensuring that the project is consistent with regional plans, including the Regional Comprehensive Plan (RCP) and the RTP. Under CEQA Guidelines §15206, SCAG is required to review and comment on a proposed project within its scope. SCAG regional plans also include the Compass Blueprint Growth Vision, which focuses on strategic growth opportunity areas, representing roughly 2% of the land area in the region. A small area of the DTSP near Beach Boulevard does fall within one of the opportunity areas identified in the Compass Blueprint Growth Vision. The following RCP policies would be applicable to the proposed DTSP update:

- Policy 3.17 – SCAG shall support and encourage settlement patterns that contain a range of urban densities.
- Policy 3.18 – SCAG shall encourage planned development in locations least likely to cause adverse environmental impact.
- Policy 3.23 – SCAG shall encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage and to develop emergency response and recovery plans.

In 2008, the City updated the Housing Element of the General Plan. The City's General Plan (and SCAG forecasted data) includes the potential projected development that is proposed as part of the DTSP Update. Therefore, the proposed DTSP Update and the City's General Plan do not conflict with the SCAG's 2008 RCP/RTP, which includes the potential projected development through the build-out year of 2030.

4.7.4 Mitigation Measures

The proposed project will not result in any significant environmental impacts to land use and planning (adopted for the purpose of avoiding or mitigating a physical environmental impact) as established by the CEQA criteria. However, the proposed DTSP Update project does require approval of a proposed General Plan Amendment, amendment to the Zoning text, and an amendment to the LCP.

4.7.5 Level of Significance after Mitigation

No significant environmental impacts in the area of land use and planning are anticipated, even without mitigation.

4.7.6 Significant and Unavoidable Impacts

No significant and unavoidable impacts to land use and planning are associated with the proposed DTSP Update.

4.7.7 Cumulative Impacts

The proposed DTSP Update would be compatible with existing DTSP and adjacent land uses and would not cause a substantial adverse change in the existing land use pattern of the area. Although implementation of the DTSP Update would represent intensification of land use by increasing allowable densities, building heights and overall development potential, the change in intensity is compatible with and comparable to the mix of land uses within the DTSP area, as well as other planned uses and projects throughout the City (e.g., Ripcurl, Village at Bella Terra). Additionally, projects in the vicinity of the proposed project have been anticipated by the City's General Plan (identified in Section 3.7, beginning on page 3-37 of this EIR). In addition, as part of the project approval process, the City will ensure that the related development projects are consistent with the General Plan, applicable zoning ordinances, and any other relevant plans and policies. Therefore, the proposed project, in combination with the related development projects listed in Section 3 (Project Description) would be less than significant. No cumulative impacts to land use and planning are associated with the proposed DTSP Update.

