



City of Huntington Beach Planning Department

STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
Stanley Smalewitz, Director of Economic Development
BY: Rosemary Medel, Associate Planner *RM*
DATE: January 12, 2010
SUBJECT: **GENERAL PLAN AMENDMENT NO. 08-002/ZONING TEXT AMENDMENT NO. 08-002/ZONING MAP AMENDMENT NO. 08-002 (BEACH AND EDINGER CORRIDORS SPECIFIC PLAN)**

APPLICANT: City of Huntington Beach, 2000 Main Street, Huntington Beach, CA 92648

LOCATION: The project site extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street.

STATEMENT OF ISSUE:

- ◆ General Plan Amendment (GPA) No. 08-002 represents a request for the following:
 - To amend the General Plan Land Use designation on 459 acres to Mixed Use-specific plan-design overlay (M-sp-d), thereby changing all existing land use classifications within the Specific Plan area. The change in land use designation would also remove the existing floor area ratio and density caps, eliminate the auto overlay designation from properties fronting Beach Boulevard between Warner and Edinger and allow for residential development in areas of the city where it is currently not permitted.
 - To amend the General Plan Land Use Element by amending the Community District and Subarea Schedule and map to reflect the change in subarea designation for the 459 acre specific plan area.
- ◆ Zoning Text Amendment (ZTA) No. 08-002 represents a request for the following:
 - To establish the Beach and Edinger Corridors Specific Plan (SP 14), a form based code, for a 459 acre area.
 - SP 14 would allow for development of up to 6,400 Dwelling Units, 738,400 sq. ft. of Retail Space, 350 Hotel Rooms, and 112,000 sq. ft. of Office Space, which represents a decrease in commercial uses and increase in residential uses that would be allowed within the area.
 - SP 14 will supersede the Pacifica Community Plan (SP 2), which will no longer be in effect.
- ◆ Zoning Map Amendment (ZMA) No. 08-002 represents a request for the following:
 - To amend the City's Zoning Map to reflect the SP 14 designation, thereby changing all existing zoning designations within the 459 acre Specific Plan area.

◆ Staff's Recommendation:

Approve General Plan Amendment No. 08-002, Zoning Text Amendment No. 08-002 and Zoning Map Amendment No. 08-002 based upon the following:

- Consistent with the General Plan policies and development framework related to Mixed Use development.
- Facilitates new development in the area by proposing development standards that provide greater flexibility for land uses, which will maintain and expand economic and business opportunities.
- Facilitates mixed use development that produces an environment that is both attractive and sustainable by increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources.
- Includes development standards that will result in compatible, attractive and adequately served land uses and buildings
- Consistent with good zoning practice and implements the goals of smart growth and sustainable development.
- Accommodates some of the City's already projected growth in areas that are currently and in the future served by transit, thereby efficiently using land and improving opportunities for transit growth while maintaining the remainder of the City's environmental resources and scale of character.
- Serves affordable housing needs of the community by providing for affordable housing units through the City's Inclusionary Housing requirement.

RECOMMENDATION:

Motion to:

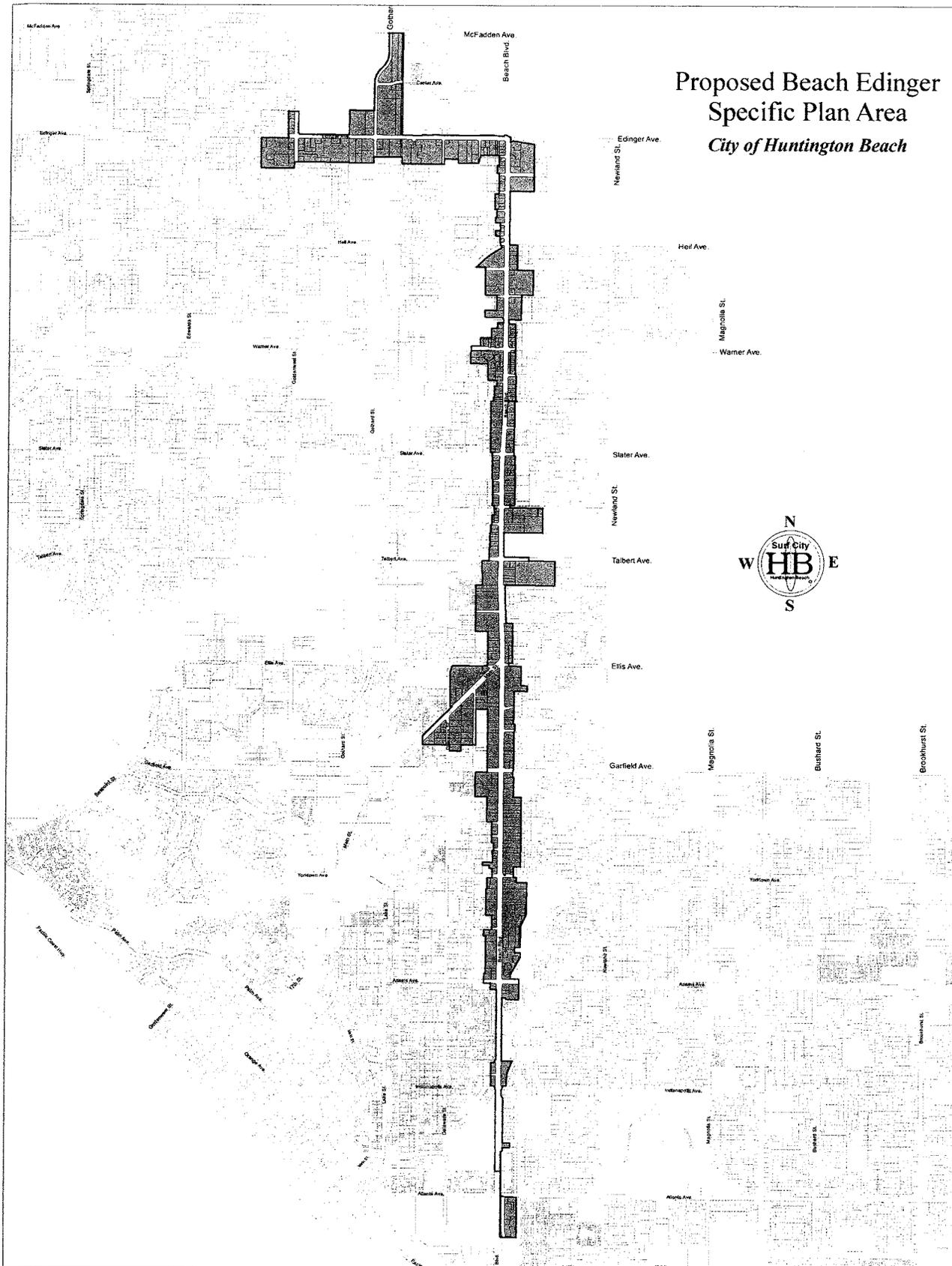
- A. "Approve General Plan Amendment No. 08-002 by approving the draft Resolution (Attachment No. 3) and forward to the City Council for adoption."
- B. "Approve Zoning Text Amendment No. 08-002 with findings of approval (Attachment No. 1) by approving the draft Resolution (Attachment No. 4) and forward to the City Council for adoption."
- C. "Approve Zoning Map Amendment No. 08-002 with findings of approval (Attachment No. 1) by approving the draft Ordinance (Attachment No. 5) and forward to the City Council for adoption."
- D. "Approve CEQA Statement of Findings and Fact with a Statement of Overriding Considerations—EIR No. 08-008 (Attachment No. 2)."

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

- 1. "Continue General Plan Amendment No. 08-002, Zoning Text Amendment No. 08-002 and Zoning Map Amendment No. 08-002 and direct staff accordingly."
- 2. "Deny General Plan Amendment No. 08-002, Zoning Text Amendment No. 08-002, and Zoning Map Amendment No. 08-002 with findings for denial."

Proposed Beach Edinger
Specific Plan Area
City of Huntington Beach



PROJECT PROPOSAL:

General Plan Amendment No. 08-002 (GPA), Zoning Text Amendment No. 08-002 (ZTA) and Zoning Map Amendment No. 08-002 (ZMA) represent a City-initiated proposal to adopt the Beach and Edinger Corridors Specific Plan. The Specific Plan is intended to implement a clear and comprehensive vision for growth and change along primarily Beach Boulevard and Edinger Avenue Corridors, including Five Points, Pacific Community Specific Plan (SP-2) and commercial portions of the Seabridge Specific Plan (SP-3). The total acreage of the Specific Plan is approximately 459 acres. The Specific Plan allows mixed use development focusing on how population and employment growth can be strategically accommodated in a manner that is responsive to market demand while complementing existing commercial uses. The specifics of the entitlements are as follows:

General Plan Amendment No. 08-002 represents a request to amend the proposed Specific Plan area's General Plan Land Use Designations from the current Commercial Regional, Commercial Neighborhood, Commercial General, Commercial Office, Mixed Use, Mixed Use Vertical, Mixed Use Horizontal and Residential Medium Density to Mixed Use-specific plan-design overlay (M-sp-d). The existing Floor Area Ratios and density limitations of the General Plan would no longer be in effect for the area, and the auto overlay applicable to property fronting Beach Boulevard from Warner north to Edinger would be removed from the Land Use Map. The General Plan Community District and Subarea Schedule and Map would be amended to reflect the provisions of SP 14 (Attachment No. 3).

Zoning Text Amendment No. 08-002 represents a request to establish the Beach and Edinger Corridors Specific Plan (SP 14) pursuant to Chapter 215 of the Huntington Beach Zoning and Subdivision Ordinance (HBZSO). SP 14 is a form based code that sets forth permitted uses, development standards, development regulations including architecture and sign regulations, and processing procedures to regulate property in the proposed Specific Plan area. Form based codes create a predictable public realm by controlling physical form, with a lesser focus on land use. The Specific Plan consists of three primary sections, or "Books"; Book I: Community Intent, Book II: Development Code, and Book III: Public Improvements (Attachment No. 4).

The development plan envisioned by the Specific Plan anticipates new infill replacement development along the Beach and Edinger Corridors and environs. New construction will start to connect developments that encourage pedestrian activity. In the future, Goldenwest College (outside of the Specific Plan), the residential neighborhood development, the shopping and entertainment cores and the transit center will create the mixed use developments that will revitalize the two core districts of the Specific Plan: Five Points and Edinger Town Center. The remaining areas identified in the Specific Plan will begin the transformation from commercial strip to a pattern of centers and segments, each with development specifications and criteria to achieve differentiation between and along Beach Blvd. and Edinger Corridor. A brief description of the primary centers and segments, moving south to north is provided below:

- Residential Parkway: In the most southern portion of the Specific Plan, this area is located along Beach Blvd from Adams Avenue to the southern Specific Plan boundary, near Atlanta. Infill and replacement development in this area will be directed to primarily replicate and improve upon the best features of the existing pattern. The general planning approach to this particular area is preservation, as the majority of development along this segment is composed of existing residential uses.

- Neighborhood Parkway: Transitioning north, this segment is located between Adams and Five Points. Development will take advantage of existing and new residential development. In addition to residential development, office, lodging, and neighborhood-serving retail would also be permitted. Existing vehicle sales operations (auto dealers) would be allowed to expand operations, but no new dealerships would be allowed in this segment.
- Five Points District: This area encompasses the existing Five Points Shopping Center, the Pacifica Community Plan area and immediate vicinity. The District relies on the development standards for the Town Center Core and the Town Center Neighborhood in the proposed Specific Plan. Envisioned development in this area is expected to intensify existing development and create an even more thriving mixed use area to insure emergence of a vital urban district. The standards are developed to create the most urban districts of the Specific Plan by increased heights and regulating structure placement.
- Neighborhood Boulevard: This segment along Beach Blvd is generally located between Five Points and Warner Ave. In this neighborhood there are two major attractors to investment: Walmart and the Huntington Beach Hospital. Another factor to support new commercial development in this district is its proximity to residential development. The strategy for this area is to encourage the development of neighborhood-serving and hospital-serving retail and services. Additionally, the inclusion of residential development throughout the segment will revitalize the district. New vehicle sales operations and expansion of existing will also be permitted in this segment.
- Town Center Boulevard: The Town Center Blvd segment encompasses uses along Beach Blvd from Warner to Edinger Ave, and along Edinger from Beach east to Goldenwest. This area is envisioned for gradual transition to more pedestrian oriented and distinctive building types but would allow for almost all commercial uses, as well as for mixed-use development to encourage the emergence of more efficient land uses. A wide range of City-oriented retail and service uses would be supported in this segment, including expansion of existing and new vehicle sales operations.
- Town Center Core/Town Center Neighborhood-Edinger Avenue: This area encompasses the Levitz site, the Red Oak/Amstar (formerly The Ripcurl) site, and property immediately north of Center Ave. It uses the same development standards as referenced for Five Points District above. This area is intended to build on the momentum of the Bella Terra Mall to the east and serve as a focal neighborhood, with some commercial development.

The Specific Plan also contains standards for existing Neighborhood Centers, such as are located at major intersections along Beach Boulevard, and for Residential Transition areas, where existing low density residential development backs to commercial development.

Buildout of the Specific Plan (estimated at 2030) could potentially result in the addition of 6,400 new units, 738,400 sf of retail uses, 350 hotel rooms and 112,000 sf of office uses. However, not all of this development would be considered net growth. In many cases existing structures would be replaced or redeveloped with the new uses. In order to accommodate the proposed development, it is estimated that approximately 1.4 million sf of existing commercial development within the Specific Plan area or 22 percent of existing development would be demolished over the 20 year life of the Plan.

The Draft Specific Plan was released for public comment in October 2008. Staff has made suggested changes to that document based on comments from the public and the Planning Commission. The revised Specific Plan, titled Final Draft, was distributed to the Planning Commission on December 19th and made available on the City's website on December 21st. The Final Draft is incorporated in Attachment No. 4 for adoption.

Based on the various comments received, staff has moved many of the illustrations and photos as well as some of the previous appendices that were in the October 2008 Draft into a new Beach and Edinger Corridor Reference Volume. The Reference Volume does not contain any new information and is not proposed for adoption, but serves as useful guidance and background information. The Reference Volume was made available concurrently with the Final Draft Specific Plan.

Zoning Map Amendment No. 08-002 represents a request to amend the City's Zoning Map to reflect the SP 14 designation, thereby changing the existing zoning designations for the Specific Plan area, pursuant to Chapter 247 of the HBZSO. SP 14 would supersede the Pacifica Community Plan, which would no longer be in effect (Attachment No. 5).

The City Council initiated the proposed project in response to the issues facing the corridors, in an effort to position the area and the City such that it would remain competitive and attractive to businesses as well as result in improvement of the existing visual character and quality of the Corridors. The General Plan states that uses along Edinger Avenue have little physical or visual connection and that the corridors lack an overall identity and strong physical anchors. Over the years the City's major commercial corridors, Beach Blvd. and Edinger Ave., have increasingly become more vulnerable to change because large anchored centers located at major intersections have created an adverse impact on the smaller unanchored commercial centers found throughout these two corridors. The General Plan and Zoning Code designate the majority of land within the proposed specific plan area as commercial use. The overabundance of commercially designated land has limited the ability to adjust to market trends for the development of the highest and best land uses. This has resulted in the creation of vulnerable vacant land and buildings, poorly maintained buildings, and underutilized land with low value businesses or structures that could solicit higher rates of return but fail to respond to market needs.

BACKGROUND

In 1999, the City Council added the Edinger Corridor Specific Plan (ECSP) and Economic Development Action Plan to their priority list of projects. In 2000, a consulting firm was hired to prepare the ECSP. The ECSP was initiated by City Council because various special studies concluded that as a primary entrance to the City of Huntington Beach Edinger Avenue was not taking advantage of its location next to the Mall or as a potential commercial regional destination. Special studies explored a variety of development options within and surrounding the project area.

During 2000-2001, a total of three community workshops were conducted to solicit comments and participation from the community. Throughout the three workshops, participants showed considerable support for ongoing efforts to address the complicated issues affecting Huntington Beach and the Edinger Corridor area. In March 2005, an update of the ECSP was presented to the City Council. By the end of 2005, the draft ECSP was completed. A draft was made available to the public on January 6, 2006 for

review and comments. The draft ECSP was presented to the City Council at a study session on January 17, 2006 and two study sessions were held with the Planning Commission.

On February 28, 2006, a public hearing was held before the Planning Commission for consideration of the adoption of the draft Edinger Corridor Specific Plan. Upon discussion and significant comments by the public, including property owners, the Planning Commission voted to continue the Specific Plan (Attachment No. 7). The Planning Commission outlined a list of issues to improve that Specific Plan document (Attachment No. 8). After review of the concerns and consideration of the outstanding issues, staff made a recommendation to re-examine the Specific Plan. City Council concurred. The revitalization of Beach Boulevard was under discussion during this timeframe, and a Corridor Workshop had been held in September 2005. After a review of the Planning Commission's concerns, staff concluded that it would be in the best interest of the City to combine both corridors in a comprehensive Specific Plan. In 2006, City Council directed staff to combine both Beach Blvd. and Edinger Avenue to form the Beach and Edinger Corridors Specific Plan. Contracts with consultants were then executed.

The proposed Specific Plan project began in 2007 with a series of workshops to solicit public comments and receive input prior to the drafting of the Specific Plan document. The analysis of the revised Specific Plan began with a series of workshops and study sessions, as well as meetings with focus groups. Below is a list of the public meetings held for the Beach and Edinger Corridors Specific Plan.

2007

Community Workshop #1: Existing Conditions and Community Aspirations - May 10, 2007

Community Workshop # 2: Revitalization Concepts-Broad Brush Alternatives and Trade-Offs - June 20, 2007

Community Workshop # 3: Traffic - August 27, 2007

Community Workshop # 4: Making the Most of Near Term Opportunities/Vision for Edinger - Sept. 20, 2007

2008

City Council Study Session: Making the Most of Short-Term Opportunities/Vision for Edinger – Jan. 8, 2008

Community Workshop # 5: Design Character & Identity for the Beach/Edinger Corridors – Jan. 30, 2008

Community Workshop # 6: Envisioned Future/Revitalization Strategy for Beach Blvd. – Feb. 7, 2008

City Council Study Session: Revitalization Strategy & Envisioned Future Corridors – April 17, 2008

City Council Study Session: Draft Specific Plan – Oct. 20, 2008

2009

Planning Commission Study Session #1: Introduction and Book I Overview - March 24, 2009

Planning Commission Study Session #2: Book II Overview - April 14, 2009

Planning Commission Study Session #3: Book II Overview – May 12, 2009

Planning Commission Study Session #4: Book III Overview - May 26, 2009

Planning Commission Study Session #5: Book III Continued Overview - June 9, 2009

Planning Commission Study Session #6: Specific Plan Comments – Sept. 22, 2009

Planning Commission Study Session #7: Specific Plan Comments – Oct. 13, 2009

Planning Commission Field Trip: Review of Development Standards – Oct. 29, 2009

Planning Commission Study Session #8: EIR – Nov. 9, 2009

Planning Commission Public Hearing: EIR and Project – Dec. 8, 2009

ISSUES:

Subject Property Land Use, Zoning, and General Plan Designations:

The project area encompassed by the Specific Plan extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street.

In total, the project site contains approximately 6,262,174 square feet (sf) of existing development. Currently, the primary land use within the Specific Plan is commercial (including a variety of retail and office uses), as well as residential uses in the Five Points area. General commercial uses account for approximately 5,741,598 sf of existing development. In addition, there are 493 existing residential units, 303 hotel rooms (approximately 139,369 sf) and 264 hospital beds (381,207 sf) within the Plan’s boundaries.

The General Plan Land Use and Zoning Designations for the Specific Plan area are as follows:

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Area	Commercial Regional, Commercial Neighborhood, Commercial General, Commercial Office, Mixed Use, Mixed Use Vertical, Mixed Use Horizontal, and Residential Medium Density	Commercial General, Commercial Office, General Industrial, Commercial Office, Residential Low Density, Residential Medium Density, Pacifica Community (SP2), and Seabridge Specific Plan (SP3)	Commercial Centers, Vacant Retail Building (Levitz Furniture Store), Multiple Family Residential, Auto Dealerships, and Senior Housing

In addition, there is an auto overlay on the properties that front Beach Boulevard between Warner and Edinger Avenues. The General Plan states that the auto overlay “permits the development of an automobile district in addition to the underlying land uses.”

General Plan Conformance:

The proposed project includes changing the existing General Plan and Zoning designations. The new General Plan Land Use designation would be M-sp-d (Mixed Use-specific plan-design overlay). The Zoning designation would be the Beach and Edinger Corridors Specific Plan No. 14 (SP 14). The proposed project is consistent with the goals, objectives and policies of the City’s General Plan as follows:

A. Circulation Element

Policy CE 2.1.3: Identify and improve roadways and intersections that are approaching, or have reached, unacceptable levels of service.

Objective CE 3.2: Encourage new development that promotes and expands the use of transit services.

Policy CE 6.1.6: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments, schools, and public facilities.

The Specific Plan allows for mixed use development thereby promoting alternative modes of transportation. It is designed to foster opportunities and convenience for many households to use alternate travel modes such as walking and biking to complete their daily routines and errands. The Specific Plan envisions a concentration of living, shopping, entertainment and employment opportunities within walking and biking distance of the Bella Terra lifestyle development and Five Points Shopping Center. By allowing for greater concentrations of population within the Specific Plan area, greater use of transit may also occur. Book III of the Specific Plan indicates those intersections that warrant improvement due to overall growth in the City and implementation of the Specific Plan. Pursuant to the mitigation measures provided in the Specific Plan Appendix, new development in the Specific Plan area will be required to contribute to the construction of those improvements.

B. Economic Development Element

Policy ED 2.3.1: Strive to reduce all discretionary permit and licensing processing time.

Goal ED 3: Enhance Huntington Beach's economic development potential through strategic land use planning and sound urban design practices.

Objective ED 3.1: Maximize the economic viability of commercial and industrial use through the creation of specialized districts and nodes.

Policy ED 3.1.2: Encourage the consolidation of strip commercial areas to create commercial and/or residential nodes.

Policy ED 3.1.6: Concentrate office and mixed use nodes along the primary corridors at the public transportation routes and stops.

Policy ED 3.3.1: Work with land owners, businesses, and tenants located along the primary corridors and at the principal nodes to define the market character and to create district themes for market recognition purposes.

The Specific Plan allows for the Site Plan Review process to expedite the processing of many of the allowed uses and new construction. The allowance is based on the implementation of the Form Based Code, which is precise and deliberate in building placement, setbacks, the use of materials, restrictions on the length of buildings, building massing and height. The Specific Plan has separated the project area into centers and segments in order to focus development at the primary nodes of the project area and therefore maximize economic opportunity for the City.

C. Growth Management Element

Policy GM 1.1.7: Ensure that new development site design incorporates measures to maximize policing safety and security.

Policy GM 2.1.4: Ensure that new development site design incorporates measures to maximize fire safety and prevention.

Objective GM 3.1: Establish minimum standards for traffic circulation and provide a means to ensure that those standards are met and maintained.

Policy GM 3.1.8: Promote traffic reduction strategies including alternate travel modes, alternate work hours, and a decrease in the number of vehicle trips throughout the city.

Specific Plan Objective No. 11, listed in Book I, is to incorporate Crime Prevention Through Environmental Design guidelines. With input from the Police Department, these guidelines have been incorporated in the Specific Plan regulations. The Specific Plan also requires compliance with Fire Department regulations. As noted above, the Specific Plan includes mitigation measures that address potential traffic impacts, and one of the overall results of the Specific Plan development concept is to promote traffic reduction by allowing for mixed use development and enabling greater intensity of development near existing and future transit opportunities.

D. Housing Element

Policy H 2.2: Facilitate the development of mixed-use projects in appropriate commercial areas, including stand-alone residential development (horizontal mixed-use) and housing above ground floor commercial uses (vertical mixed-use). Establish mixed use zoning regulations.

Policy H 3.1: Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

Goal H 5: Provide equal housing opportunity.

The proposed Specific Plan allows for mixed use development that can offer a wide range of housing opportunities and options, accommodating different age groups, income levels, and household types. Consistent with the City's Housing Element, there are two areas where residential development would be required: one area in the vicinity of Five Points and one on property owned by The City Redevelopment Agency, north of Center Dr. Development within the Specific Plan area is required to meet the affordable housing provisions set forth in Book II, which require that any required affordable housing be located within the Specific Plan area.

E. Land Use Element

Goal LU 1: Achieve development that maintains or improves the City's fiscal viability and reflects economic demands while maintaining and improving the quality of life for the current and future residents of Huntington Beach.

Objective LU 1.1: Provide for the timing of residential, commercial, and industrial development coincident with the availability of adequate market demand to ensure economic vitality.

Goal LLU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.

Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.

Goal 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.

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.

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

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:

- 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.
- e. Intermix uses and densities in large-scale development projects.
- f. Site development to capitalize upon potential long-term transit improvements.

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 9.1.4: Require that recreational and open space amenities be incorporated in new multi-family developments and that they be accessible to and of sufficient size to be usable by all residents.

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

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

Policy LU 11.1.2: Limit commercial uses in mixed-use development projects to those uses that are compatible with the residences.

Policy LU 11.1.4: Require the incorporation of adequate onsite open space and recreational facilities to serve the needs of the residents in mixed-use development projects.

Policy LU 11.1.5: Require that mixed-use developments be designed to mitigate potential conflicts between the commercial and residential uses, considering such issues as noise, lighting, security, and truck and automobile access.

Policy LU 11.1.6: Require that the ground floor of structures that horizontally integrate housing with commercial uses locate commercial uses along the street frontage (housing may be located to the rear and/or on upper floors).

Policy LU 11.1.7: Require that mixed-use development projects be designed to achieve a consistent and high quality character, including the consideration of the:

- a. Visual and physical integration among the commercial and residential uses.
- b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units.

One of the initial catalysts for the City to pursue a specific plan for the Corridors was to improve the fiscal viability of the city and be responsive to changing market economic demands. As discussed in the General Plan, Beach Boulevard, in particular, has not fared well from an economic development perspective and is less attractive and inviting than the City would like. The proposed Specific Plan is designed to address this issue while maintaining and improving the quality of life for the current and future residents of Huntington Beach.

The proposed Specific Plan adoption and the amendments to the General Plan and Zoning Map are a mechanism to achieve the goals of smart growth. The Specific Plan would allow for mixed use development thereby increasing housing options for diverse household types, promoting alternative modes of transportation, creating a sense of place for the City's two major corridors, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources. Because of the central location of the Corridors they are ideal for mixed use development, which would complement the surrounding area.

The Specific Plan proposes a combination of centers and segments to provide differentiation between and along Beach Blvd. and Edinger Ave. In the more residential segments, the Specific Plan limits and/or prohibits certain types of uses that may be less compatible, e.g. live entertainment, dancing, drive-throughs. The Specific Plan contains development standards that address open space, parking, building massing, setbacks and height as well as detailed architectural regulations that will provide for enhanced exteriors. The Specific Plan requires compliance with the mitigation measures adopted with Environmental Impact Report No. 08-008 to address infrastructure needs and City codes pertaining to noise and lighting.

The General Plan buildout scenario for residential units in the City is 92,679 units. According to the State Department of Finance projections, there were 78,007 housing units in Huntington Beach in 2008. As the City nears buildout, the City's desire is to redistribute some of the remaining growth identified in the General Plan to other areas of the City through implementation of the Specific Plan. The maximum increase in projected residential development at build out in the specific plan area of 6,400 dwelling units is within the General Plan build out cap. The Specific Plan would result in an increase in development that is in a different location from that described in the General Plan Land Use Plan but would not exceed residential build-out capacity and would reduce the daily trip generation along both corridors (at buildout). Full buildout of the Specific Plan would capture less than half of the remaining anticipated residential growth in the City (as outlined in the General Plan).

F. Noise Element

Policy N 1.3.10: Require that mechanical equipment, such as air conditioning units or pool equipment, comply with the City's Noise Ordinance and Zoning and Subdivision Ordinance.

Policy N 1.5.1: Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. The design measures may include: (1) the use of materials which mitigate sound transmission; or (2) the configuration of interior spaces to minimize sound amplification and transmission.

The Specific Plan requires compliance with the mitigation measures adopted with Environmental Impact Report No. 08-008 and City codes pertaining to noise and lighting.

G. Urban Design Element

Goal UD 1.1: Enhance the visual image of the City of Huntington Beach

Because it is a form based code, SP 14 is focused on the resulting physical form. The development standards are designed for the purpose of creating an interesting and active street scene, where appropriate in the Specific Plan area, and also allow for wide landscape setbacks in other areas of the Specific Plan where that is a more suitable and logical treatment. The proposed Specific Plan also includes architectural regulations to guide quality design of buildings and includes unifying streetscape treatments to enhance the public right-of-way. Overall, the Specific Plan serves the overarching purpose of improving the visual image of the Beach Blvd. and Edinger Ave. corridors.

H. Utilities Element

Policy U 1.1.1: Monitor the demands on the water system, manage the development to mitigate impacts and/or facilitate improvements to the water supply and distribution system, and maintain and expand water supply and distribution facilities.

Objective U 1.3: Minimize water consumption rates through site design, use of efficient systems, proper maintenance, and other techniques.

Policy U 2.1.6: Require that sewer capacity is available before building permits are issued for new development.

Objective U 5.1: Ensure that adequate natural gas, telecommunication, and electrical systems are provided.

The Specific Plan identifies anticipated infrastructure improvements to accommodate development in Book III as well as the EIR mitigation measures that also address infrastructure needs. New development will be required to provide adequate infrastructure prior to proceeding.

Zoning Compliance:

One of the entitlements associated with this project is Zoning Text Amendment No. 08-002 to create a new Specific Plan, SP 14, which would establish permitted uses and development standards applicable to property within the Specific Plan area. The Specific Plan uses and standards are established for the various centers and segments within the Specific Plan and provide for logical physical transitions from one area to the next. The table below summarizes the uses allowed by center and segment in comparison with the uses currently allowed by the HBZSO for the majority of Beach Blvd. and Edinger Ave. and by the Pacifica Community Plan near Five Points.

**General Comparison of Allowed Uses
Proposed SP 14 and Current Code**

Use	Residential Parkway	Neighborhood Parkway	Neighborhood Center	Town Center Neighborhood	Town Center Core	Neighborhood Boulevard	Town Center Boulevard	HBZSO Commercial General	Pacifica Community Plan
Specialty Goods Anchors					✓	✓	✓	✓	
Community Oriented Anchors			✓	✓	✓	✓	✓	✓	✓
Entertainment Anchors					✓	✓		✓	
Eating and Drinking		✓	✓	✓	✓	✓	✓	✓	✓
Eating and Drinking w/ Live Entertainment & Dancing			✓	✓	✓	✓	✓	✓	✓
Specialty Goods & Foods		✓	✓	✓	✓	✓	✓	✓	
Entertainment & Recreation			✓	✓	✓	✓	✓	✓	
Convenience Uses	✓	✓	✓	✓	✓	✓	✓	✓	✓
Business Services	✓	✓	✓	✓	✓	✓	✓	✓	✓
Personal Services	✓	✓	✓	✓	✓	✓	✓	✓	✓
Service Commercial & Repair			✓	✓		✓	✓	✓	✓
Large Scale Commercial Goods		✓				✓	✓	✓	
Vehicle Sales – establishment of new						✓	✓	✓	
Vehicle Sales – expansion of existing		✓				✓	✓	✓	
Civic & Cultural		✓	✓	✓	✓	✓	✓	✓	✓
Office		✓	✓	✓	✓	✓	✓	✓	✓
Lodging		✓	✓	✓	✓	✓	✓	✓	
Live Work		✓	✓	✓		✓	✓		
Multi-family Residential	✓	✓	✓	✓	✓	✓	✓		✓
Single Family - Attached	✓	✓		✓		✓	✓		
Single Family - Detached	✓					✓			

Note: The Specific Plan further restricts some uses. For example, some uses are limited to a major street, e.g. Beach Boulevard, while others are limited to upper floors. In addition, some uses in the SP as well as current code require a conditional use permit. Pages 13-28 of the Specific Plan contain the proposed Development Standards Charts.

The Specific Plan is a form based code. As such, its development standards are deliberate in the required physical placement of buildings for the purpose of creating walkable, pedestrian oriented environments. The standards bring structures closer to the street, create landscape themes per segment and integrate pedestrian and vehicular circulation. The development standards address many of the same topics that are currently addressed in the HBZSO. However, the Specific Plan does not propose Floor Area Ratios or density factors. The Specific Plan proposes a change in maximum building heights, reduced front yard setbacks, changes to the location of new parking lots, reduced parking requirements and new standards related to configuration and massing of buildings. The zoning standards are addressed in detail in the Analysis section of this report.

Urban Design Guidelines Conformance:

The proposed General Plan amendment includes a design overlay designation. Pursuant to the General Plan this overlay “permits underlying uses in accordance with special design standards.” The Specific Plan is a Form Based Code providing special design specifications, which are more specific than the citywide Urban Design Guidelines. As with other specific plans with detailed design regulations, the SP 14 guidelines will supercede the citywide guidelines for the Specific Plan area. Notwithstanding this, the City’s consultant included many of the concepts of the City’s Urban Design Guidelines in the proposed Specific Plan, such as moving buildings to the corner, limiting the location of parking lots and providing for architectural treatment that results in varied storefronts.

Environmental Status:

In accordance with the California Environmental Quality Act (CEQA), EIR No. 08-008 was prepared by PBS&J to analyze the potential environmental impacts associated with implementation of the proposed project as well as identify appropriate mitigation measures. The Draft EIR was distributed to the Planning Commission for review at the start of the 45-day public comment period on August 28, 2009. The Final Draft EIR, including the Response to Comments and all text changes, was distributed to the Planning Commission and posted on the City’s website on November 11, 2009. On December 8, 2009, the Planning Commission certified Environmental Impact Report 08-008 as adequate and complete with mitigation measures and amendment to Mitigation Measure MM4.15-3 to include language referencing recycled building materials. The adopted mitigation measures are included as Appendix A to the Specific Plan.

The environmental impact report discussed the potential adverse impacts associated with the project. The direct, indirect and cumulative impacts of the proposal were addressed, as were the impacts of project alternatives. Although the project results in adverse impacts to the environment that cannot be mitigated or avoided, the Planning Commission may still approve the project if a Statement of Overriding Considerations is adopted. CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the City may consider the adverse environmental effects acceptable. In this particular case, staff believes the economic and social benefits of the proposed project outweigh the adverse impact to air quality, cultural resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The adverse impacts are unavoidable because it has been determined that no feasible mitigation

is available or the mitigation that could be implemented, such as I-405 improvement, is outside the purview of the City.

Approval of the Specific Plan and associated GPA and ZMA would allow for improved opportunities for future development in the proposed Specific Plan area. With the adoption of the Beach and Edinger Corridors Specific Plan, multiple sustainable development principles are achieved, resulting in the improved social and economic well-being of the Corridors. More specifically, the project would have the following benefits:

1. The proposed project would be the catalyst for transformation of the visual character of Beach Boulevard from an “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north/south thoroughfare.
2. The project emphasizes compatibility and sensitivity to the existing uses surrounding the site and would recommend a variety of sustainable features.
3. The proposed project would expand residential opportunities in both the Beach Boulevard and Edinger Avenue Corridors to provide a greater number and variety of housing options and a stronger base for the commercial sector along these corridors.
4. The Specific Plan project will provide affordable housing, consistent with City requirements.
5. The proposed project would enhance the community image of Huntington Beach through the design and construction of high quality, state-of-the-art development, consistent with the Urban Design Element of the City’s General Plan.
6. The project would promote residential and commercial buildings that convey a high quality visual image and character, as well as provide for the development of mixed-use projects that integrate residential and commercial uses and ensure compatibility of these uses.
7. The project would maximize land use opportunities by allowing for mixed use in a well-integrated urban environment.
8. The project would establish zoning standards and implementation mechanisms applicable to mixed-use developments consistent with the policies and development framework of the City’s General Plan to maximize land use opportunities.
9. The proposed project would enhance alternative modes of transportation, to include enhancement of the pedestrian experience as well as the movement of residents via bicycle and transit.
10. The project would foster walkability and reduced vehicle trips by promoting development close to established transit routes, a transit center, college and shopping and other services.

Following approval of the GPA, ZTA and ZMA the Planning Commission must approve the CEQA Findings of Fact with a Statement of Overriding Considerations (Attachment No. 2).

Environmental Board Comments:

The City's Environmental Board provided a comment letter during the DEIR process. The majority of the Board's comments were related to the Specific Plan document itself and not directed at the adequacy of the EIR. In summary, the Environmental Board supports the fundamentals of the Specific Plan. The Board's concerns are that of residential density particularly along the Edinger Corridor, reducing building heights to four stories, inclusion of green building requirements, school facilities and traffic. The Board's comments were responded to in the Final EIR approved in December.

Coastal Status:

The proposed Specific Plan area is not located within the Coastal Zone. However, a portion of the southernmost section is located within zoning district maps that do have property within the Coastal Zone. Therefore, the Zoning Map Amendment associated with the proposed project will be combined with other minor amendments that will be forwarded to the California Coastal Commission as a minor Local Coastal Program Amendment for certification.

Redevelopment Status: A small portion of the Specific Plan area across from Bella Terra Mall along Edinger Avenue is located in the Huntington Center Sub-area 1. The Redevelopment Agency concurs with the proposed Specific Plan.

Design Review Board: Not applicable.

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

At the on-set of the Specific Plan project, a staff Core Team was created consisting of members of the departments of Administration, Planning, Economic Development and Public Works. The Core Team met throughout the preparation of the Specific Plan, providing comments and guidance. In addition, the departments of Fire, Police and Community Services were consulted and provided input and review of the Specific Plan. All Department comments and recommendations are incorporated into the Specific Plan.

Public Notification:

Legal notice was published in the Huntington Beach Independent on November 25, 2009, and approximately 22,000 notices were sent to property owners of record and occupants within a 1000 ft. radius of the subject property, individuals/organizations requesting notification (Planning Department's Notification Matrix), interested parties, and individuals/organizations that commented on the environmental document and draft Specific Plan. Six communications were received prior to and/or at the December 8, 2009 Planning Commission meeting and previously provided with that staff report. As of January 5, 2010, no additional letters have been received regarding the project.

Application Processing Dates:

DATE OF COMPLETE APPLICATION:

MANDATORY PROCESSING DATE(S):

General Plan Amendment;

Zoning Map Amendment;

Zoning Text Amendment: October 20, 2008

Not applicable, legislative action

ANALYSIS:

The primary factors to consider when analyzing the proposed project are the type and amount of development that would be permitted with the General Plan Amendment and the creation of the new Specific Plan in terms of standards and proposed area. The following is a detailed discussion of these issues.

General Plan Amendment

The proposed General Plan Amendment would change the existing General Plan land use designations in the proposed SP area to M-sp-d (Mixed Use-specific plan-design overlay). Because the Specific Plan has detailed design regulations the design overlay designation is appropriate. The existing Floor Area Ratios and density limitations of the General Plan would no longer be in effect for the area, and the auto overlay applicable to property fronting Beach Boulevard from Warner north to Edinger would be removed from the Land Use Map. The General Plan Community District and Subarea Schedule and Map would be amended to reflect the provisions of SP 14. A discussion of the proposed Mixed Use land use designation and the amount of development, which is also included in the Specific Plan, is presented below.

Mixed Use Development

The existing General Plan land use designations for the Specific Plan area include a variety of commercial categories as well as mixed use and residential designations. The proposed project would ultimately allow mixed use development and stand-alone residential and commercial development throughout the Specific Plan area, in areas of the City that it is currently not allowed. The City's Mixed Use land use designation is best suited to accomplish the goals for the proposed Specific Plan.

The growing trend towards mixed land use development in Southern California is part of the larger shift in thinking about managing future growth. It is designed to create livable cities, promote economic development, minimize dependence on auto transportation, reduce air pollution, and make infrastructure investments more efficient. The following are smart growth principles:

- mix land uses
- take advantage of compact building design
- create a range of housing opportunities and choices
- create walkable neighborhoods
- foster distinctive, attractive communities with a strong sense of place
- preserve open space, natural beauty and critical environmental areas
- strengthen and direct development towards existing communities

- provide a variety of transportation choices
- make development decisions predictable, fair and cost-effective
- encourage community and stakeholder collaboration in development decisions

The integration of mixed use into communities is a critical component in achieving smart growth and specifically for assisting Huntington Beach respond to ever changing market forces for the following reasons:

- Mixed land uses provide a more diverse and sizable population and commercial base for supporting viable alternatives to driving such as walking, biking, and public transportation where it is available or may be provided in the future.
- Allowing residential uses, whether solely or as part of a mixed use development, improves demand for the City's existing commercial businesses.
- As an almost built-out city, there are limited opportunities to accommodate new residential development. Integrating that development into key areas, such as Five Points and near Bella Terra, maximizes the use of the city's land area while at the same time benefits nearby commercial operations.

The City of Huntington Beach has long recognized the importance of mixed use as a land use tool to manage growth and stimulate economic activity within specified areas for the purpose of achieving certain goals. The following are some of the specific plan areas that have a General Plan designation of Mixed Use.

- *Downtown Specific Plan:* Established Mixed Use Standards in 1983. Plaza Almeria (Main St. & Olive) and Townsquare (Main & Orange) are examples of individual mixed-use projects (commercial, office, and residential within the same building).
- *Holly Seacliff Specific Plan:* Designates 53 acres for mixed-use development allowing a combination of commercial, limited public, and residential use. A senior apartment project, an attached townhome development and a day care are clustered around the Seacliff Shopping Center.
- *Pacifica Community Plan:* Intended to integrate the area into an office/professional, medical, senior citizen multi-story residential complex and to provide necessary support services for the elderly.
- *Palm Goldenwest Specific Plan:* Designates a 150 acre site for horizontal mixed use: 54 acres has been developed with detached and attached homes and a public park; the remaining area fronting Pacific Coast Highway is designated for future commercial, office, visitor serving, open space and civic uses but is currently used for oil production.
- *Seabridge Specific Plan:* Master plans a 60+ acre area for medium to high density residential, open space and commercial uses.

Moreover, the City of Huntington Beach General Plan currently contains three Mixed Use land use designations, which apply to numerous areas throughout the city, as well as many objectives and policies that are fulfilled by and foster mixed use development. The General Plan encourages the incorporation of mixed use development for a variety of reasons but most importantly because of the flexibility it provides to meet the changing needs of a city to meet future housing needs and development opportunities. Such development allows some combination of residential, commercial, and office use in the same neighborhood or building. Mixed use development helps residents live closer to business and employers,

as well as to essential services and shopping areas. It gives businesses a ready source of nearby customers. This helps reduce traffic, leading to transportation and environmental benefits. The proposal to develop the proposed Specific Plan is consistent with the overall goals of the General Plan.

The market analysis completed at the onset of the Specific Plan project demonstrates that retail space is generally fully built out and oversupplied in the Specific Plan area. In regards to office demand, the analysis found that office rents are too low to support new speculative development. There are possible opportunities for smaller owner-occupied buildings, “build-to-suit,” pre-leased or pre-sale buildings because of the reduced market risk. The analysis indicates potential demand for limited lodging. The analysis concludes that the demand for residential development would be strong in the project area and would provide the economic engine for new investment. Residential development could occur alone or as part of a mixed use development.

The City’s economic consultant indicated that the economic goal for the Specific Plan area, and specifically the key centers, should be to attract younger professional residents with discretionary spending potential to support restaurants, quick foods, electronics, fashion and accessories and services, thereby spinning off additional retail spending. The City should also attract urban-oriented residents who enjoy walking to shopping/entertainment adjacent to or near their residences.

Despite the recent downturn in the economy, staff believes that allowing mixed use development within the Specific Plan area remains a viable, sound and logical decision. The City needs to be positioned to accommodate development when the financing markets are more stable, given that it can take multiple years to have plans in place. There are a number of property owners/developers who are currently in the design phase now, understanding the length of time it can take to complete a project.

In addition, the City’s action to allow for mixed use in the Specific Plan area is wholly consistent with recent and ongoing State and regional actions. Beach Boulevard, a State highway, and Edinger Avenue, both with freeway access, close proximity to an OCTA transit center and a rail line, are the best opportunity the City has for furthering alternative transportation modes. Recent State legislation with the goal of reducing passenger vehicle trips provides incentives for mixed use projects. In compliance with State mandates, the Southern California Association of Governments (SCAG) is working on a region-wide land use plan to make that goal a reality. In staff’s meetings with SCAG staff, they indicated strong support for what the City was contemplating.

The concept of allowing mixed use development along Beach Boulevard is not new. There have been unsuccessful attempts as far back as the 1960s and as most recent as the 1996 General Plan update. What has changed, however, are the demands of the marketplace and growing awareness that the development patterns of the last 50 years are not sustainable and do not result in places that people want to spend their time. Moreover, the City of Huntington Beach has matured significantly – even in the last 10 years. Staff believes the City can position two of its primary commercial corridors for revitalization for the next one to two decades by allowing mixed use development, with specific standards as set forth in the Specific Plan.

The amendment to the General Plan land use map also includes removing the auto overlay from those properties fronting Beach Blvd. between Warner and Edinger Ave. The General Plan states that the auto overlay “permits the development of an automobile district in addition to the underlying land uses.”

Although this auto overlay has been in effect since the update of the General Plan in 1996, an automobile district has never been created, but rather auto uses have often located notably south of Warner Ave. Therefore, staff does not believe it is necessary to keep this overlay on the Land Use Map for the proposed area. In addition, the Specific Plan would not preclude the formation of an auto district between Warner and Edinger, or even almost to Ellis Avenue, given that new vehicle sales are permitted along this entire stretch of Beach Boulevard per the proposed development standards.

Amount of Development

The proposed Specific Plan limits the amount of new growth with the Specific Plan area, based on the analysis in EIR No. 08-008. Buildout of the Specific Plan (estimated at 2030) could potentially result in the addition of 6,400 new units, 738,400 sf of retail uses, 350 hotel rooms and 112,000 sf of office uses. However, not all of this development would be considered net growth. In many cases existing structures would be replaced or redeveloped with the new uses. In order to accommodate the proposed development, it is estimated that approximately 1.4 million sf of existing commercial development within the Specific Plan area or 22% of existing development would be demolished over the 20 year life of the Plan.

The City’s General Plan envisions an additional 18,500 additional residential units above those existing in 1990. Since 1990, less than 6,000 units have been built, not adjusting for units lost to demolition. Full buildout of the proposed Specific Plan would be significantly less than the remaining permitted number of units under the General Plan, still providing for ample development opportunity elsewhere in the city. Thus, the allowance of residential development as part of the mixed use concept for the Specific Plan is a redistribution of growth that is already allowed by the General Plan.

In comparing the commercial square footage that is allowed by the current General Plan designations with the development limits that are proposed for the Specific Plan, the numbers show that significantly more square footage could be built per the existing General Plan. As indicated in the Specific Plan EIR, there is approximately 6.3 million square feet of commercial space in the proposed Specific Plan area. Based on the existing General Plan designations, this could increase by 50 percent at buildout. The numbers are summarized below.

**Comparison of Potential Commercial Development
in proposed Specific Plan Area**

Additional Development per Buildout of Existing General Plan	3,155,435 sq. ft.
Additional Development Allowed by Proposed Specific Plan	980,400 sq. ft.
Retail	738,400 sq. ft.
Lodging	250 rooms (approx. 130,000 sq. ft.)
Office	112,000 sq. ft.
Difference	2,175,035 sq. ft.

The proposed commercial square footage limit for the Specific Plan is approximately one-third of that allowed by existing land use regulations. However, buildout of the Plan could result in approximately 90 percent more residential uses than are now existing in the Specific Plan area. Staff believes that the proposed Specific Plan numbers would better achieve the goals of improving the Corridors, while at the same time helping to reduce traffic and associated air quality;

The proposed GPA includes modifying the General Plan Community District and Subarea Schedule and map to reflect the provisions of SP 14. In so doing, the “growth limits” of the Specific Plan are included in the General Plan. A number of questions have been asked during study sessions and as part of the public comments on the Specific Plan as to the process for changing the maximum amount of new development that is proposed. Additional environmental analysis would be required to increase any of the development numbers, unless already analyzed in EIR No. 08-008. The EIR included an alternative analysis that looked at modified residential and retail buildout numbers; in both cases there was less residential but greater retail square footage. Any of the alternatives could be approved without further analysis.

Zoning Text Amendment

The proposed Zoning Text Amendment would adopt the Beach and Edinger Corridors Specific Plan. The Specific Plan is intended to implement a clear and comprehensive vision for growth and change along Beach Blvd and Edinger Avenue. The Specific Plan contains the proposed zoning regulations for the Specific Plan area and would supercede the existing zoning. The discussion below reviews the concept of form based codes and analyzes the proposed Specific Plan.

Form Based Code

The proposed Specific Plan uses Form Based Code as a method of regulating development to achieve specific urban form. Form based codes create a predictable public realm by controlling physical form with a lesser focus on land use: addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. This is in contrast to conventional zoning’s focus on the segregation of land uses, and the control of development intensity through abstract and sometimes uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, etc.) to the neglect of the integrated built form. Whereas conventional zoning tends to be proscriptive, stating what is prohibited; form based codes are prescriptive, stating what the community desires in the physical environment.

Conventional zoning contains three components: 1) information on how private property may be used; 2) a series of standards for planning and design of development; and 3) procedures for review and approval of projects. These zoning regulations are typically “one size fits all” that often excessively limit the range of possible land uses and do not lend themselves to achieving specific land use goals for a particular area.

Form based codes contain the same three components; however, there are notable differences in emphasis and approach to the regulations. To achieve a sense of place, form based codes establish rules for building height and bulk, building setbacks, site layout, the configuration of public open space, parking location, and streetscape design. The standards are particular, often dictating maximums as well as the

minimums that are typically employed in conventional zoning (e.g. front setbacks). Because of precise development criteria, these codes are often accompanied with standards that are illustrated through the use of extensive graphics. Although form based codes control the physical environment, they tend to allow a variety of uses within a structural form or area. The ability to mix uses more readily encourages creating higher-density, walkable, pedestrian-friendly communities. Because there is more flexibility for uses, the resulting development can better respond to changing markets.

Although a new concept for the City of Huntington Beach, the roots of form based codes lie in traditional development patterns, which are generally described as those patterns that existed prior to World War II. Prior to the widespread use of privately-owned motor vehicles, development patterns were more constrained by transportation options such as walking, bicycling, and the availability of transit. This determined how far people lived relative to their place of employment. Subsequently, cities were more compact, more dense and developed housing that was close to one another and to the desired services such as grocers and other commercial needs. Commercial establishments were designed to encourage customers to enter their stores while walking home.

The automobile has transformed the way society operates facilitating the movement of people much quicker than anyone could have imagined and increasing accessibility to previously inaccessible places. While by itself not necessarily a negative outcome, the resulting development pattern, known as urban sprawl, has had negative side effects. The change in travel options coupled with zoning standards focused on segregating uses created cities that lack a sense of place and diversity. Form based codes have increasingly been at the forefront of Planning discussions and are being used in a wide variety of communities and situations to counteract these trends of the last 50+ years.

Within the State of California, form based codes are being used for specific areas, similar to the City's approach with the proposed Specific Plan, as well as for an entire city. A list of some of the cities using form based coding is provided below:

- Sonoma, Form Based Code for entire City
- Cotati, Form Based Code for entire City
- Santa Clarita, Downtown Specific Plan, 217 acres
- San Fernando Maclay, San Fernando, Truman Corridors Specific Plan (several planning awards)
- Livermore Downtown Specific Plan (award winning and successful revitalization)
- Whittier Blvd. Specific Plan (Whittier)
- Yuba City Central City Specific Plan (significant transformation)
- Redwood City Downtown Precise Plan (award winning and significant developer interest)
- Mountain View Evelyn Ave. Corridor Specific Plan and Downtown Precise Plan (successful revitalization)
- Petaluma, a 400 acre area
- Ventura Victoria Ave. Corridor Specific Plan
- Ventura Downtown Specific Plan (from 1993)

Form based codes are also used throughout the United States, including Arlington County, Virginia, for a 3.5 mile corridor; form based regulations for Fort Worth, Texas and form based districts in Louisville, Kentucky.

Based on the challenges facing the City of Huntington Beach's two main corridors and their existing characteristics, staff believes that a form based specific plan is the right tool to guide future development. By more precisely identifying the City's goals for the Specific Plan area, through refined development standards and targeted architectural regulations, the City can more readily achieve visual and economic transformation for Beach Blvd. and Edinger Ave. The City's existing citywide zoning regulations have not been able to accomplish this.

Specific Plan

The purpose of the Specific Plan is to orchestrate individual public and private investment along the City's two major corridors: Beach Boulevard and Edinger Avenue. The Specific Plan addresses the efforts and standards that will be required to enhance the overall economic performance, physical beauty and functionality of the Corridors. As mentioned in the Project Proposal section of this report, the Specific Plan document is divided into three books. The analysis below is provided by book. However, the first discussion pertains to the proposed boundary for the Specific Plan.

Specific Plan Boundary

The proposed Specific Plan boundary was initially informed by input from the public, Planning Commission and City Council in 2005-2006 when comments were made to go beyond just looking at Edinger Avenue, which was then under study, to include Beach Boulevard. At the onset of the current effort, the City's consultant reviewed the existing conditions of Edinger and Beach, documented in the Beach Edinger Corridor Reference Volume. Based on various factors, including objectives for the area, the desire to minimize perceived disruption to established neighborhoods and likely opportunities for reinvestment, staff and the consultants developed the proposed boundaries for the Specific Plan.

Notably, the only substantial existing residential development included in the boundary is that near Five Points, in the Pacifica Community Plan area. This existing specific plan area has been included in the proposed SP 14 boundary for two reasons. First, this area provides great opportunity for new housing to support existing commercial operations in the area. There are limited choices for accommodating new medium to high density housing in the city, as discussed in the recent Housing Element update, and the Pacifica area was specifically identified in the Housing Element as an area targeted for a zone change to address this need. Second, the Pacifica area has suffered from a lack of disinvestment for some time. Various meetings with potential developers have led staff to conclude that the existing limitations of the Pacifica Community Plan will continue this trend. While staff recognizes the importance of incentivizing housing for the elderly, one of the goals of the Community Plan, it is clear that no new housing will result under the existing regulations. Therefore, staff believes that the area should be included in SP 14. This would render the Community Plan's regulations no longer in effect.

The boundaries in the southern reach of the Specific Plan area were drawn to capture the shopping center at Beach and Atlanta and a few other much smaller commercial properties. While this portion of the Specific Plan area is not seen as key to the transformation of Beach Boulevard, due to its small size, location and stable land use pattern, staff believes that the standards of the Specific Plan will produce compatible, attractive and better designed projects than otherwise would result with existing zoning. Similarly, another small commercial area included in the southern reach of the Specific Plan is the

commercial development of the Seabridge Specific Plan, at the southeast corner of Beach and Adams. Upon adoption of SP 14, the City could then process a change to that Specific Plan to reflect the change in boundary. The remainder of the Specific Plan area, north of Adams, contains more opportunities for meaningful change along the Corridors. Staff believes that the proposed boundaries will allow for the most effective implementation of the Specific Plan goals.

Book I: Community Intent

Book I provides the development concept and revitalization strategy for the Specific Plan. As previously mentioned in the Background section of this report, the City has recognized the need to revitalize the primary commercial corridors of the city in order to compete at a regional level with the successful commercial districts of the surrounding cities. The City recognizes that corridors reflect the values of a city and desires to address the uniqueness of the Huntington Beach Corridors in an effort to stimulate economic investment.

The Specific Plan Community Objectives (short excerpt below-see specific plan for entire list) were reviewed with the City Council in early 2008 and provide the launching point for the standards and regulations in Book II.:

- Begin the transformation of the visual character of Beach Boulevard from “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north-south thoroughfare.
- Instigate the development of a network of pedestrian-oriented streets, promenades and other public open spaces that encourage walking, and ultimately, walking in combination with transit ridership.
- Enhance pedestrian, bicycle and vehicular connections between Golden West College, Bella Terra, Golden West Transportation Center, and development along Edinger Avenue.
- Insure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to the unique history and character of the City.

To harness market demand the City must realign development policies and planned public investments to capitalize on primary market trends. The Revitalization Strategy identifies a number of actions, including the sample below:

- Make the most of value already in place which is restructuring, transition and preservation.
- Promote the addition of new housing in a wide variety of formats and densities to support corridor retail and services.
- Along Edinger Avenue in particular, promote the development of dense and high quality housing formats.
- Support the continued presence and expansion of Auto Dealerships along Beach Boulevard.
- Enhance Corridors Identity by promoting varied visual structures.

Finally, Book I provides a narrative of the Development Concept envisioned for the Specific Plan area. This was summarized in the Project Proposal section of this report, which described the primary centers and segments of the Specific Plan. The Development Concept is further described, along with concept illustrations, in the Beach Edinger Corridors Reference Volume.

Book II: Development Code

Book II contains the development standards and regulations that will govern Specific Plan development. The analysis below discusses the maximum amount of development, allowed uses, processing requirements, and standards and regulations of the Specific Plan.

- Maximum of Amount of New Development (MAND)

Section 2.1.1 of the Specific Plan sets forth the Maximum Amount of New Development (MAND), which establishes the maximum amount of new residential and commercial development permitted in the Beach and Edinger Corridors Specific Plan. These totals were analyzed above in the General Plan Amendment section of this report. Based on comments from property owners, the Final Draft Specific Plan does allow for transfer of building types between Corridors. For example, a point may be reached when all 206,000 square feet of retail space that is allocated to Edinger has been developed. Assuming not all of the retail space that is allocated to Beach has been built, a request to transfer some of that square footage to Edinger could be made. The process for a transfer request is set forth in Section 2.0.5 and would require an infrastructure, environmental and policy analysis. The approving body, either the Planning Director or Planning Commission, is dependent on the size of the transfer. The concept of transfers is currently used in the Holly Seacliff Specific Plan; there were a number of density transfers that occurred in that plan area.

As proposed, a transfer request would not trigger a Zoning Text Amendment application/process, however, any request to exceed a MAND total would. In other words, if the total cap of 738,400 square feet of retail space is reached, a Zoning Text Amendment application/process would be required to change that cap, along with associated environmental analysis. Staff does not propose that a transfer between development types, e.g. between retail and office, be allowed with the more simplified process. The proposed MAND caps were established based on market analysis and desired outcomes for the Corridors. Staff believes that a change in those caps is a more significant request that should warrant a Zoning Text Amendment.

- Allowed Uses

The allowed uses are presented in the Development Standards charts on pp. 13-28 of the Specific Plan, and the use types are defined on pp. 29-30. The Zoning Compliance section of this staff report provides a comparison table of the allowed uses by center/segment in comparison with what is currently allowed by the HBZSO and the Pacifica Community Plan. The commercial portion of the Seabridge Specific Plan simply refers to the General Commercial category of the HBZSO and is therefore covered by that column in the table.

The Specific Plan allows for the same variety of uses as the current code; however, unlike the current code it does not allow them in all centers and segments. As indicated in the table, the Residential Parkway and Neighborhood Parkway are intended for less commercially intense development to promote the residential character of these areas. The remaining centers/segments are envisioned for a greater variety of commercial uses coupled with residential/mixed use development. Some areas are appropriate for entertainment uses while other areas should be developed with more neighborhood serving uses. To

further ensure that the goals of the Specific Plan are achieved, there are maximum square footages allowed and certain retail configurations that are required for some uses.

Currently, the only residential type use permitted in the Commercial General district is Single Room Occupancy (SRO). SROs, while residential in nature, are considered a commercial use. The Pacifica Community Plan is designated for Mixed Use Vertical and Mixed Use Horizontal permitting commercial, office and residential development at a range of heights. Therefore, both the proposed Specific Plan and the Community Plan are similar in the allowance of mixed use development. However, as previously discussed, the only residential development permitted in Pacifica is Senior Housing and ancillary apartments or condominiums as part of an integrated development.

The Specific Plan will allow for mixed use development (includes residential) throughout but the type of residential development is more flexible allowing for multiple-family and live work units, as well as single family developments in some instances. In response to the Housing Element Update process, there are several areas within the Specific Plan that require residential development. These include the Redevelopment Agency-owned parcel in the Town Center Neighborhood district north of Center Avenue and, as noted previously, a portion of the Pacifica Community Plan area both denoted in yellow in the Specific Plan (page 15). Additionally, the Specific Plan requires certain areas within the Town Center Boulevard and Town Center Neighborhood segments to provide for residential transition. This requires the development of residential transition streets to create the connectivity between existing residential zones and new development (pp. 27-28).

Questions have been raised about vehicle sales uses and their role in the Specific Plan. As stated in the Revitalization Strategy of Book I, the City desires to support the continued presence and expansion of Auto Dealerships along Beach Boulevard. As indicated in the comparison table, new vehicle sales are permitted along Beach from just north of Ellis Ave. to Edinger Ave. in the Neighborhood Boulevard and Town Center Boulevard segments. The Final Draft Specific Plan also shows a recommendation to change the segment designation of one property currently occupied by an auto dealer from Town Center Neighborhood to Neighborhood Boulevard (pg. 12). Additionally, the Neighborhood Parkway allows for the expansion of existing vehicle sales uses. Combined, the Neighborhood Parkway, Neighborhood Boulevard and Town Center Boulevard segments comprise the majority of Beach Boulevard and all allow vehicle sales in some manner. Although somewhat more restrictive in location, the Specific Plan is more permissive in that it will not require a conditional use permit to expand or establish a new dealership as the ZSO does now.

Another question that was raised pertains to the rights of existing uses. Section 2.0.1 addresses the applicability of the Specific Plan and states that policies in the Specific Plan shall apply to new construction as well as significant additions greater than 15 percent of an existing building's floor area or exterior renovations to an existing structure. The Specific Plan also states that existing uses have the right of continued use. Changing property ownership or tenants of existing uses would not trigger Specific Plan compliance for the buildings or structures.

▪ Processing Requirements

A streamlining aspect of the proposed Specific Plan is that it simplifies the approval process for projects. The premise for this is that the development standards and regulations are much more specific and provide clearer guidance such that the resulting projects will be attractive, compatible and consistent with City requirements. The development standards charts indicate whether or not a use is permitted/allowed and the Building Use Regulations in Section 2.2 indicate whether a permitted use is permitted by right or if it requires a conditional use permit.

If a use is permitted by right, it still will require approval of a Site Plan Review at the staff level. Per the Specific Plan, a Site Plan Review application needs to be accompanied with an environmental assessment and mitigation monitoring matrix to demonstrate compliance with the certified EIR and findings need to be made in order to grant its approval. This is the same approval process required in the McDonnell Centre Business Park Specific Plan and the Bella Terra Specific Plan.

If a use requires a Conditional Use Permit (CUP), it would be heard by the Planning Commission. This is a change from the original draft Specific Plan and is in response to concerns that some of the processing requirements are too lenient. The original draft allowed the Planning Director to approve a conditional use. While staff does not think that a full public hearing is necessarily warranted given the detailed nature of the Specific Plan, this change is made for the Planning Commission's consideration. Alternatively, the Planning Commission could recommend that the Zoning Administrator act on the CUP requests.

Per the Final Draft Specific Plan, those uses that will require a CUP are listed below:

- Community Oriented Anchor over 65,000 sq. ft.
- Eating and Drinking Establishment with Live Entertainment, Dancing and/or Alcohol
- Open Air Market
- Financial Services (does not include banks)
- Indoor Veterinary Clinic

In addition, there is a recommended change that would trigger a CUP, as discussed below under Building Height. Finally, the Specific Plan also requires a CUP if a request is made to provide less than the minimum number of guest parking spaces.

In the ZSO, development of vacant land, additions of 10,000 sq. ft. or more, additions equal to or greater than 50 percent of existing floor area, or additions within 300 feet of a residential zone or use require a CUP to the Zoning Administrator. In addition, the following are some of the commercial uses that require a CUP to either the Zoning Administrator or the Planning Commission:

- Eating and Drinking Establishment with Live Entertainment, Dancing and/or Alcohol
- Commercial Recreation and Entertainment
- Swap Meets
- Animal Hospitals
- Vehicle Sales
- Hotels

The Specific Plan also includes provisions for deviations from the Development Standards of the Specific Plan, which may be granted at the time of Site Plan Review for special circumstances and/or unique architectural features. The Specific Plan allows for staff approval of a deviation that is 20 percent of any single standard. In its evaluation, staff is to consider the benefits that may result by allowing the deviation, which may include the following: public open space, greater setbacks, unique or improved design and potential energy efficiency. For those deviation requests larger than 20 percent, an applicant is required to apply for a Variance that would be considered by the Zoning Administrator.

- Development Standards and Regulations

The analysis below focuses on those development standards that have garnered comment or that are new to the City as a result of the form based code approach of the Specific Plan.

Building Height

The Huntington Beach Zoning and Subdivision Ordinance generally permits heights from 45 ft. to 140 ft. in the Specific Plan area, though the typical limit is 50 ft. (The 140 ft. limit is in the Pacifica Community Plan area.) The HBZSO restricts development height when adjacent to residential development.

The Specific Plan generally allows for a range of development height from one to six stories. (The existing 50 ft. limit is the equivalent of four to five stories.) The proposed height standards are summarized below.

Specific Plan Segment	Min. Height	Max. Height*
Residential Parkway	n/a	4 stories
Neighborhood Parkway	n/a	4 stories
Five Points		
▪ Town Center Core	3 stories; (A): 1 story	6 stories
▪ Town Center Neighborhood	2 stories	6 stories
Neighborhood Boulevard	1 story	4 stories
Town Center Boulevard		
▪ Beach and Edinger Avenues (majority of the corridors in this segment)	1 story	5 stories**
▪ Town Center Core (edge along Edinger Ave, south of Gothard)	3 stories; (A): 1 story	6 stories
▪ Town Center Neighborhood (north of Town Center Core)	2 stories	6 stories

(A) Exceptions apply to anchor stores

* Special Building Height Limits also apply, which further restrict heights along certain street frontages in some segments.

** Up to 10 stories for property within 500 feet of I-405.

The SP also considers the visual impacts of development adjacent to single family residential development by including a provision for a Transitional District. The Transitional District is designed to consider the transition from residential development to commercial or mixed use development only

permitting a maximum height of three stories. Consideration of building scale is vital to the development of pedestrian scale development. The maximum height for the majority of Beach Boulevard is four stories, which is equivalent to or less than the current ZSO. The proposed height of six stories for the Five Points area and the Town Center Core-Edinger area is in recognition of their role as the more urban nuclei of the Specific Plan, in which greater density is desired to create vibrant mixed use areas.

Discussions with various property owners in the Specific Plan area have resulted in three changes to the building height standards since the original draft. As presented in the Final Draft, an increase in height up to six stories would be allowed for the Warner/Beach Neighborhood Center with approval of a conditional use permit to allow for better transition in building scale and architectural design given the taller structures that already exist on that site. The Town Center Boulevard District is the largest district within the Specific Plan. Its proximity to the I-405 provides some challenges and opportunities to enhance the City entrance. The southeast corner of Beach and Edinger property can benefit from an increase in height given the size of the parcel and development potential. The property owner has asked for consideration of up to 14 stories at this site. The Final Draft Specific Plan includes an allowance for up to 10 stories for properties within 500 feet of the I-405, which limits it to the southeast property, but does not require a CUP. This height limit is consistent with that approved with the recent changes to the Bella Terra Specific Plan. Finally, staff recommends an increase in allowable height within the Town Center Boulevard District to five stories; however, within the front 65 feet of a lot the maximum would be four stories.

Parking

The proposed parking standards are designed to reinforce the desired character within each district of the Specific Plan. In contrast, the City's current parking standards are one size fits all and permit parking to face the corridors. When developed in this manner, structures are placed further to the rear of a parcel creating a longer distance for pedestrians to walk from the sidewalk to the entrance of a building. This discourages pedestrian activity. The intent of the Specific Plan is to encourage pedestrian activity, improve the pedestrian experience and reduce vehicular trips. In terms of parking standards, the Specific Plan addresses this in three ways:

- 1) Requires new development to reorient parking areas, such that parking lots may not be allowed in the front of a building. Some side parking lot configurations would be allowed. The types of surface parking varies depending on the segment/center of the Specific Plan.
- 2) Specifies the maximum number of parking spaces that may be located in surface parking lots. The intent is encourage a more efficient use of land and reduce the "sea of parking" effect that comes from large surface parking lots.
- 3) Requires that parking be within a certain distance of the use, with a range of 200 to 500 feet.

Although the Specific Plan does not permit parking in the front of lot, it does offer two compensating benefits. First, it includes reduced front setbacks that will bring buildings closer to the street and improve their visibility. Second, net new on-street parking that is created along new streets would be able to count as required parking. Thus, along Edinger the parking that is created in conjunction with the access drive

(frontage road) would be able to count toward required parking, as well as serve parking in the front of businesses.

Parking regulations continue to be a challenge to promote new development. The Specific Plan generally requires less parking than the current code as part of the overall mixed use development concept because demands for parking vary for different uses throughout the day. A comparison of the proposed and existing parking standards for the most common uses is provided below. The Town Center Boulevard standards are used in the comparison as that designation comprises the largest part of the Specific Plan.

Standard Minimum Parking Requirements

Use	Proposed Town Center Boulevard	Existing HBZSO
Retail	1 space/250 sq. ft.	1 space/200 sq. ft.
Eating and Drinking	1/83 sq. ft.	1 space/200 sq. ft. if less than 12 seats 1 space/60 sq. ft. when on a site with 3 or more uses
Office – Professional	1 space/286 sq. ft.	1 space/250 sq. ft. for less than 250,000 sq. ft. 1 space/300 sq. ft. for 250,000 sq. ft. or more
Office – Medical	1 space/222 sq. ft.	1 space/175 sq. ft.
Lodging	1 space/room	1.1 space/room, min. of 2 stalls for passenger transport vehicle, 2 spaces for employees
Residential		
Studios	1 space	1 space
1 Bdrm.	1 space	1 space
2 Bdrms. +	1.5 spaces	2 spaces for 2 Bdrms./2.5 spaces for 3+ Bdrms.
Guest spaces	2 spaces/10 units	5 spaces/10 units

The Specific Plan also includes provisions for reduced parking standards per Section 2.7.1 as follows:

- 1) Mixed use developments may request consideration of reduced parking standards when it can be demonstrated that shared parking facilities will meet parking demand.
- 2) For physically constrained properties, the number of parking spaces required may be reduced by the amount of public open space provided over and above the required minimum at 200 square feet per space with a maximum reduction for non-residential development of 10 parking spaces and a maximum reduction for residential development of five parking spaces.

The HBZSO permits reduced parking for: 1) joint use parking (the mixed use concept of the Specific Plan), 2) up to a five space reduction for a change in use on a site with two or more uses and a minimum of 50 spaces, and 3) by a variance.

Open Space

The Specific Plan requires the extensive use of public open space as a primary tool to encourage pedestrian activity. Open space in the Specific Plan is identified as public or private. Commercial and residential developments are required to provide a certain amount of public open space pursuant to the

type of development, and residential development is required to also provide private open space. New development would also have to comply with the City's park requirements for dedication and/or payment of in-lieu fees. The Final Draft Specific Plan incorporates a recommended decrease in the amount of public open space for lodging, live-work and residential uses based on recent action on the Downtown Specific Plan. Staff believes these changes will still provide for effective public open space areas. Public open spaces are outdoor spaces that are accessible to the public and include seating, lighting and landscaping but do not have to necessarily be sheltered from the elements. The Specific Plan provides for varying design configurations as listed in Section 2.6.4, providing flexibility for new development to meet the public open space requirement. The City also requires public open space in the Downtown.

The Specific Plan currently calls for one special public open space. This area would be located in the Town Center Neighborhood at Edinger (Levitz Site) and be a minimum of half an acre. The plan specifies that the primary public open space be centrally located within the Town Center Neighborhood and approved prior to development. As part of the Book III Parks discussion, staff has also suggested that a minimum half acre public open space area be located in the Pacifica area, as that is intended to be the Town Center Neighborhood for the Five Points area. Given the various parcel configurations and property owners, staff is not recommending a specific location at this time but would work with the developers that bring proposals forward to have the open space incorporated into a project(s).

New Standards

The City's Form Based Code incorporates precise development standards such as Build-to-Corner criteria, building volume, building length, building massing and reduced setbacks in order to ensure the desired physical environment. The new standards are not new concepts for the City, as many of them are suggested in the City's adopted Urban Design Guidelines. The Specific Plan requires the following new development criteria be implemented in the design of a new project:

Section 2.3 Building Scale Regulations

- Building Length: Limits the maximum length based on location
- Building Massing: Regulates the proportion of building volume in relationship to location.

Section 2.4 Frontage & Building Placement Regulations

- Building Orientation: Goal is to have entrances face public streets or open space.
- Build-to-Corner: Implemented at intersections

Another important design factor resulting from the Form Based Code criteria is the regulation of Block Length. The intent of regulating block length is to visually and physically shorten the walking experience. The Specific Plan requires a range of block lengths depending on center/segment. When a development cannot meet the block length criteria, then the provision of New Streets is required pursuant to Section 2.5.2 of the Specific Plan.

As noted, the City's Urban Design Guidelines include many of these concepts. The recommendation for General Commercial development is that buildings be placed and designed to the corner or mid-block to establish a strong tie to the street frontage. The Guidelines state that when commercial development does not consider this the result is often developments that lack a defined street edge that discourages

pedestrian access and creates a primary view of the parking area rather than a view of the structure. The Urban Design Guidelines suggest ways to improve this aspect of the built environment via the following:

- Define street edge to create more desirable pedestrian environments
- Internal parking reduces negative impact from street.
- Encourage site plans that create connectivity between developments via internal streets to entice use by adjacent residents.
- Avoid expansive parking lots which discourage pedestrian access across a site.

The intent of the Urban Design Guidelines was to fill in the gap between the Zoning Code and the built environment, providing guidance to developers. Unfortunately, the Guidelines are only guidelines and the City has not benefited from many of its concepts. This trend demonstrates that change is needed in order to achieve the desired built environment. Staff believes that the proposed Specific Plan implements development standards that create the desired pedestrian and physical environments as envisioned with the adoption of the Urban Design Guidelines.

Architectural Regulations

The Architectural standards and guidelines incorporated in the Specific Plan are intended to guide the design of architectural elements used in new development and parking areas. These guidelines and standards are intended to achieve high quality design and create a visual character for the Beach and Edinger Specific Plan area. The Architectural Regulations are intended to provide sufficient opportunities for a developer to be creative and yet respond to the market demand for impressive architectural environments. New development will be required to consider the visual impact of materials, architectural design, and public and private open space. The regulations further require that building entrances are easily recognizable and scale is appropriate. The Specific Plan addresses window design and placement, façade treatment, wall cladding and roof design. Architectural treatment of buildings is aimed to minimize visual bulk and mass. A goal of the Specific Plan is to strengthen the sense of place along the City's two major corridors reinforcing architectural character envisioned for the project area.

A Character Workshop was conducted to solicit public input regarding what they envision as Huntington Beach Character. The interactive workshop process allowed for participants have an opportunity to see "What Fits and What Does not Fit" the image of Huntington Beach. Round table discussions were conducted so that tables could become clear as to the preferred design and architectural elements. Then the discussion was followed by a presentation to the entire room to share the table's findings. The Character Workshop is documented in the Reference Volume and the input was used to craft the architectural regulations in the Specific Plan.

The regulations provide for the incorporation of green building practices with the inclusion of energy efficient design standards but do not make them a requirement. Since the original draft Specific Plan for Beach and Edinger was released, the Planning Commission and City Council have acted on the Downtown Specific Plan including a requirement that sustainable or green building practices be incorporated into building and site design. This same language could be included in the proposed Specific Plan in Section 2.8.2.3) Sustainability (pg. 75) .

Signage Regulations

Signage is intended to complement the built environment by incorporating an additional design element. In each center/segment, signage standards have been selected based on the desired environment. The intention of the signage regulations is also to enhance the quality and character of new development within the corridors. While certain types of signage will continue to refer to the HBZSO and continue to incorporate location of signage to comply with the HBZSO visibility triangle, the Specific Plan allows for some signage that is currently only allowed in the Downtown area, such as Grand Projecting and Café Umbrella Signs. Additionally, the Specific Plan proposes an increase in the allowable square footage of sign area based on linear frontage from a 1:1 ratio (1 square foot per linear foot of frontage) to 1.5:1. The allowable sign square footage may be used on all eligible locations as presently permitted in the HBZSO. The physical configuration of each sign type is established in the Specific Plan and is established by text, plan and section graphics. Staff has already received compliments on this section of the Specific Plan because of the inclusion of graphics, making it more user friendly and clear as to what the City desires in the design and location of signage.

Affordable Housing

The Specific Plan incorporates the standards of the City's standard inclusionary housing guidelines and requires that all required affordable housing be located within the Beach and Edinger Specific Plan area consistent with the City's General Plan Housing Element.

Street Regulations

The Specific Plan introduces a theme of street improvements that will contribute to the sense of place along the project area. The Street Regulations of the Specific Plan contain regulations and guidelines for the improvement, provision, configuration and design of streets. Implementation of improvements required along existing streets is also addressed in Book III Public Improvements. Street improvements along Beach Blvd. and Edinger Ave. and all other existing streets shall be designed and constructed as illustrated in the Streetscape Specifications. The proposed streetscape varies for the different segments within the Specific Plan.

The most notable change is for Edinger Avenue, which would improved to the Classic Boulevard specifications. This configuration allows for three through lanes in each direction. Center Median improvements include specific tree types, spacing criteria and boulevard-scale street lighting. Additionally, this area requires the Access Lane Configuration. This protected access lane is intended to encourage quick short stops to shops for services. Landscape design includes moderately large single species trees located in flush tree grates in the parking zone with well manicured tree canopies to add to the desired pedestrian environment. The Pedestrian Zone provides twelve foot wide sidewalks. Both the Access Lane and sidewalk are located on private property. Parking along the Access Lane is counted toward the required onsite parking demands.

Book III: Public Improvements

Book III has been completed in the Final Draft Specific Plan with the information from the Certified EIR. In addition to the Circulation Plan, that was in the original draft, Book III now includes information on wastewater, water, sewer, parks and dry utilities. Staff has also added a section on transit. The street network improvements section has been updated pursuant to the EIR as well.

Zoning Map Amendment:

The City's Zoning Map would be changed to reflect the Specific Plan zoning designation for the 459 acres in the proposed Specific Plan boundary. The amendment to the Zoning Map will provide consistency with the proposed General Plan Land Use designation of Mixed Use and the Subarea Map.

Summary

Staff believes that the proposed project is compatible with surrounding uses in terms of architecture, design criteria, public open space and access, and other development standards. Staff recommends approval of the Beach and Edinger Corridors Specific Plan (General Plan Amendment No. 08-002, Zoning Text Amendment No. 08-002 and Zoning Map Amendment No. 08-002) because it would encourage and facilitate mixed use development in an area in manner that would carry out the goals, policies and objectives of the General Plan and as directed by City Council. The Specific Plan will implement the revitalization of the City's two major corridors incorporating a high quality of aesthetics, efficient use of resources, improved landscaping while meeting the housing needs of the City.

ATTACHMENTS:

1. Suggested Findings for Zoning Text Amendment No. 08-002 and Zoning Map Amendment No. 08-002
2. CEQA Statement of Findings and Fact with Statement of Overriding Considerations – EIR No. 08-008
3. Draft City Council Resolution for General Plan Amendment No. 08-002
4. Draft City Council Resolution for Zoning Text Amendment No. 08-002
5. Draft City Council Ordinance for Zoning Map Amendment No. 08-002
6. February 28, 2006 Planning Commission Minutes
7. Letter to City Council dated March 2, 2006
8. Letter to City Council dated May 15, 2006
9. Pacifica Community Plan

SH:HF:MBB:RM:lw

ATTACHMENT NO. 1

SUGGESTED FINDINGS OF APPROVAL

SUGGESTED FINDINGS FOR APPROVAL – ZONING MAP AMENDMENT NO. 08-002 AND ZONING TEXT AMENDMENT NO. 08-002:

1. Zoning Map Amendment No. 08-002 amends the existing zoning designations within the 459 acre project area from Commercial Regional (CR), Commercial General (CG), Commercial Neighborhood (CN), Commercial Office (CO), General Industrial (IG), Residential Low Density (RL), Residential Medium Density (RM), Residential Medium High Density (RMH), Pacific Community Specific Plan (SP 2), the commercial portions of Seabridge Specific Plan (SP 3) to Beach and Edinger Corridors Specific Plan (SP14).

The proposed Specific Plan is consistent with the goals and policies of the Land Use Element of the General Plan by combining the majority of permitted uses for the Commercial and Mixed Use categories as permitted uses within the Specific Plan. The Specific Plan will assist to revitalize business opportunities and strengthen the employee base of the City by allowing for and encouraging mixed-use development.

The Specific Plan also identifies design/architectural standards, consistent with the intent of the goals and polices of the Community District and Subarea Schedule pertinent to the adoption of the Specific Plan and consistent with the Urban Design Element. The Beach and Edinger Corridors Specific Plan (SP 14) is consistent with the objectives, policies, general land uses and programs specified in the General Plan as well as the proposed General Plan Amendment No. 08-002. The form based code development standards of the Specific Plan ensure that new construction will comply with the intent of the Specific Plan to achieve connectivity, increase the amount of public open space, introduce residential development into the City's two major commercial corridors and by allowing uses that support consumer needs and reflect market demand of City residents and visitors.

2. In the case of general land use provisions, the Zoning Map and Zoning Text Amendments are consistent with the uses authorized in, and the standards prescribed for, the zoning district for which they are proposed. The proposed land uses identified in the Beach and Edinger Corridors Specific Plan SP No. 14 allow for continued commercial development in conjunction with mixed-use development consistent with the General Plan as well as the proposed General Plan Amendment No. 08-002.
3. A community need is demonstrated for the change proposed. The proposed Specific Plan provides the standards and design guidelines necessary to develop a high quality of diverse land uses complementing and enhancing surrounding land uses. The continued expansion of the commercial base and incorporation of mixed use development provides the opportunity for the development of homes and jobs close to one another thereby reducing daily vehicle trips. The Specific Plan area has not flourished with the existing regulations. The Specific Plan is intended to stimulate investment in the area, while minimizing impacts to established neighborhoods, to maximize the benefit of new

development to the community. The Specific Plan will enhance the potential for superior urban design by the use of Form Based Code criteria in comparison with the current commercial development standards of the Huntington Beach Zoning and Subdivision Ordinance. The Specific Plan will ensure a consistency in development standards, a high quality of architectural design, and landscape design requirements to achieve the desired compatibility with surrounding developments.

4. Its adoption will be in conformity with public convenience, general welfare and good zoning practice because the community workshops held for this project have revealed that the citizens and landowners recognize that without a clear vision the revitalization of the two corridors may not be achieved. The Specific Plan provides standards for future development that will transform the character of the project area in a beneficial way consistent with the goals of the City's General Plan. The Plan development standards work together to provide development that is compatible with and sensitive to the surrounding area and to development with in the Specific Plan itself. The proposed standards pertaining to height, setback and parking are not significantly different than existing code or what has been approved in the area in the recent past. The standards of the Specific Plan as they relate to building form and use allow for denser projects to be built that are attractive and enhance pedestrian activity, which minimizes impacts.

BEACH AND EDINGER CORRIDORS SPECIFIC PLAN

Environmental Impact Report

Findings of Fact/Statement of Overriding Considerations

Prepared for
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Planning Department
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January 2010

ATTACHMENT NO. 2.1

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CHAPTER 1 Introduction

This document presents the Findings of Fact and Statement of Overriding Considerations that must be adopted by the City of Huntington Beach (City) pursuant to the requirements of Sections 15091 and 15093, respectively, of the *California Environmental Quality Act* Guidelines (CEQA Guidelines) prior to the approval of Beach and Edinger Corridors Specific Plan (proposed project).

This document is organized as follows:

- Chapter 1** Introduction to the Findings of Fact and Statement of Overriding Considerations.
- Chapter 2** Presents the CEQA Findings of the Environmental Impact Report (EIR), including the identified significant cumulative impacts.
- Chapter 3** Presents the alternatives to the proposed project and evaluates them in relation to the findings contained in Section 15091(a)(3) of the CEQA Guidelines. The City must consider and make findings regarding alternatives when a project would involve environmental impacts that cannot be reduced to a less-than-significant level, or cannot be substantially reduced, by proposed mitigation measures.
- Chapter 4** Presents a Statement of Overriding Considerations that is required in accordance with Section 15093 of the CEQA Guidelines for significant impacts of the proposed project that cannot be mitigated to a less-than-significant level.

The proposed Specific Plan is intended to implement a clear and comprehensive vision for growth and change along Beach Boulevard and Edinger Avenue. In particular, the proposed project is designed to coordinate private and public investment activities in the project site that will enhance the visual quality and economic vitality of primary commercial corridors in the City. The proposed Specific Plan establishes the primary means of regulating land use and development intensity and standards related to site layout, building design, and landscaping within the project site.

The Specific Plan project site extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street. The total acreage of the Specific Plan is approximately 459 acres. For ease of analysis within this EIR, the Specific Plan has been divided into five informal segments: (1) Residential Parkway, (2) Neighborhood Parkway, (3) Five Points District, (4) Neighborhood Boulevard, and (5) Town Center Boulevard. Each segment has unique planning approaches and development standards that would apply to new developments that are proposed within those areas. In all cases, however, existing uses within the Specific Plan area would be allowed to remain. A detailed discussion of the envisioned land use changes within each segment can be found in Chapter 3 (Project Description).

To summarize the proposed land uses changes, the Specific Plan would preserve and enhance the existing residential uses in the southern portion of the project site (in the Residential Parkway Segment) and would focus on restructuring and revitalizing the area between Adams Avenue to the Five Points District (referred to as the Neighborhood Parkway Segment) with a broad mix of uses. Continuing north to the Five Points District, this segment would retain the successful community retail center and would

encourage restructuring and revitalization of surrounding areas with a greater intensification and mix of uses. Between the Five Points District and Warner Avenue, the Neighborhood Boulevard Segment would facilitate long term transition from strip retail uses to development types that retain visibility to motorists, while providing a more attractive and comfortable pedestrian environment. The remaining portions of the project site along the northern reaches of Beach Boulevard and Edinger Avenue are within the Town Center Boulevard Segment. The development strategies within this segment are distinct for each corridor. However, the primary intent of land use changes along this segment is to encourage a dense central city district characterized by emerging structural differentiation, vitality, and activity. Geographically, the intention is to intensify land uses as one travels north along Beach Boulevard from the southern boundary of the Study area, developing a town center concept at the major intersection of Beach Boulevard and Edinger Avenue.

The proposed land use changes and increases in development intensity would result in additional growth focused within each of the above-mentioned areas. Overall, buildout of the Specific Plan (estimated at 2030) could result in the addition of up to 6,400 new dwelling units (du), 738,400 sf of retail uses, 350 hotel rooms, and 112,000 sf of office uses. However, not all of this development would be considered net growth. In many cases, existing structures would be replaced or redeveloped with the new uses. In order to accommodate the proposed development, it is estimated that approximately 1.4 million sf of existing commercial development within the Specific Plan (or approximately 22 percent of existing development) would be demolished. This takes into account that many of the existing buildings would remain on redeveloped parcels (i.e., only part of a parcel would be redeveloped). It is estimated that at buildout, commercial and office space would decrease compared to existing conditions but the 6,400 du would be considered net growth.

CHAPTER 2 CEQA Findings

2.1 INTRODUCTION

This chapter presents the potential impacts that were identified in the EIR and the findings that are required in accordance with Section 15091 of the CEQA Guidelines. The possible findings for each significant and/or potentially significant adverse impact are as follows:

- (a) Changes or alterations have been required in, or incorporated into the project which avoid, substantially lessen, or reduce the magnitude of the significant environmental effect as identified in the EIR (“Finding 1”).
- (b) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the findings. Such changes have been adopted by such other agency or can and should be adopted by such other agency (“Finding 2”).
- (c) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives in the EIR (“Finding 3”).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or substantially reduce significant environmental impacts that would otherwise occur as a result of a project. Project modification or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with some other agency (CEQA Guidelines §15091(a)(3)). Public Resources Code Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” State CEQA Guidelines Section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors* [Goleta II] [1990] 52 Cal.3d 553, 565 [276 Cal. Rptr. 410].)

Only after fully complying with the findings requirement can an agency adopt a Statement of Overriding Considerations (*Citizens for Quality Growth v. City of Mount Shasta* [1988] 198 Cal.App.3d 433, 442, 445 [243 Cal. Rptr. 727]). CEQA requires the Lead Agency to state in writing the specific rationale to support its actions based on the Final EIR and/or information in the record. This written statement is known as the Statement of Overriding Considerations. The Statement of Overriding Considerations provides the information that demonstrates the decision-making body of the Lead Agency has weighed the benefits of the project against its unavoidable adverse effects in determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.”

The California Supreme Court has stated that, “the wisdom of approving any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II*, 52 Cal.3d 553, 576 [276 Cal. Rptr. 401].)

This document presents the City of Huntington Beach findings as required by CEQA, cites substantial evidence in the record in support of each of the findings, and presents an explanation to supply the logical step between the finding and the facts in the record (State CEQA Guidelines §15091). Additional facts that support the findings are set forth in the Draft EIR, the Final EIR, staff reports to the Planning Commission, and the record of proceedings.

Table 2-1 (CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR) summarize the potentially significant impacts of the EIR that were reduced to less-than-significant levels with mitigation as well as the project-level and cumulative significant impacts, as currently proposed for certification and adoption of the proposed project.

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Aesthetics</p> <p>Impact 4.1-3 Implementation of the proposed project would introduce new sources of light and glare into the project vicinity that could adversely affect day or nighttime views in the area. However, with implementation of mitigation measures, this impact is considered less than significant.</p>	<p>New development would generally range from one to three stories at a minimum, and from four to six stories at a maximum permitted height, depending on the various segments. There is one property that would be allowed up to 10 stories. Buildings generally three or more stories in height have the potential to include large building faces that could introduce reflective surfaces that could increase existing levels of daytime glare. The proposed project could, therefore, serve as a new source of light and glare in the area, and impacts would be potentially significant. However, implementation of mitigation measure MM4.1-2 would reduce impacts to a less-than-significant level.</p> <p>The provision of non-reflective façade treatments for new structures would ensure that impacts related to daytime glare would be reduced to a less-than-significant level by reducing the reflective properties of the building materials employed, such as glass, metal, or finished concrete.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.1-3 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.1-2.</p>
<p>Air Quality</p> <p>Impact 4.2-2 Implementation of the proposed project could violate an air quality standard and contribute substantially to an existing or projected air quality violation for criteria air pollutants. Even with mitigation measures, this impact is considered significant and unavoidable.</p>	<p>Many of the individual projects developed under the proposed project would be small and would not generate construction emissions that exceed the SCAQMD's thresholds of significance. To the extent that construction of these individual projects overlaps, then the combined emissions from these small, individual projects could exceed the recommended SCAQMD thresholds, particularly for CO, NO_x, and PM₁₀, for which the Basin is currently in nonattainment. In addition to the smaller-scale projects, some of the individual development projects could also be large enough to generate construction emissions that exceed the SCAQMD thresholds. As the specific size, location, and construction techniques and scheduling for each individual development project within the Specific Plan area is not currently known, precise emission estimates for each individual development project, or a combination of these projects, is not currently feasible and would require the City to speculate regarding such potential future projects' potential environmental impacts. Nevertheless, construction activities conducted as part of the implementation of the Specific Plan could exceed SCAQMD thresholds and result in a potentially significant impact.</p> <p>Implementation of mitigation measures MM4.2-1 through MM4.2-14 would reduce construction-related emissions however, they may not reduce these emissions to levels below the SCAQMD thresholds, as the amount of emissions generated for each project would vary depending on its size, the land area that would need to be disturbed during construction, and the length of the construction schedule, as well as the number of developments being constructed concurrently as part of the Specific Plan. Under these conditions, no further feasible mitigation measures are available and this impact would be considered significant and unavoidable. The City will make site-specific determinations of</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures and compliance with applicable requirements, construction emissions of the proposed project could result in an exceedance of established thresholds for daily construction emissions due to the speculative nature of future projects. No mitigation measures in addition to MM4.2-1 through MM4.2-11 are feasible to reduce construction air quality impacts. There are no feasible mitigation measures available to reduce operational air quality impacts.</p>

Table 2-1

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Impact Statement	Impact Summary	Findings
<p>Impact 4.2-3 Implementation of the proposed project would result in a cumulatively considerable net increase of criteria pollutants for which the proposed project region is in nonattainment under an applicable federal or state ambient air quality standard. This impact is considered <i>significant and unavoidable</i>.</p>	<p>significance during the review of individual development projects to determine which projects would result in construction emissions that exceed significance thresholds. Operation of the proposed project would generate emissions that exceed the thresholds of significance recommended by the SCAQMD for VOC, NO_x, CO, and PM₁₀. The exceedance of the SCAQMD thresholds for these four criteria pollutants is primarily due to the increase in motor vehicles traveling to and from the project site. No feasible mitigation is available to reduce these emissions, and this impact would remain significant and unavoidable.</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures and compliance with applicable requirements, construction and operational emissions of the proposed project would result in an exceedance of established thresholds for daily emissions in the cumulative scenario. No feasible mitigation measures in addition to mitigation measures MM4.2-1 through MM4.2-14 are available.</p>
<p>Cumulative Air Quality</p>	<p>The proposed project would exceed SCAQMD thresholds for the pollutants and precursors of ozone for which the Basin is in nonattainment. Therefore, the proposed project would make cumulatively considerable contributions of these pollutants during both construction and operation of the proposed project. Mitigation measures MM4.2-1 through MM4.2-14 will be implemented during construction activities to reduce emissions to the extent feasible but the potential impact will not be reduced to a less-than-significant impact. Furthermore, there are no feasible mitigation measures available to reduce operational emissions below SCAQMD levels. Therefore, this the proposed project would result in a significant and unavoidable cumulative air quality impact.</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures and compliance with applicable requirements, construction and operational emissions of the proposed project would result in an exceedance of established thresholds for daily emissions in the cumulative scenario. No feasible mitigation measures in addition to mitigation measures MM4.2-1 through MM4.2-14 are available.</p>
<p>Biological Resources</p> <p>Impact 4.3-1 Construction of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on birds protected under the <i>Migratory Bird Treaty Act</i>. However, with mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>The proposed project would exceed SCAQMD thresholds for the pollutants and precursors of ozone for which the Basin is in nonattainment. Therefore, the proposed project would make cumulatively considerable contributions of these pollutants during both construction and operation of the proposed project. Mitigation measures MM4.2-1 through MM4.2-14 will be implemented during construction activities to reduce emissions to the extent feasible but the potential impact will not be reduced to a less-than-significant impact. Furthermore, there are no feasible mitigation measures available to reduce operational emissions below SCAQMD levels. Therefore, the proposed project would result in a significant and unavoidable cumulative air quality impact.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.3-1 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.3-1.</p>

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Impact 4.3-2 Implementation of the proposed project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. However, with mitigation measures, this impact is considered less than significant.</p>	<p>Although no wetlands are currently present in the Plan area, should they develop project implementation and construction-related activities may result in the disturbance or removal of wetland habitat. Prior to the onset of ground disturbing activities, the City shall implement mitigation measure MM4.3-2, which requires that a wetland delineation is conducted prior to development of any vacant parcels, as deemed necessary by the City of Huntington Beach. If wetlands are found, the applicant will be required to obtain all necessary wetland permits and mitigate for impacts to wetland habitats.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.3-2 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.3-2.</p>
<p>Cultural Resources</p> <p>Impact 4.4-1 Construction activities associated with implementation of the proposed project could cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5 of the CEQA Guidelines. With incorporation of mitigation measures, this impact remains significant and unavoidable.</p>	<p>Although an SCCIC records search prepared for the proposed project did not identify any previously recorded historical resources within the project site, the City's General Plan includes one structure that is identified as a local landmark (early fire station) within the project boundaries. The Newland House Museum, a recognized resource, was identified immediately outside of the project boundaries. It is the intent of policies within the General Plan to protect and/or preserve structures and places identified. Consequently, it is unlikely that any future development would disturb these sites. Implementation of the proposed project would not change any of the existing regulations governing historical resources. However, development associated with the proposed Specific Plan would not preclude the possibility that previously unrecorded historic-period resources could be adversely affected by future development of the project site (e.g., demolition, relocation, or alteration of historic-period buildings or structures). Incorporation of mitigation measure MM4.4-1 would reduce impacts to the extent feasible however, impacts to historical resources are considered potentially significant.</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures (MM4.4-1) and compliance with applicable requirements, the proposed project would result in a significant and unavoidable impact to historical resources. No feasible mitigation measures in addition to mitigation measure MM4.4-1 are available.</p>
<p>Impact 4.4-2 Construction activities associated with implementation of the proposed project could cause a substantial adverse change in the significance of an archaeological resource or disturb human remains. With incorporation of mitigation measures, this impact is considered less than significant.</p>	<p>According to the SCCIC records search, archaeological resources are present in the vicinity and within the project site, including sites known to contain human remains. These sites have likely been destroyed or capped since they were first discovered. Additionally, the NAHC indicated the presence of Native American cultural resources in the immediate project area. Furthermore, representatives from the Gabrielino Tongva Nation expressed concern about the sensitivity of the project area for Native American resources and burial grounds. Impacts on archaeological resources from project-related earth-disturbing activities are therefore considered potentially significant. Implementation of mitigation measures MM4.4-2(a) and MM4.4-2(b) would reduce this impact to a less-than-significant level by requiring site-specific cultural resource investigations and that all earth-disturbing activity be halted within 100 feet of any discovered cultural resources until an assessment by a qualified professional can be completed.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.4-2 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with implementation of mitigation measures MM4.4-2(a) and MM4.4-2(b).</p>

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Impact 4.4-3 Construction activities associated with implementation of the proposed project could result in the disturbance of paleontological resources.</p>	<p>A paleontological records search performed for the proposed project failed to identify any previously recorded paleontological resources within the project site. However, the search did identify several paleontological resources in the project vicinity as well as soils that often contain vertebrate and invertebrate fossils. The project site is considered sensitive for paleontological resources, and impacts to paleontological resources from project-related ground-disturbing activities are considered <i>potentially significant</i>. Implementation of mitigation measures MM4.4-3(a) and MM4.4-3(b) would reduce this impact to a less-than-significant level by requiring site-specific paleontological resource investigations and that all earth-disturbing activity is halted within 100 feet of discovered paleontological resources until an assessment by a qualified professional can be prepared.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.4-3 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with implementation of mitigation measures MM4.4-3(a) and MM4.4-3(b).</p>
<p>Cumulative Impact</p>	<p>As all cultural resources are unique and non-renewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. Even with compliance with applicable regulations, it is not always feasible to protect cultural resources, particularly when preservation in place would frustrate implementation of projects. For this reason, the cumulative effects of development in the Orange County region are considered significant. Implementation of mitigation measures MM4.4-1 and MM4.4-2(a) and MM4.4-2(b) would require qualified professionals to conduct site-specific cultural resource investigations for future development of the project site and require all earth-disturbing activity to be halted within 100 feet of any discovered resources until a qualified professional can assess the significance of the find. However, it is currently infeasible to determine whether future development under the proposed Specific Plan would result in demolition or removal of historical resources within the project boundaries. The project's incremental contribution to these cumulative effects could be cumulatively considerable and is therefore considered a significant cumulative impact to historical resources.</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures (MM4.4-1, MM4.4-2(a) and MM4.4-2(b)) and compliance with applicable requirements, the proposed project would result in a significant and unavoidable cumulative impact to historical resources. No feasible mitigation measures in addition to mitigation measure MM4.4-1, MM4.4-2(a) and MM4.4-2(b) are available.</p>
<p>Geology and Soils</p> <p>Impact 4.5-1 Future development under the proposed project could expose people and/or structures to potentially substantial adverse effects, including the risk of loss, injury, or death, involving fault rupture, strong seismic groundshaking and/or seismic-related ground failure, including liquefaction. With implementation of mitigation measures and compliance with applicable State and City regulations, this impact is considered less than significant.</p>	<p>The Specific Plan is located in a seismically active Region. A buried segment of the North Branch Fault underlies an intersection of the Specific Plan area. Additionally, an 800-foot-wide Alquist-Priolo Fault Zone crosses the Beach Boulevard Corridor at Adams Avenue. Proposed construction within an Earthquake Fault zone is permitted only following the completion of a fault location evaluation and written report prepared for the specific site by a California-registered professional geologist. Most of the Beach Boulevard corridor is located within a liquefaction zone or liquefaction investigation zone on the State of California State Hazard Zone Map. Per code requirement CR4.5-1, all future development would be required to perform a site specific geotechnical report which would include design and foundation recommendations and adhere to the City's</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.5-1 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of code requirement CR4.5-1 and mitigation measure MM4.5-1.</p>

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Impact 4.5-2 Future development under the proposed project could expose people or structures to risk of loss, injury, or death involving landslides. However, with compliance with soil stability standards required by the City of Huntington Beach General Plan, Building Code, and Grading and Excavation Code, and implementation of code requirements and mitigation measures, this impact is considered <i>less-than-significant</i>.</p>	<p>Municipal Code.</p> <p>Implementation of the Specific Plan does not currently include site-specific, individual development projects. With compliance to the seismic safety requirements of the City's Municipal Code, including adherence to CR4.5-1, as well as implementation of mitigation measure MM4.5-1 and the design recommendations of the site-specific geotechnical investigations associated with all future project design, the proposed Specific Plan's impact on exposure to seismically induced groundshaking and seismic-related ground failure would be less than significant.</p> <p>The Specific Plan area is a relatively flat area with no pronounced slopes. Only a small portion of the Beach Boulevard corridor is in an area identified to have "Low" potential for slope instability. The remainder of the project site has no potential for slope instability. Adherence to the City's <i>Municipal Code</i>, CR4.5-1, mitigation measure MM4.5-1 and the design recommendations of a site-specific geotechnical investigation would ensure that a <i>less-than-significant</i> impact from landslide would result.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.5-2 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of code requirement CR4.5-1 and mitigation measure MM4.5-1.</p>
<p>Impact 4.5-3 Construction and operation of future development under the proposed project could result in substantial soil erosion, loss of top soil, changes in topography or unstable soil conditions. However, with compliance with slope stability, soil stability, and seismic-resistant design standards for structures proposed for human occupancy required by the City of Huntington Beach General Plan, Building Code, and Grading and Excavation Code and implementation of code requirements and mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>Future development under the proposed Specific Plan would result in ground-disrupting activities. The exposure of previously covered soils during these activities could lead to increased on-site erosion and off-site sediment transport. Future development under the Specific Plan would be required to comply with both State regulations and the City's existing <i>Grading and Excavation Code</i> regulations. Adherence to these requirements would reduce impacts to a less-than-significant level from the perspective of soil loss at the construction site.</p> <p>Off-site erosion and sedimentation could occur if increased stormwater runoff were conveyed over unstable off-site soil surfaces. Because all stormwater from the Specific Plan area would continue to be conveyed through the City storm drainage system, stormwater runoff would not likely result in substantial erosion or sedimentation. Furthermore, any project sites 1 acre in size or larger are subject to the provisions of the General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB). Such compliance, in addition to implementation of code requirement CR4.5-1 and mitigation measure MM4.5-1, would reduce soil instability impacts to a less-than-significant level.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.5-3 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of code requirement CR4.5-1 and mitigation measure MM4.5-1.</p>
<p>Impact 4.5-4 A portion of the Specific Plan area would be located on subsidence-prone and potentially liquefiable soils. However, with compliance with slope and soil stability standards</p>	<p>Portions of the Specific Plan area would be subject to subsidence, which could result in the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment. Additionally, as shallow groundwater is found within the Specific Plan area, dewatering activities in the Specific Plan area could be needed during</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.5-4 to a less-than-significant level, are hereby incorporated into the project. No</p>

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Impact Statement	Impact Summary	Findings
<p>required by the City of Huntington Beach General Plan, Building Code, and Grading and Excavation Code, as well as implementation of code requirements and mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>construction of any subterranean levels. The removal of groundwater to create a dry construction pit could cause porous soils to collapse when the support provided by the water was withdrawn. Temporary shoring, dewatering wells, storage tanks, filters, and erosion control measures would be required and would result in a less-than-significant impact. Dewatering activities would be required to comply with the NPDES Permit for Groundwater Discharge from the Santa Ana Regional Water Quality Control Board. Future development would be designed, constructed, and operated in conformance with the City's <i>Municipal Code and Excavation and Grading Code</i>, CR4.5-1 and CR4.7-1, and mitigation measure MM4.5-1. Potential risks to life and property from unstable soil conditions, subsidence, and liquefaction would be less than significant.</p>	<p>additional mitigation measures are necessary with the implementation of code requirement CR4.5-1 and CR4.7-1 and mitigation measure MM4.5-1.</p>
<p>Impact 4.5-5 A portion of the Specific Plan area would be located on expansive soil. However, with compliance with soil stability standards required by the City of Huntington Beach General Plan, Building Code, and Grading and Excavation Code, and implementation of code requirements and mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>A portion of the Beach Boulevard corridor is located within a "Moderate to High" soil Expansion Potential area. The remainder of the project site has "Low to Moderate" soil Expansion Potential. The existence of expansive soils makes it necessary to ensure the materials used for foundation support are sound to avoid future problems. Future structures would be designed, constructed and operated in conformance with Section 1802.2.2 Expansive Soils, of the City's <i>Municipal Code and Excavation and Grading Code</i>, and would comply with CR4.5-1 and mitigation measure MM4.5-1. Potential risks to life and property associated with expansive soil would be reduced to a <i>less-than-significant</i> level.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.5-5 to a less-than-significant level, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of code requirement CR4.5-1 and mitigation measure MM4.5-1.</p>
<p>Hazards</p> <p>Impact 4.6-2 Implementation of the proposed project could create a potential significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, with compliance with existing regulations and implementation of mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>Demolition, grading and excavation activities for the proposed project could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. If any unidentified sources of contamination are encountered during demolition, grading or excavation, the removal activities required could pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons. Additionally, construction activities on existing sites that are known to be contaminated could pose risks to workers. Coupled with compliance with existing local, State and federal regulations relating to potentially hazardous materials, implementation of mitigation measures MM4.6-1 and MM4.6-2 would ensure that any potentially hazardous materials that may be discovered during construction activities would be handled so as to minimize potential exposure to construction workers and nearby residents.</p> <p>A portion of the project site (south of Ellis Avenue) is located within a designated methane gas overlay district. The City has set minimum requirements for new building construction within the methane overlay districts in order to reduce the hazards presented from accumulations of methane gas by requiring the appropriate testing and mitigation measures for all new buildings within the methane districts. Implementation of</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.6-2 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measures MM4.6-1, MM4.6-2, and MM4.6-3.</p>

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Impact 4.6-4 Individual sites within the Specific Plan are included on a list of hazardous materials sites and as a result could create a significant hazard to the public or environment. However, with implementation of mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>mitigation measure MM4.6-3 would ensure appropriate testing and methods of gas reduction, as required by the HBFD.</p> <p>Sites located within the Specific Plan area have been identified on various regulatory databases as being contaminated from the release of hazardous substances in the soil or groundwater. Development of these sites would be required to undergo remediation and cleanup before construction activities can begin. If contamination at any specific project site were to exceed regulatory action levels, the project Applicant would be required to undertake remediation procedures prior to grading and development under the supervision of appropriate regulatory oversight agencies. Implementation of mitigation measures MM4.6-1 and MM4.6-2 would ensure that contaminated sites undergo remediation activities prior to development activities. As such, this impact would be reduced to a <i>less-than-significant</i> level.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.6-4 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.6-1 and MM4.6-2.</p>
<p>Impact 4.6-6 Implementation of the Specific Plan could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. However, with implementation of mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>Construction of future development under the Specific Plan could result in short-term temporary impacts on street traffic adjacent to the proposed sites due to roadway and infrastructure improvements and the potential extension of construction activities into the right-of-way. This could result in a reduction of the number of lanes or temporary closure of certain street segments. Any such impacts would be limited to the construction period of individual projects and would affect only adjacent streets or intersections. Additionally, mitigation measure MM4.6-4 would ensure that emergency response teams for the City of Huntington Beach would be notified of any lane closures during construction activities in the project site and that a minimum one lane would remain open at all times to provide adequate emergency access to the site and surrounding neighborhoods, thereby resulting in a <i>less-than-significant</i> impact.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.6-6 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measures MM4.6-4.</p>
<p>Hydrology and Water Quality</p> <p>Impact 4.7-1 Construction and operation of the Specific Plan could increase stormwater runoff and alter existing land use such that stormwater pollutant loads or concentrations, including erosion and sediment, are increased. These processes could result in a violation of waste discharge requirements or water quality standards and provide substantial additional sources of polluted runoff. However, with implementation of mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>The proposed project would include construction activities, which would temporarily disturb soils. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport from the site. Erosion and sedimentation affects water quality through interference with photosynthesis, oxygen exchange, and the respiration, growth, and reproduction of aquatic species. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported downstream, which could contribute to degradation of water quality.</p> <p>During the operational phase of the proposed project, the major source of pollution in stormwater runoff would be contaminants that have accumulated on rooftops and other impervious surfaces, such as parking lots, pedestrian walkways, and the off-site road improvements prior to connecting to the storm drain system. Implementation of existing City regulations and mitigation measure MM4.7-1 would reduce potential pollutant loads, assure that appropriate BMPs are used (e.g., constraints on infiltration-type BMPs) and</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.7-1 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measure MM4.7-1.</p>

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Impact Statement	Impact Summary	Findings
<p>Impact 4.7-2 Implementation of the proposed project could result in substantial groundwater dewatering or deplete groundwater supplies. However, with implementation of code requirements and mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>regulatory requirements are met. Therefore, any post-construction violation of water quality standards would be less than significant.</p> <p>Construction activities are anticipated to have a less-than-significant impact on groundwater.</p> <p>Construction dewatering for utilities, foundation excavation and fill, and below-grade structures could be required. Development of the project would require coverage under the De Minimus Threat General Permit, which would include discharge quantity and quality limitations, based on site and groundwater characteristics. Compliance with code requirement CR4.7-1 would reduce potential impacts due to dewatering. Additionally, if a project proposes to develop underground structures that include permanent groundwater dewatering, implementation of mitigation measure MM4.7-2 would ensure that permanent groundwater dewatering does not cause or contribute to a lowering of the local groundwater table that would affect nearby water supply wells.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.7-2 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of code requirement CR4.7-1 and mitigation measure MM4.7-2.</p>
<p>Impact 4.7-3 Implementation of the proposed project could increase stormwater runoff, exceed the capacity of existing or planned stormwater drainage systems, and cause on- or off-site flooding. However, with implementation of mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>The storm drain system serving the project site is currently constrained for build out of the General Plan (as assessed in the MPD) and may be constrained for existing conditions. Development in accordance with the Specific Plan could result in an increase in the amount of impervious surfaces compared to existing conditions by up to about 6 percent thereby increasing stormwater runoff.</p> <p>Implementation of the Municipal NPDES Permit requires that priority development projects must infiltrate, harvest and re-use, evapotranspire, or bio-treat (e.g., biofilter) the 85th percentile storm event. This would also result in a reduction in peak flow rates for all design storms,¹ however this reduction may not be sufficient to ensure that the proposed project has adequate storm drain capacity. However, implementation of mitigation measures MM4.7-3 and MM4.7-4 would assess each specific development contribution to potential system capacity constraints and provide for mitigation of constraints such that potential impacts to storm drain system capacities would be <i>less than significant</i>.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.7-3 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measures MM4.7-3 and MM4.7-4.</p>
<p>Noise</p>		
<p>Impact 4.9-1 Implementation of the proposed project could generate noise levels in excess of standards established by the City. However, with implementation of mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>During construction activities, noise would be generated through the use of heavy machinery that could affect sensitive receptors. However, construction-related noise is intermittent in nature and would not generate continuous noise levels above the Municipal Code standards. Furthermore, mitigation measures MM4.9-1, MM4.9-2, and MM4.9-3 would ensure that exterior and interior noise levels would adhere to City standards.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.9-1 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measures</p>

¹ Design storms, as described in the MPD, include the 10-year, 25-year, 50-year, and 100-year storm events, where chance of a storm event occurring in any given year is 10 percent for the 10-year storm event, 4 percent for the 25-year storm event, 2 percent for the 50-year storm event, and 1 percent for the 100-year storm event.

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Impact 4.9-2 Implementation of the proposed project could generate or expose persons or structures to excessive groundborne vibration. Even with implementation of mitigation measures, construction impacts are considered <i>significant and unavoidable</i>.</p>	<p>Operational noise sources could include such stationary sources as rooftop HVAC systems which could result in noise levels that average between 50 and 65 dBA L_{eq} at 50 feet from the equipment. Implementation of mitigation measure MM4.9-4 would reduce this impact to a less-than-significant level. Additionally, the proposed project would introduce new noise activity in the area as residences are constructed and people are attracted to the new mix of uses. Implementation of mitigation measure MM4.9-5 would require an acoustical analysis of all new residences to ensure that noise levels in liveable areas do not exceed established City criteria.</p> <p>Due to the location of existing sensitive receptors with respect to the Specific Plan area, groundborne vibration could occur at sensitive receptors at levels greater than 85 VdB at 25 feet. Implementation of mitigation measures MM4.9-1 through MM4.9-3 would help to reduce this impact. However, this impact would remain significant and unavoidable.</p>	<p>MM4.9-1 through MM4.9-3 (construction) and mitigation measures MM4.9-4 and MM4.9-5 (operational).</p>
<p>Impact 4.9-3 Implementation of the proposed project would result in a substantial temporary or periodic increase in ambient noise levels during construction activities but not during project operation. However, with implementation of mitigation measures, these impacts are considered <i>less than significant</i>.</p>	<p>Construction activities associated with the proposed project could reach above 86 dBA L_{eq} within 50 feet of the proposed project site and could result in a temporary increase in ambient noise levels of over 3 dBA at uses adjacent to the project site. However, the construction activities would only occur during the permitted hours designated in the City of Huntington Beach Municipal Code. Implementation of mitigation measures MM4.9-1 through MM4.9-3 would reduce this impact to a less-than-significant level.</p>	<p>Finding 3. The City finds that even with implementation of all feasible mitigation measures (MM4.9-1, MM4.9-2 and MM4.9-3) and compliance with applicable requirements, the proposed project would result in a significant and unavoidable noise impact due to groundborne vibration. No feasible mitigation measures in addition to mitigation measures MM4.9-1, MM4.9-2 and MM4.9-3 are available.</p>
<p>Impact 4.9-4 The proposed project would not cause a substantial permanent increase in ambient noise levels. With implementation of mitigation measures, this impact is considered <i>less than significant</i>.</p>	<p>Permanent noise sources anticipated under the proposed project include roadway/vehicular noise and noise generated by HVAC systems. No roadways within or around the Specific Plan would be anticipated to exceed the 3.0 dBA L_{dn} increase with implementation of the proposed project. With implementation of mitigation measure MM4.9-4, noise levels resulting from HVAC systems would be reduced to a level that would result in a less-than-significant impact. Therefore, this impact would be considered <i>less than significant</i>.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.9-3 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measures MM4.9-1 through MM4.9-3.</p>
<p>Cumulative Noise</p>	<p>Cumulative development in the City of Huntington Beach is not considered likely to result in the exposure of on-site or off-site receptors to excessive groundborne noise and vibration due to the localized nature of vibration impacts. However, sensitive receptors located in close proximity to each construction site would be potentially affected by each activity. Construction activities associated with these projects, which are adjacent to or within, the Specific Plan, may overlap with construction activities for the proposed project</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.9-4 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of mitigation measures MM4.9-4.</p> <p>Finding 3. The City finds that even with implementation of all feasible mitigation measures (MM4.9-1, MM4.9-2 and MM4.9-3) and compliance with applicable requirements, the proposed project would result in a significant and unavoidable cumulative noise impact due to</p>

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Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
	<p>for some amount of time. Therefore, vibration from future development could combine to result in a potentially significant cumulative impact. Implementation of mitigation measures MM4.9-1 through MM4.9-3 would help reduce this impact, but not to a less-than-significant level. Therefore, the cumulative impact of the proposed project would be significant and unavoidable.</p>	<p>groundborne vibration. No feasible mitigation measures in addition to mitigation measures MM4.9-1, MM4.9-2 and MM4.9-3 are available.</p>
<p>Population and Housing</p> <p>Cumulative Population and Housing</p>	<p>The proposed project would develop residential and neighborhood-serving commercial uses that would increase population and housing opportunities in the City. The increase in cumulative residential development would exceed SCAG 2030 household projections. However, because the City currently exceeds these SCAG projections, cumulative development would exacerbate this exceedance but would not be the direct cause. The cumulative increase would not exceed the General Plan land use policy of limiting growth to 18,500 dwelling units, and would not cause an exceedance of SCAG's 2030 household projections but would exacerbate the existing condition. However, because all cumulative development would ultimately contribute to the exceedance of SCAG 2030 population projections, this is considered a significant cumulative impact. The proposed project would represent approximately 71 percent of the total cumulative increase in population anticipated over this time frame.² Therefore, the proposed project would have a considerable contribution to the cumulative impact. This cumulative impact is considered significant and unavoidable.</p>	<p>Finding 3. Because all cumulative residential development would ultimately contribute to the substantial exceedance of SCAG population projections for the City for the 2030 timeframe, the project would have a considerable contribution to the cumulative impact, and result in a significant cumulative impact. No feasible mitigation is available.</p>
<p>Public Services</p> <p>Impact 4.11-1 Implementation of the proposed project would increase the demand for fire protection services, and could require the construction of new or physically altered facilities to accommodate the increased demand. Even with implementation of mitigation measures, this impact is considered significant and unavoidable.</p>	<p>Although the Specific Plan would permit less commercial and office square footage within the corridors than is currently allowed, the increase in more intensive development throughout various segments and associated residential population would result in an increase in the number of fire service calls to the area compared to existing conditions. Implementation of MM4.11-1 would ensure that the HBFD receives adequate staffing and/or equipment to maintain acceptable levels of service. However, because each fire station is currently at capacity, it is likely that increases in staffing or equipment would require expansion of existing facilities or new fire station(s). Due to the size and long-range nature of the proposed project, it is not possible to specify the exact type, location, size, or timing of future development, which may contribute to an eventual increase in calls to the HBFD. Therefore, it is currently unknown which fire station may eventually require an expansion to accommodate an increase or expansion. However, because the provision of additional fire personnel and/or equipment could</p>	<p>Finding 3. The City finds that even with implementation of feasible mitigation (MM4.11-1) and compliance with applicable requirements, the proposed project would result in a significant and unavoidable impact to fire services. No feasible mitigation measures in addition to mitigation measure MM4.11-1 are available.</p>

² Calculated as: (17,024 persons / 23,810 persons) x 100 = 71 percent

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Impact 4.11-3 Although the proposed project could result in additional students it is not anticipated to require new or physically altered facilities, the construction of which could result in significant environmental impacts, this impact is considered <i>significant and unavoidable</i>.</p>	<p>Population growth resulting from implementation of the proposed Specific Plan would increase the number of students within the HBOSD, OVSD, and HBUHSD through 2030. However, the majority of schools serving the Specific Plan project site are currently operating below maximum capacity. Additionally, all three school districts anticipate that the enrollment will be lower in the upcoming years and will continue to decline in the future. Due to declining enrollment within each district, new students generated as a result of future development would not result in overcrowding and would likely help offset the current declining student population. Furthermore, incorporation of code requirements CR4.11-1, CR4.11-2, and CR4.11-3 would ensure that impacts to schools would be less than significant.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.11-3 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of CR4.11-1, CR4.11-2, and CR4.11-3.</p>
<p>Impact 4.11-4 Implementation of the proposed project would not result in the need for new or physically altered library facilities in order to maintain acceptable service ratios. With implementation of code requirements, this impact is considered <i>less than significant</i>.</p>	<p>Implementation of the proposed project would place a higher demand on services provided by the Huntington Beach Library System. However, implementation of CR4.11-4 would ensure that new development pay its fair share of fees towards library services to ensure that increased growth does not result in significant impacts on existing services.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.11-4 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of CR4.11-4.</p>
<p>Cumulative Fire Services Impact</p>	<p>As additional development occurs in the City, there may be an overall increase in the demand for fire services, including personnel, equipment, and/or facilities. However, the HBFD is currently at capacity at each of their stations throughout the City. Therefore, any increases in personnel and/or equipment would necessitate the expansion of existing facilities or development of a new station, the construction of which could result in significant environmental impacts. The proposed project's contribution to this cumulative impact would be cumulatively considerable. Although MM4.11-1 would ensure that the project site is served within established response times and adequate staffing and equipment levels are maintained, the increase in either could trigger construction activities at an existing or new fire station. The contribution of the proposed project to cumulative impacts on fire services would be cumulatively considerable. This is considered to be a <i>significant and unavoidable</i> cumulative impact.</p>	<p>Finding 3. The City finds that even with implementation of feasible mitigation (MM4.11-1) and compliance with applicable requirements, the proposed project would result in a significant and unavoidable cumulative impact to fire services. No feasible mitigation measures in addition to mitigation measure MM4.11-1 are available.</p>
<p>Recreation</p>	<p>The direct increase in population could result in an increase in the use of local and regional recreational facilities. However, future development within the project site would be required to satisfy Chapter 230 and Chapter 254.08 of the City's Zoning Ordinance, which implements the provisions of the <i>Quimby Act</i>, as identified by code requirement CR4.12-1. This could be met through land dedication or payment of park fees. While dedicated parkland directly increases the available recreation space within the City for</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.12-1 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of CR4.12-1.</p>

Table 2-1

CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>is considered less than significant.</p>	<p>residents, the payment of park fees from new development could be allocated to fund the acquisition and/or development of future parks or facility renovations associated with increased use of public facilities. Adherence to existing applicable local regulations and implementation of CR4.12-1 would ensure that parks and open space are acquired, developed, improved, and expanded as future residential projects are constructed in the Specific Plan. Therefore, this impact would be less than significant.</p>	
<p>Impact 4.12-2 Implementation of the proposed project could result in the construction of recreational facilities at the time of future development and/or redevelopment. Despite implementation of code requirements, this impact is considered significant and unavoidable.</p>	<p>Development within the Specific Plan area would be required to provide private and public open space per existing regulations and standards. The potential construction of these recreational amenities would occur as part of specific development projects in the future. While direct physical effects could result as part of the individual construction scenarios, future development allowed under the proposed Specific Plan would be subject to individual environmental clearance to ensure adequate review of potential impacts and would be required to adhere to CR4.12-1. However, due to the substantial requirement of approximately 85 acres of new parkland that could be required at buildout of the project, it is not feasible at this time to speculate where future acquisitions, development, improvements, and/or expansions to open space and parklands throughout the City may occur. Such improvements would likely occur off site, outside of the project boundaries, given the developed nature of the commercial corridors. As specifics of future recreational facilities are unknown at this time, it is infeasible to provide adequate mitigation measures to cover the breadth of potential future actions. Therefore, this impact is considered significant and unavoidable.</p>	<p>Finding 3. The City finds that even with implementation of code requirement CR4.12-1 and compliance with applicable requirements, the proposed project would result in a significant and unavoidable impact to recreation. No feasible mitigation measures in addition to code requirement MM4.12-1 are available.</p>
<p>Cumulative Recreation Impact</p>	<p>Development of other related projects in the City of Huntington Beach could result in the development of new recreational facilities, the construction of which may cause a significant effect on the environment. The proposed project could ultimately require the equivalent of approximately 85 acres of new parkland, either through land dedication or the payment of fees for future improvements of existing parks. There are many options that could be implemented to adhere to the City's local park requirements; however, because the improvements could span a multitude of parks in existing residential neighborhoods, or could result in the dedication of new parkland elsewhere in the City, the potential environmental impacts are considered speculative. Therefore, the proposed project would have a considerable contribution, and this cumulative impact would be considered significant and unavoidable.</p>	<p>Finding 3. The City finds that even with implementation of code requirement CR4.12-1 and compliance with applicable requirements, the proposed project would result in a significant and unavoidable cumulative impact to recreation. No feasible mitigation measures in addition to code requirement MM4.12-1 are available.</p>
<p>Transportation/Traffic</p> <p>Impact 4.13-1 Under Year 2016 conditions, operation of the proposed project would cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street</p>	<p>As analyzed for the Year 2016 condition, the proposed project would result in a significant impact at four intersections using the ICU performance criteria. Two of these were also identified as showing a project impact using the HCM criteria. Three additional project impacted locations were identified using the HCM criteria. Additionally, the I-405</p>	<p>Finding 3. The City finds that, while implementation of mitigation measures MM4.13-1 through MM4.13-14 would reduce impacts at local intersections, for intersections under the</p>

Table 2-1 CEQA Findings for the Beach and Ealing Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>system. Even with implementation of mitigation measures, this impact is considered <i>significant and unavoidable</i>.</p>	<p>northbound loop ramp from Beach Boulevard was determined to be deficient in both the AM and PM peak hours. A discretionary action was proposed to reduce the potential impact at the intersection Beach Boulevard and Heil Avenue to a less-than-significant level. Mitigation measures MM4.13-1 through MM4.13-14 were developed to reduce the remainder of the potentially significant intersection impacts. However, for Caltrans intersections, changes or improvements would require coordination and approval by Caltrans, which is not guaranteed. Consequently, this is considered a <i>significant and unavoidable</i> impact.</p>	<p>jurisdiction of Caltrans, coordination and approval by Caltrans would be required and is not guaranteed at this time. As such, there are no feasible mitigation measures available to reduce impacts at Caltrans intersection and impact at these intersections would remain significant and unavoidable without approval by Caltrans.</p>
<p>Impact 4.13-2 Under Year 2030 conditions, operation of the proposed project would cause an increase in traffic, which is substantial in relation to the forecasted traffic load and capacity of the street system. Even with implementation of mitigation measures, this impact is considered <i>significant and unavoidable</i>.</p>	<p>As analyzed for the Year 2030 condition, the proposed project would result in a potentially significant impact at seven intersections using the ICU performance criteria. Four of these were also identified as showing a project impact using the HCM criteria. Two additional project impacted locations were identified using the HCM criteria. Additionally, the I-405 northbound loop ramp from Beach Boulevard is deficient in both the AM and PM peak hours. A discretionary action was proposed to reduce the potential impact at the intersection Beach Boulevard and Heil Avenue to a less-than-significant level. Mitigation measures MM4.13-1 through MM4.13-18 were developed to reduce the remainder of the potentially significant intersection impacts. However, for Caltrans intersections, changes or improvements would require coordination and approval by Caltrans, which is not guaranteed. The improvements for the remaining two locations, Brookhurst Street at Adams Avenue and Beach Boulevard at Bolsa Avenue, would mitigate the project impact at these locations but not achieve an acceptable LOS under the ICU methodology. Consequently, this is considered a <i>significant and unavoidable</i> impact.</p>	<p>Finding 3. The City finds that, while implementation of mitigation measures MM4.13-1 through MM4.13-18 would reduce impacts at local intersections, for intersections under the jurisdiction of Caltrans, coordination and approval by Caltrans would be required and is not guaranteed at this time. As such, there are no feasible mitigation measures available to reduce impacts at Caltrans intersection and impact at these intersections would remain significant and unavoidable without approval by Caltrans.</p>
<p>Impact 4.13-5 Implementation of the project would not substantially increase roadway hazards. With implementation of code requirements, this impact is considered <i>less than significant</i>.</p>	<p>The potential for roadway hazards can also occur as an inherent result of the placement of additional access points along public roadways. New intersections require adequate sight distance and intersection traffic control in order to minimize potential hazards. In order to ensure safe construction of project intersections, implementation of CR4.13-1 and CR4.13-2 would reduce potential impacts associated with roadway hazards to a less-than-significant level.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.13-5 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of CR4.13-1 and CR4.13-2.</p>
<p>Cumulative Traffic</p>	<p>Future development for the Year 2030, in conjunction with cumulative traffic generated, would result in a potentially significant impact at various intersections. However, mitigation measures MM4.13-1 to MM4.13-18 would require future applicants to provide a fair share payment for improvements to those intersections (as applicable). Although the significant impact at these intersections would be reduced to a less-than-significant level as a result of fair share payment for improvements, implementation of the proposed project would also contribute to projected regional freeway deficiencies in both 2016 and 2030. The increase in projected regional freeway deficiencies is considered substantial in</p>	<p>Finding 3. The City finds that, while implementation of mitigation measures MM4.13-1 through MM4.13-18 would reduce impacts at local intersections, there is no feasible mitigation available to reduce the proposed project's contribution to impacts at the regional freeway deficiencies.</p>

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Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Utilities and Service Systems</p> <p>Impact 4.14-1 Implementation of the proposed project could require new water connections or expanded water conveyance systems. However, the project would not require or result in the construction of new or expanded water treatment facilities, the construction of which could cause significant environmental effects. This impact is considered less than significant.</p>	<p>relation to the forecasted traffic load and capacity of the street system. Therefore, the proposed project, in conjunction with cumulative projects in the area would result in a significant and unavoidable cumulative impact to area traffic. This is considered a significant and unavoidable cumulative impact.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.14-1 to less-than-significant levels, are hereby incorporated into the project. No additional mitigation measures are necessary with the implementation of CR4.14-1.</p>
<p>Impact 4.14-2 Implementation of the proposed project would generate an additional demand for water, which would require water supplies in excess of existing entitlements and resources, or result in the need for new or expanded entitlements. Even with the implementation of mitigation measures, this impact is considered significant and unavoidable.</p>	<p>The existing water pipes throughout the project site would provide some of the infrastructure necessary to provide water service to future uses under buildout of the proposed project. However, it is likely that new on-site and off-site improvements (both public and private) could be required to provide adequate service for the increase in water demand. With respect to wastewater treatment, future development under the proposed project represents a fraction of the remaining operating capacity at the existing treatment plants, it is anticipated that the existing plants could adequately serve the additional demand generated by the proposed project without requiring expansion of these facilities. Prior to allowing additional connections or upgrades to the existing water lines, CR4.14-1 would be implemented which would reduce the impact to a less-than-significant level.</p>	<p>Finding 3. The City finds that with implementation of mitigation measure MM4.14-1 and code requirement CR4.14-2 the proposed project would result in a significant and unavoidable impact to water. No feasible mitigation measures in addition to mitigation measure MM4.14-1 and code requirement CR4.14-2 are available.</p>
<p>Impact 4.14-4 Implementation of the proposed project could require new sewer connections, and could require or result in the construction of new or expanded wastewater conveyance systems. However, with implementation of code requirements and mitigation measures, this impact is considered less than significant.</p>	<p>Discharge associated with development under the proposed Specific Plan would be expected to exceed the capacity of several existing sewer pipes and require upsizing at several locations. Additionally, because individual projects are unknown at this time, the remaining capacity available within the OCSD main and trunk lines at the time of each development is also unknown at this time. As such, development under the Specific Plan could result in exceedance of City or OCSD wastewater collection systems. Additionally, analysis of the capacity of existing wastewater treatment systems and the need for new wastewater collection systems will have to be completed. Implementation of code requirements CR4.14-3 and CR4.14-4 as well as mitigation measure MM4.14-2 will reduce the impact to a less-than-significant level.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.14-4 to less-than-significant levels, are hereby incorporated into the project. No additional measures are necessary with the implementation of code requirements CR4.14-3 and CR4.14-4 as well as mitigation measure MM4.14-2.</p>

Table 2-1 CEQA Findings for the Beach and Edinger Corridors Specific Plan EIR

Impact Statement	Impact Summary	Findings
<p>Cumulative Water Supply</p>	<p>Current projections of regional supplies indicate that over the horizon of the proposed project, all hydrologic years are insufficient to meet projected demands within the Orange County groundwater basin. This is primarily due to supply cutbacks related to the protection of the threatened Delta smelt and a continued statewide drought. In response, Metropolitan's WSAP was adopted to curtail demands. If multiple dry years prevail, further import water reductions could be necessary. Consequently, on an annual basis MWDOC would adjust its supply allocations to higher MWDOC's WSAP stages. However, statewide supply is subject to change and could return to normal precipitation at which point demand conservation measures and supply by Metropolitan would be relaxed. However, the proposed project would continue to contribute to the regional deficiency in the future, the effects of the proposed project are cumulatively considerable, resulting in a significant and unavoidable cumulative impact to water supply.</p>	<p>Finding 3. The City finds that even with implementation of mitigation measures MM4.14-1 and MM4.14-2 as well as code requirements CR4.14-1 through CR4.14-4, the proposed project will result in a significant and unavoidable cumulative impact to water. No feasible mitigation measures in addition to MM4.14-1 and MM4.14-2 as well as code requirements CR4.14-1 through 4.14-4 are available.</p>
<p>Impact 4.15-1 Implementation of future development under the proposed project would contribute to greenhouse gas emissions in the state of California. However, with implementation of mitigation measures, this impact is considered less than significant.</p>	<p>Construction of the proposed project is anticipated to result in a less-than-significant impact due to GHG production. However, operation of the proposed project will result in the continued contribution of GHGs, primarily related to the production of CO₂ by vehicles attributed to the proposed project. With implementation of mitigation measures MM4.15-1 through MM4.15-9 as well as compliance with guidance provided by the CCAT, CAPCOA and the California Attorney General, impacts would be reduced to a less-than-significant level.</p>	<p>Finding 1. The City finds that the identified changes or alterations in the project, which would reduce Impact 4.15-1 to less-than-significant levels, are hereby incorporated into the project. No additional measures are necessary with the implementation of mitigation measures MM4.15-1 through MM4.15-9 as well as compliance with guidance provided by the CCAT, CAPCOA and the California Attorney General.</p>

CHAPTER 3 Findings Regarding Project Alternatives

3.1 INTRODUCTION

The EIR prepared for the Beach and Edinger Corridors Specific Plan project considered three separate alternatives to the proposed project. Pursuant to Section 15126.6(a) of the CEQA Guidelines, the primary intent of an alternatives evaluation is to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

This chapter describes the project objectives and design criteria used to develop and evaluate project alternatives presented in the Draft EIR. A description of the alternatives compared to the proposed project and the findings regarding the feasibility of adopting the described alternatives is presented for use by the City in the decision-making process.

3.2 PROJECT OBJECTIVES

The objectives of the proposed project were determine to be the following:

- Orchestrate new public and private investment toward the establishment of a more lasting framework for growth and development—a framework of clearly defined districts, centers, street patterns, and local architecture, and landscape identity—upon which new development can reliably respond to, build upon, and draw value from.
- Re-position disinvested corridor properties to capture value in the contemporary marketplace.
- Begin the transformation of the visual character of Beach Boulevard from “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north/south thoroughfare.
- Promote new investment that supports the growth and success of Bella Terra and Golden West College.
- Build on the presence of Golden West College, Bella Terra, and the existing transit infrastructure to instigate the emergence of a vital and attractive urban district characterized by a synergistic mix of students, customers, residents, pedestrians, transit-riders, office workers, and visitors.
- Instigate the development of a network of pedestrian-oriented streets, promenades, and other public open spaces that encourage walking, and ultimately, walking in combination with transit ridership.
- Enhance pedestrian, bicycle, and vehicular connections between Golden West College, Bella Terra, the Goldenwest Transit Center, and development along Edinger Avenue.
- Balance mobility and community development objectives that enable continued market-driven growth and development while maintaining minimum community mobility standards, and

furthering patterns of land use and development that contribute toward long-term regional mobility and livability.

- Make the most of each increment of new development to build toward a more environmentally sustainable future city and region.
- Ensure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to the unique history and character of the City.
- Ensure adequate utility infrastructure and public services for new development.

3.3 SELECTION OF ALTERNATIVES

The range of feasible alternatives was selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that were taken into account when considering the feasibility of alternatives (as described in CEQA Guidelines Section 15126.6[f][1]) were environmental impacts, economic viability, availability of infrastructure, regulatory limitations, jurisdictional boundaries, and attainment of project objectives. As stated in Section 15126.6(a) of the CEQA Guidelines, an EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, or one that would not achieve the basic project objectives. The analysis includes sufficient information about each alternative to provide meaningful evaluation, analysis and comparison with the proposed project.

3.4 PROJECT ALTERNATIVES FINDINGS

The following is a description of the alternatives evaluated in comparison to the proposed project, as well as a description of the specific economic, social, or other considerations that make them infeasible for avoiding or lessening the impacts.

Three scenarios, representing a range of reasonable Alternatives to the proposed project were selected for detailed analysis. The goal for evaluating any of these Alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed project, while attaining most of the project objectives. In general, the primary contention of the proposed Specific Plan was the perceived significant increase in residential uses that would be permitted. Consequently, because no specific Alternative can reduce any of the known significant impacts to a less-than-significant level, consideration was given to reductions in residential uses to determine the varying levels of impacts and how those would compare to the proposed project. The City finds that the adoption of any of the alternatives to the project is infeasible. The reasons for each finding are provided following the description of the alternative, and are further described in the Draft EIR.

3.4.1 Alternatives Considered but Eliminated from Further Evaluation

Reducing Project-Related Impacts: As one of the main goals in determining potential alternatives to the proposed project is to reduce significant project-related impacts, alternatives initially considered included those that could reduce potential impacts to air quality, cultural resources, noise, population and housing, public services, recreation, transportation, and utilities. However, many of the identified impacts

were determined to be significant and unavoidable because of the speculative nature of the Specific Plan and the lack of project-specific information at the current time. As such, a specific alternative to reduce project-related impacts could not reasonably be determined and was rejected as infeasible.

Alternative site: As the Specific Plan is designed to guide the development of the Beach and Edinger Corridors, an alternative site would not be appropriate as an Alternative to the proposed project and an alternative site was rejected as infeasible.

All Residential or All Commercial: Other land uses such as all residential for all new or redevelopment would not achieve the objectives of the proposed project and would not attract a wide range of activities to provide a dynamic atmosphere along various segments of the corridors or provide enough flexibility to adequately respond to changing market conditions over the long-term. In addition, by allowing only residential uses within the project site, it is likely that many of the significant impacts identified for the proposed project would be increased. All-commercial development would represent similar conditions to continuance of the current General Plan, which is evaluated under Alternative 1 (No Project/Reasonably Foreseeable Development). Therefore, an all-residential or all-commercial alternative was rejected from further analysis in the EIR.

No Project/No Build: As theoretical buildout year of the Specific Plan is 2030, it is considered extremely unlikely that no development on any parcel would occur in the corridors during this time frame. Therefore, this alternative was rejected as infeasible and the No Project/Reasonably Foreseeable Development scenario was evaluated instead.

3.4.2 Alternatives to the Project

As shown below and in Chapter 6 (Alternatives) of the Draft EIR, three alternatives were evaluated in comparison to the proposed project. The environmental advantages and disadvantages of each of these alternatives are described. The alternatives that were selected for analysis include:

- **Alternative 1—No Project/Reasonably Foreseeable Development (Continuation of Existing General Plan):** Under this Alternative, development in the project site would occur under the existing General Plan and zoning designations. This Alternative allows the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.
- **Alternative 2—Decreased Residential:** Under this Alternative, future development would be guided by a Specific Plan that permits a maximum of 4,500 dwelling units and approximately 137,000 square feet (sf) more commercial/office uses than would be permitted by the proposed project. The “increased” commercial results from existing commercial development not being demolished so that residential/mixed-use development can be built. It is an increase compared with the proposed project, but it doesn’t represent new commercial construction. Compared to the proposed project’s maximum of 6,400 units, this would represent a reduction in residential units by approximately 30 percent (1,900 units), and an increase in commercial/office uses by approximately 16 percent. The majority of the residential units would be decreased from Town Center Boulevard segment (1,055 units), followed by a decrease of 480 units in the Five Points segment, and 365 units in the Neighborhood Parkway segment. Similarly, due to the decrease in residential uses, the majority of increased commercial uses would be located within the Town

Center Boulevard segment. All other aspects of the Specific Plan would remain the same. Table 3-1 (Alternative 3—Comparison to Specific Plan) summarizes where the changes would occur.

Table 3-1 Alternative 3—Comparison to Specific Plan		
<i>Segment</i>	<i>Residential Comparison (DU)</i>	<i>Commercial Comparison (SF)</i>
Town Center Boulevard	-1,055	+137,790
Neighborhood Boulevard	—	—
Five Points	-480	-340
Neighborhood Parkway	-365	—
Residential Parkway	—	—
Total	-1,900	+137,450

- Alternative 3—Decreased Residential/Increased Commercial:** Under this Alternative, residential units would be decreased even further to a maximum of 4,300 dwelling units, and approximately 487,000 square feet (sf) of additional commercial/office square footage would be added, for a total of approximately 1,337,830 sf of commercial/office uses. This would represent an approximate 33 percent reduction in residential uses and approximate 57 percent increase in commercial uses. Similar to Alternative 2, the majority of the land use changes would occur in the Town Center Boulevard segment. All other aspects of the Specific Plan would remain the same. Table 3-2 (Alternative 3—Comparison to Specific Plan) summarizes where the changes would occur.

Table 3-2 Alternative 3—Comparison to Specific Plan		
<i>Segment</i>	<i>Residential Comparison (DU)</i>	<i>Commercial Comparison (SF)</i>
Town Center Boulevard	-1,265	+281,840
Neighborhood Boulevard	—	—
Five Points	-480	+55,660
Neighborhood Parkway	-355	+119,930
Residential Parkway	—	+30,000
Total	-2,100	+487,430

No Project/Reasonably Foreseeable Development (Continuation of Existing General Plan)

Implementation of the No Project/Reasonably Foreseeable Development Alternative would represent the continuation of the City’s existing General Plan and zoning designations to guide future growth and development within the project site. The majority of the project site is zoned Commercial General (CG) which has a height limit of 50 feet (approximately four stories), and varying requirements for setbacks, densities, etc. for commercial/office development. For this Alternative, impacts would be analyzed under a maximum buildout scenario within the project site with the allowed land uses and development standards designated in the existing General Plan and zoning designations. Compared with the proposed project, the overall development potential in the project area under this Alternative would include more commercial and office uses and no residential uses.

Under this Alternative, construction of commercial and office uses would be allowed similar to the proposed project. However, the growth would occur organically and would reflect the interests of individual developers within the constraints of City policy. However, merely developing commercial and office uses as the project area is currently zoned would be in direct conflict with the objectives of the proposed project. The purpose of the Specific Plan is to require comprehensive planning for the entire area, revitalizing, and creating a pleasant and vibrant environment. The intent is to begin “the transformation of the visual character of Beach Boulevard from “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north/south thoroughfare.” The proposed project would allow a unified planning approach and specific design standards where future subsequent projects serve as independent pieces of the greater whole. Development under this Alternative will be more of the same type of development (e.g. strip commercial), which is not the intent of the proposed project.

The Alternative would not fulfill the project objectives identified for the proposed project. However, it would eliminate the significant cumulative population and housing impact as well as the significant recreation impact because no residential uses would be permitted. Simultaneously, it could result in greater impacts to Aesthetics, Air Quality, and Traffic for the same reason.

Findings

The City hereby finds that the No Project/Reasonably Foreseeable Development Alternative is infeasible for the following environmental, economic, social, and other considerations:

- Would not begin the transformation of the visual character of Beach Boulevard from “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north/south thoroughfare.
- Would not build on the presence of Golden West College, Bella Terra, and the existing transit infrastructure to instigate the emergence of a vital and attractive urban district characterized by a synergistic mix of students, customers, residents, pedestrians, transit-riders, office workers, and visitors.
- Would not enhance pedestrian, bicycle, and vehicular connections between Golden West College, Bella Terra, the Goldenwest Transit Center, and development along Edinger Avenue.
- Would not make the most of each increment of new development to build toward a more environmentally sustainable future city and region.
- Would not ensure that new buildings and landscaping contribute to the emergence of an increasingly visible and memorable visual identity appropriate to the unique history and character of the City.

■ Decreased Residential

Under the Decreased Residential Alternative, future development would be guided by a Specific Plan that permits a maximum of 4,500 dwelling units and approximately 137,000 square feet (sf) more commercial/office uses than would be permitted by the proposed project. Compared to the proposed project’s maximum of 6,400 units, this would represent a reduction in residential units by approximately 30 percent (1,900 units), and an increase in commercial/office uses by approximately 16 percent. The majority of the residential units would be decreased from Town Center Boulevard segment (1,055 units),

followed by a decrease of 480 units in the Five Points segment, and 365 units in the Neighborhood Parkway segment. Similarly, due to the decrease in residential uses, the majority of increased commercial uses would be located within the Town Center Boulevard segment. All other aspects of the Specific Plan would remain the same.

Implementation of the Decreased Residential Alternative would satisfy most of the identified project objectives. Under the Decreased Residential Alternative, 4,500 residential units, 987,400 sf commercial/office uses, and 350 hotel rooms could be developed throughout the project site. This Alternative would still allow development to occur under the Specific Plan with all of the same design parameters and guidelines. It would still guide mixed-use development and create opportunities for people to walk and utilize public transportation. However, it is possible that fewer residential units may lessen some of the positive benefits envisioned by the proposed project by potentially limiting a “critical mass” of consumers that would be expected to patronize certain areas via walking, thus limiting some of the neighborhood clusters or nodes. For the most part, this Alternative would satisfy objectives relating to developing dense residential uses within close proximity to transit, schools, and regional activities while offering close proximity to retail opportunities.

In addition, Alternative 2 would reduce the significant cumulative impact associated with population and housing to a less-than-significant level because cumulative development would not exceed 2030 population projections.

Findings

The City hereby finds that although the Decreased Residential Alternative could reduce potential impacts due a decreased long-term population, the Decreased Residential Alternative is infeasible for the following environmental, economic, social, and other considerations:

- Would not provide the same level of residential uses across the Specific Plan area which would reduce the positive benefits that would be created by increased density of residents within an established commercial corridor.
- Consequently to the above, the Decreased Residential Alternative would not provide as strong a residential base for the commercial sector of the Beach and Edinger Corridors.
- Would not re-position disinvested corridor properties to capture value in the contemporary marketplace.
- Would not make the most of each increment of new development to build toward a more environmentally sustainable future city and region.

■ Decreased Residential/Increased Commercial

Under the Decreased Residential/Increased Commercial Alternative, residential units would be decreased even further to a maximum of 4,300 dwelling units, and approximately 487,000 sf of additional commercial/office square footage would be added, for a total of approximately 1,337,830 sf of commercial/office uses. This would represent an approximate 33 percent reduction in residential uses and 57 percent increase in commercial uses. Similar to the Decreased Residential Alternative, the majority of the land use changes would occur in the Town Center Boulevard segment. All other aspects of the Specific Plan would remain the same.

Implementation of the Decreased Residential/Increased Commercial Alternative would satisfy most of the identified project objectives. Under the Decreased Residential/Increased Commercial Alternative, 4,300 residential units, 1,337,400 sf of commercial/office uses, and 350 hotel rooms would be permitted throughout the project site. This Alternative would still allow development to occur under the Specific Plan with all of the same design parameters and guidelines. It would still guide mixed-use development and create opportunities for people to walk and utilize public transportation. However, it is possible that fewer residential units may lessen some of the positive benefits envisioned by the proposed project by potentially limiting a “critical mass” of consumers that would be expected to patronize certain areas via walking, thus limiting some of the neighborhood clusters or nodes. For the most part, the Decreased Residential/Increased Commercial Alternative would satisfy objectives relating to developing dense residential uses within close proximity to transit, schools, and regional activities while offering close proximity to retail opportunities.

In addition, Alternative 3 would reduce the significant cumulative impact associated with population and housing to a less-than-significant level because cumulative development would not exceed 2030 population projections. However, it could result in greater impacts to air quality, noise, and traffic.

Findings

The City hereby finds that although the Decreased Residential/Increased Commercial Alternative could reduce potential impacts due a decreased long-term population, the Decreased Residential/Increased Commercial Alternative is infeasible for the following environmental, economic, social, and other considerations:

- Would not provide the same level of residential uses across the Specific Plan area which would reduce the positive benefits that would be created by increased density of residents within an established commercial corridor.
- Consequently to the above, the Decreased Residential Alternative would not provide as strong a residential base for the commercial sector of the Beach and Edinger Corridors.
- Would not re-position disinvested corridor properties to capture value in the contemporary marketplace.
- Would not begin the transformation of the visual character of Beach Boulevard from “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north/south thoroughfare.
- Would not make the most of each increment of new development to build toward a more environmentally sustainable future city and region.

CHAPTER 4 Statement of Overriding Considerations

4.1 INTRODUCTION

Section 15093 of the CEQA guidelines states:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reason to support its actions based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination.

The City of Huntington Beach (City) proposes to adopt a Statement of Overriding Considerations regarding the significant project-specific air quality, cultural resources, noise, public services, recreation, traffic/transportation, and utilities and service systems, as well as cumulative air quality, cultural resources, noise, population and housing, public services, recreation, traffic/transportation, and utilities and service systems. This section describes the anticipated economic, social, and other benefits or other considerations of the proposed project to support the decision to proceed with the project even though seven identified project-specific impacts and eight identified cumulative impacts are not mitigated to a less-than-significant level.

4.2 SIGNIFICANT ADVERSE IMPACTS

The City is proposing to approve the proposed project, with revisions to reduce environmental impacts, and has prepared an EIR required by CEQA. Even with revisions in the project, the following impacts are considered to be significant and unavoidable because it has been determined that no feasible mitigation is available or that the mitigation that could be implemented is outside the purview of the City and the Applicant.

Air Quality

- Implementation of the proposed project could violate an air quality standard and contribute substantially to an existing or projected air quality violation for criteria air pollutants. With the incorporation of mitigation measures, this impact would be significant and unavoidable.
- The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State

ambient air quality standard. With mitigation measures, this cumulative impact would be significant and unavoidable.

Cultural Resources

- Construction activities associated with implementation of the proposed project could cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5 of the CEQA Guidelines. With mitigation measures, this impact would be significant and unavoidable.
- Similar to the impact identified for the proposed project, construction activities throughout the project site could cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines and the proposed project could contribute to a cumulatively considerable impact to cultural resources. This impact would be significant and unavoidable.

Noise

- Construction of the proposed project could generate or expose persons or structures to excessive groundborne vibration. With implementation of mitigation measures, construction impacts are considered significant and unavoidable.
- The proposed project would result in a cumulatively considerable increase in exposure of persons or structures to excessive groundborne vibration both within and outside of the project site area. With implementation of mitigation measures, cumulative construction impacts would be significant and unavoidable.

Population and Housing

- The proposed project would develop residential and neighborhood-serving commercial uses that would increase population and housing opportunities in the City. The increase in cumulative residential development would exceed SCAG 2030 household projections. This would be a significant and unavoidable cumulative impact to population and housing in the region.

Public Services

- Operation of the proposed project would increase the demand for fire protection services, and could require the construction of new or physically altered facilities to accommodate the increased demand. With implementation of mitigation measures, this impact would be significant and unavoidable.
- As additional development occurs in the City, there may be an overall increase in the demand for fire services, including personnel, equipment, and/or facilities. The proposed project would result in a cumulatively considerable increase in the demand on fire services. With implementation of mitigation measures, this impact would be significant and unavoidable.

Recreation

- The proposed project could result in the construction of recreational facilities at the time of future development and/or redevelopment. With implementation of code requirements, this impact would be significant and unavoidable.
- Development of related projects could result in the development of new recreational facilities, the construction of which may cause a significant effect on the environment. Additionally, the proposed project will result in a cumulatively considerable contribution to the potential impact on

recreation. With implementation of code requirements, this impact would be significant and unavoidable.

Transportation/Traffic

- Under Year 2016 conditions, operation of the proposed project would cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system. With implementation of mitigation measures, this impact would be significant and unavoidable.
- Under Year 2030 conditions, operation of the proposed project would cause an increase in traffic, which is substantial in relation to the forecasted traffic load and capacity of the street system. With implementation of mitigation measures, this impact would be significant and unavoidable.
- Future development for the Year 2030, in conjunction with cumulative traffic generated, would result in a potentially significant impact at various intersections. Additionally, implementation of the proposed project would result in a considerable contribution to projected regional freeway deficiencies in both 2016 and 2030. With the incorporation of mitigation measures, this impact would be significant and unavoidable.

Utilities and Service Systems

- Operation of the proposed project would generate an additional demand for water, which would require water supplies in excess of existing entitlements and resources, or result in the need for new or expanded entitlements. With the implementation of mitigation measures, this impact would be significant and unavoidable.
- The proposed project would continue to contribute to a future regional deficiency, resulting in a cumulatively considerable impact to water demand. With the implementation of mitigation measures, this impact would be significant and unavoidable.

4.3 FINDINGS

The City has evaluated all feasible mitigation measures, code requirements, and project revisions with respect to the project's impacts, both project-specific and cumulative. The City has also examined a reasonable range of alternatives to the proposed project. Based on this examination, the City has determined that the No Project/No Development Alternative is considered to be the environmentally superior alternative. However, CEQA requires that if the No Project Alternative is environmentally superior another alternative (that is not the No Project) must be chosen. As such, the Decreased Residential Alternative is considered to be the environmentally superior alternative. Two of the three project alternatives would potentially result in lesser environmental impacts than the proposed project, although not necessarily less than significant. Some additional significant impacts may result with implementation of project alternatives. The City finds these alternatives infeasible and less desirable than the proposed project and has rejected these alternatives from further consideration because they would not achieve the environmental, economic, social, and other considerations outlined in Chapter 3 (Findings Regarding Project Alternatives).

4.4 OVERRIDING CONSIDERATIONS

Specific economic, social, or other considerations outweigh the cumulative aesthetic impact stated above. The reasons for proceeding with the proposed project, even though seven identified project-specific

impacts and eight cumulative impacts are not fully mitigated to a less-than-significant level, are described below.

■ Proposed Project Benefits

The proposed project is a plan to promote and support investment opportunities that would enhance the beauty and vitality of the primary commercial corridors in the City of Huntington Beach, including Beach Boulevard and Edinger Avenue.

- 1. The proposed project would be the catalyst for transformation of the visual character of Beach Boulevard from an “anywhere strip” to its proper role as the iconic gateway to and from the beach, and as the city’s most visible north/south thoroughfare.**
- 2. The project emphasizes compatibility and sensitivity to the existing uses surrounding the site and would recommend a variety of sustainable features.**

Currently the Specific Plan area contains a mixture of low-scale commercial strip development and office buildings with no consistent architectural style. Most of this development is set back a considerable distance from the roadway, as the development was driven by the desire for vehicular access and parking. Views within the Specific Plan area are typically limited to the immediately adjacent commercial, office or retail uses. As discussed in the Urban Design Element of the City’s General Plan, “the major commercial corridors of Beach Boulevard and Edinger Avenue have insufficient contrast in character, and no identifiable thematic strengths.” Another issue states that the “Beach Boulevard commercial corridor lacks continuity and has multiple identities. This is attributable to inconsistent and extensive signage, varied development scale and character, and widespread clutter.” The proposed project was developed to respond to the issues facing the corridors and improve the existing visual character and quality of the project site and its surroundings.

Through implementation of the proposed project, the corridors would begin a transformation from commercial strip to a pattern of centers and segments. Whereas the commercial strip is undifferentiated the future corridors would be increasingly characterized by an emerging structural differentiation that gradually increases in intensity from south to north. The overall scale and massing of development would gradually transition from the one- and two-story scale of the existing residential community in the southern portion of Beach Boulevard to a high-density town center adjacent to the I-405 at the northern boundary of the Specific Plan, which will help to protect the compatibility of adjacent uses. The Specific Plan outlines specific strategies and development regulations to help incentivize the desired change, while implementing a variety of sustainable features. Strategies include providing greater development intensities in targeted areas, specifying and requiring landscape improvements, expanding permitted land uses, and other tools. Additionally, the Specific Plan implements a “form based” code that will provide for an appropriate transition between existing and future uses. This transition is not only important between existing and new uses within the Specific Plan area but also between new uses within the Specific Plan area and adjacent uses outside of the Specific Plan area. The new development standards and code will emphasize a harmonic compatibility that does not necessarily exist currently, thereby improving the overall sustainability of the community and Specific Plan area.

With the goal of strengthening Huntington Beach’s “sense of place” and architectural identity in mind, the Specific Plan provides guidance for architects and developers to make sensitive reference

to, incorporate, and/or harmonize with characteristics of predominant architectural styles such as (but not limited to) massing, horizontal and vertical scale increments, façade composition, roof form, architectural elements, materials, and colors. Phased streetscape improvements, which would be staged over time as financial resources allow and with private development, would contribute significantly to the enhancement of the visual appeal and identity of the corridors.

The Specific Plan also provides for building height limitations to help shape the architecture and character of specific areas, as shown in Table 4-1 (Proposed Building Heights).

Table 4-1 Proposed Building Heights		
<i>Specific Plan Segment</i>	<i>Min. Height</i>	<i>Max. Height*</i>
Residential Parkway	n/a	4 stories
Neighborhood Parkway	n/a	4 stories
Five Points		
■ Town Center Core	3 stories; (A): 1 story	6 stories
■ Town Center Neighborhood	2 stories	6 stories
Neighborhood Boulevard	1 story	4 stories
Town Center Boulevard		
■ Beach and Edinger Avenues (majority of the corridors in this segment)	1 story	5 stories**
■ Town Center Core (edge along Edinger Ave, south of Gothard)	3 stories; (A): 1 story	6 stories
■ Town Center Neighborhood (north of Town Center Core)	2 stories	6 stories

SOURCE: Beach and Edinger Corridors Specific Plan, Final Draft, December 2009.
 (A) Exceptions apply to anchor stores
 * Special Building Height Limits also apply, which further restrict heights along certain street frontages in some segments.
 ** Up to 10 stories for property within 500 feet of I-405.

Potential impacts from shade and shadow created by new building dimensions, setbacks, and height would be reduced by mitigation measures proposed as part of the project.

As such, the proposed project would, over time, become the catalyst for removal of the existing development with unidentified architecture in an effort to create a sense of place, and of interest to both residents and tourists alike, while creating a visual “iconic gateway” into the City of Huntington Beach.

3. The proposed project would expand residential opportunities in both the Beach Boulevard and Edinger Avenue Corridors to provide a greater number and variety of housing options and a stronger base for the commercial sector along these corridors.
4. The Specific Plan project will provide affordable housing, consistent with City requirements.

Goals and policies within the City’s existing Housing Element seek to provide adequate housing sites to accommodate regional housing needs. In an effort to do this, goals seek to facilitate the development of mixed-use projects in appropriate commercial areas. The Specific Plan calls for the preservation of existing residences, and would permit an increase in mixed-use development throughout the site, which could result in a maximum of 6,400 new dwelling units. In general, implementation of the proposed project would allow mixed-uses throughout the Beach Boulevard

and Edinger Avenue corridors, primarily within five distinct segments, with each intended to redevelop in a manner cohesive with existing surrounding land uses. Although the proposed Specific Plan would also result in an increase in commercial and office uses compared to existing conditions (while maintaining some existing commercial and office uses), the overall growth in these land use sectors would be less than what is currently allowed under the General Plan which would also help to ensure provision of appropriate public services. Within this overall development, the City will be able to achieve the goals and policies of the Housing Element to provide affordable housing to its citizens. The creation of more dense centers that allow residential, commercial and office uses to interface seamlessly creates a strong sense of community while encouraging utilization of adjacent services and transit opportunities.

5. **The proposed project would enhance the community image of Huntington Beach through the design and construction of high quality, state-of-the-art development, consistent with the Urban Design Element of the City's General Plan.**
6. **The project would promote residential and commercial buildings that convey a high quality visual image and character, as well as provide for the development of mixed-use projects that integrate residential and commercial uses and ensure compatibility of these uses.**
7. **The project would maximize land use opportunities by allowing for mixed use in a well-integrated urban environment.**
8. **The project would establish zoning standards and implementation mechanisms applicable to mixed-use developments consistent with the policies and development framework of the City's General Plan to maximize land use opportunities.**

Currently the Specific Plan area contains a mixture of low-scale commercial strip development and office buildings with no consistent architectural style. As discussed in the Urban Design Element of the City's General Plan, "the major commercial corridors of Beach Boulevard and Edinger Avenue have insufficient contrast in character, and no identifiable thematic strengths." Another issue states that the "Beach Boulevard commercial corridor lacks continuity and has multiple identities. This is attributable to inconsistent and extensive signage, varied development scale and character, and widespread clutter." Views within the Specific Plan area are typically limited to the immediately adjacent commercial, office or retail uses without the opportunity for interesting characteristics. The proposed project seeks to improve the existing visual character of the Specific Plan area by implementing a form-based code. With the goal of strengthening Huntington Beach's "sense of place" and architectural identity in mind, the Specific Plan provides guidance for architects and developers to make sensitive reference to, incorporate, and/or harmonize with characteristics of predominant architectural styles such as (but not limited to) massing, horizontal and vertical scale increments, façade composition, roof form, architectural elements, materials, and colors. One of the primary intents of the proposed Specific Plan is to guide new development that enhances the overall image of the project site as an exciting destination for visitors and residents with a cohesive identity. To do so, the Specific Plan promotes the construction of mixed-use developments. This will allow for an appropriate mix of retail, office, and community service uses while establishing a larger, vibrant residential community who will benefit from these complimentary uses. Pedestrian activity would be encouraged in key areas and new development would include increased or improved landscaping and open space areas which will enhance the visual aspect of the Specific Plan area.

The Specific Plan implements the broad policies established in the General Plan to guide growth and change along the Beach Boulevard and Edinger Avenue Corridors. In addition to improving the aesthetic of corridors, as discussed above, the development code contained within the proposed Specific Plan would replace previous land use and development regulations for portions of the City covered by the Specific Plan. Additionally, while the Specific Plan is consistent with the City's land use policies that generally encourage mixed use projects that are compatible with surrounding development, new zoning code categories, standards and permitted uses would be created by the Specific Plan. These new designations would allow for maximum design flexibility for future mixed-use development. The Plan's form-based development code would replace the existing Zoning categories and subsequently regulate future development based on form and scale.

The proposed Specific Plan would ultimately allow mixed use and stand-alone residential development in an area of the City that was not previously designated to permit such uses. Given that the City is nearly fully developed, it is increasingly important for the City to actively manage the remaining vacant land to accommodate sustainable future growth. Past residential projects have not reached the full size allowed under the General Plan for those sites, with the City not reaching its growth potential within the time frame previously anticipated. In addition, very few remaining vacant residential sites in the City can achieve the maximum densities allowed by their land use designation due to a variety of site-specific constraints such as lot size, zoning designation, and accompanying development standards. Through implementation of the Specific Plan, the City will move closer to meeting future housing needs by redistributing the overall residential growth that was originally identified in the General Plan to other areas of the City, thereby maximizing land uses.

9. **The proposed project would enhance alternative modes of transportation, to include enhancement of the pedestrian experience as well as the movement of residents via bicycle and transit.**
10. **The project would foster walkability and reduced vehicle trips by promoting development close to established transit routes, a transit center, college and shopping and other services.**

The Specific Plan area is currently a mixture of low-scale commercial strip development and office buildings that serves a primarily automobile-dependent population. There is limited fixed-route transit (primarily bus) service offered along both Beach Boulevard and Edinger Avenue as well as park-and-ride facilities within the area. While this transit is available, based on the existing roadway widths, shortage of bicycle lanes and enticing sidewalks, and the lack of residential population within a reasonable distance from the available transit, the system is underutilized. Goals and policies of the City's General Plan Land Use and Circulation Elements seek to encourage development and use of transit services as well as to provide an efficient and attractive pedestrian system. The proposed project, by nature of encouraging higher density development and an established residential population within proximity of transit services, would meet the objectives of the existing General Plan. Additionally, per development standards established within the Specific Plan, development would be shaped to encourage pedestrian activity, thereby making transit opportunities more accessible. Proximity to the OCTA transit center provides a convenient location for future residents to utilize transit. The walkability of the surrounding area, as well as the easy access to transit facilities would promote objectives relating to traffic reduction and increase reliance on alternative modes of transportation included within the City's General Plan.

11. The proposed project would ensure adequate utility infrastructure and public services for new development.

The proposed project includes the creation of a greater residential density within the Specific Plan area that could increase the demand on utility infrastructure and existing public services. However, mitigation measures and code requirements were incorporated into the project design to ensure that service levels are not decreased over the life of the proposed project. For example, prior to the development of individual projects, it would be required that a sewer capacity study be performed to determine the capacity of the existing lines. If an upgrade to the existing system or new infrastructure would be required, that construction would be required to be performed concurrent with the construction of the individual development project. Furthermore, as part of the annual budgetary review, appropriate staffing levels for fire and police services would be reviewed, based on the level of recent development or that anticipated in the immediate future. This would ensure that funds are available to provide staffing levels adequate to serve the future residents and commercial uses.

DRAFT RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF HUNTINGTON BEACH APPROVING GENERAL PLAN
AMENDMENT NO. 08-002 TO AMEND THE LAND USE ELEMENT OF
THE GENERAL PLAN CHANGING LAND USE DESIGNATIONS LOCATED
WITHIN THE BEACH AND EDINGER CORRIDORS SPECIFIC PLAN AREA TO MIXED
USE-SPECIFIC PLAN-DESIGN OVERLAY (M-sp-d)

WHEREAS, General Plan Amendment No. 08-002 proposes to amend the General Plan Land Use Designations of the City's General Plan by changing the existing land use designations of the 459-acre project area from Commercial Regional, Commercial General, Commercial Neighborhood, Commercial Office, Mixed Use, Mixed Use Horizontal, Mixed Use Vertical, and Residential Medium Density to M-sp-d (Mixed Use – specific plan - design overlay) as more particularly described as Exhibit "A" attached hereto, for the Beach and Edinger Corridors Specific Plan area. The amendment would remove the auto overlay applicable to property fronting Beach Boulevard from Warner north to Edinger and would modify the Community District and Subarea Schedule of the General Plan as described in Exhibit C and incorporated herein by this reference.

Pursuant to California Government Code, the Planning Commission of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 08-002 and recommended approval of said entitlement to the City Council; and

Pursuant to California Government Code, the City Council of the City of Huntington Beach, after notice duly given, held a public hearing to consider General Plan Amendment No. 08-002; and

The City Council finds that said General Plan Amendment No. 08-002 is necessary for the changing needs and orderly development of the community, is necessary to accomplish refinement of the General Plan, and is consistent with other elements of the General Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Huntington Beach as follows:

SECTION 1: That the real property that is the subject of this Resolution (hereinafter referred to as the "Specific Plan Map-Exhibit B") extends along Beach Boulevard, from the Coastal

ATTACHMENT NO. 3.1

Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street. The area is more particularly described in the legal description and map attached hereto as Exhibits "A" and "B", respectively, and incorporated by this reference as though fully set forth herein.

SECTION 2: That General Plan Amendment No. 08-002, which amends the General Plan Land Use Element for the subject area to reflect the redesignation of the Beach and Edinger Corridors Specific Plan (SP14) area to M-sp-d and the modifications of the Community District and Subarea Schedule, is hereby approved. The Director of Planning is hereby directed to prepare and file an amended Land Use Map, Subarea Map and amended Land Use Element.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the _____ day of _____, 2010.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

City Administrator

Planning Director

ATTACHMENTS

- Exhibit A: Legal Description
- Exhibit B: Specific Plan Map
- Exhibit C: General Plan Changes

EXHIBIT A

ATTACHMENT NO. 3.3

MAP 1

2.1.10 Residential Transition Zone

142-131-05 P BK 98 PG 1 PAR 1
142-131-10 P BK 98 PG 1 PAR 6
142-131-11 P BK 98 PG 1 PAR 7
146-463-18 SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN DD -8692/842 OR
146-463-22 SEC 22 T 5 R 11 POR NE1/4
146-463-25 SEC 22 T 5 R 11 POR NE1/4

2.1.6 Town Center Blvd Segment

142-131-05 P BK 98 PG 1 PAR 1
142-131-10 P BK 98 PG 1 PAR 6
142-131-11 P BK 98 PG 1 PAR 7
146-463-18 SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN DD -8692/842 OR
146-463-25 SEC 22 T 5 R 11 POR NE1/4
142-131-04 TR 6181 LOT 286 N 150 FT W 150 FT
142-131-06 P BK 98 PG 1 PAR 2
142-131-07 P BK 98 PG 1 PAR 3
142-131-09 P BK 98 PG 1 PAR 5
142-131-12 P BK 153 PG 26 PAR 1
142-131-13 P BK 153 PG 26 PAR 2
145-252-54 TR 4138 LOT A
145-252-61 SEC 15 T 5 R 11 LOT IN SE1/4 SE1/4
145-252-63 SEC 15 T 5 R 11 POR SE1/4
145-252-64 SEC 15 T 5 R 11 POR SE1/4
145-252-65 E 188 FT OF S 185 FT SEC 15 T 5 R 11
146-463-14 SEC 22 T 5 R 11 POR NE1/4NE1/4
146-463-16 SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN LEASE -8538/684 OR
146-463-20 SEC 22 T 5 R 11 POR NE1/4
146-463-24 SEC 22 T 5 R 11 POR NE1/4

Map 1

Breeland Dr.

Rollins

Malm Cir.

Feola Cir.

Nyanza Dr.

Edge Ln.

Bluesails Dr.

Edinger A

146-463-22

146-463-16

146-463-18

146-463-25

146-463-24

146-463-20

146-463-14

145-252-64

145-252-68

145-252-63

145-252-61

145-252-54

142-131-04

142-131-09

142-131-12

142-131-13

142-131-07

142-131-06

142-131-10

142-131-11

142-131-05

ATTACHMENT NO. 13.5



MAP 2

2.1.3 Town Center-Core

142-074-01
142-074-02 T 5 R 11 SEC 14 POR SEC (POR. PAR A OF LLA 02/0954206.)
142-074-03 T 5 R 11 SEC 14 POR S1/2 (POR. PAR A OF LLA 02/0954206.)
142-074-04 SEC 14 T 5 R 11 8.99 AC M/L IN SE1/4 SW1/4
142-074-05 SEC 14 T 5 R 11 LOT IN SE1/4 SW1/4

2.1.4 Town Center-Neighborhood

142-074-01
142-074-02 T 5 R 11 SEC 14 POR SEC (POR. PAR A OF LLA 02/0954206.)
142-074-03 T 5 R 11 SEC 14 POR S1/2 (POR. PAR A OF LLA 02/0954206.)
142-074-04 SEC 14 T 5 R 11 8.99 AC M/L IN SE1/4 SW1/4
142-074-06 PM 211-25 PAR 1 POR OF PAR
142-074-07
142-074-08
142-074-09
142-074-10
142-074-11
142-074-12 PM 211-25 PAR 1 POR OF PAR

2.1.6 Town Center Blvd Segment

142-072-06 P BK 32 PG 48 PAR 1
142-072-08 P BK 44 PG 11 PAR 2
142-072-09 SEC 14 T 5 R 11 POR SW1/4(P M 44-11 PAR 1)
142-321-13 TR 4064 LOT 8 POR OF LOT (P M 5-36 PAR 2)
142-321-10
142-321-01 N TR 4064 LOT 7
142-511-04 TR 4064 LOT 1 POR OF LOT
142-511-03 TR 4064 LOT 1 POR OF LOT
142-511-02
142-511-05 TR 4064 LOT 1 S 182 FT W 316.70 FT
142-321-02 N TR 4064 LOT 6
142-321-12
142-511-01
Railroad

Map 2

Gotha

142-074-08 142-074-09

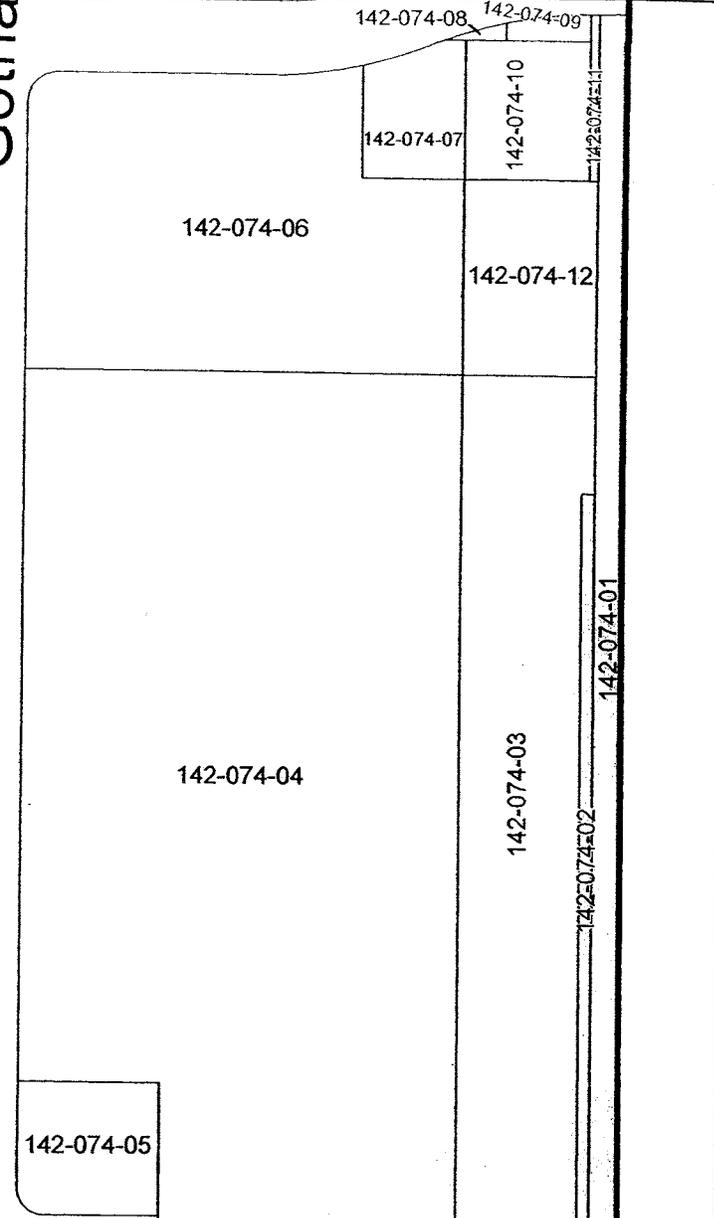
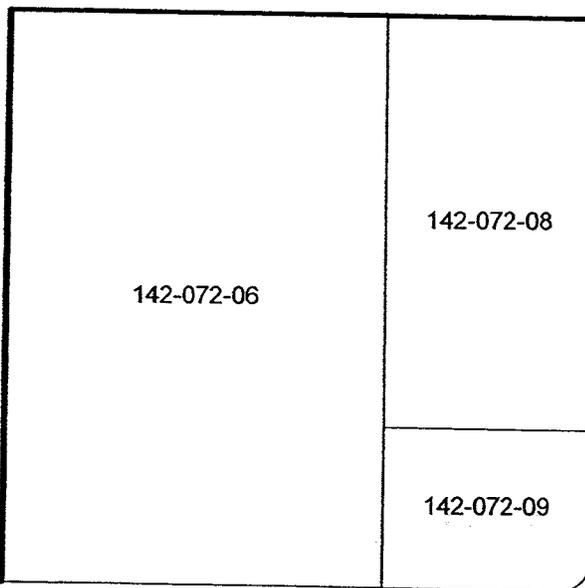
142-074-07

142-074-10

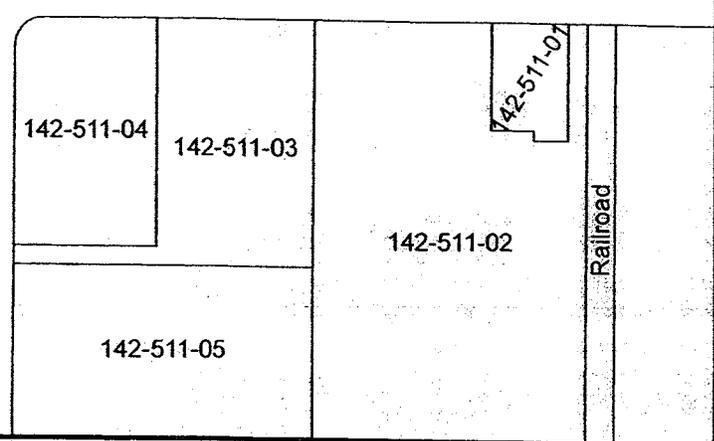
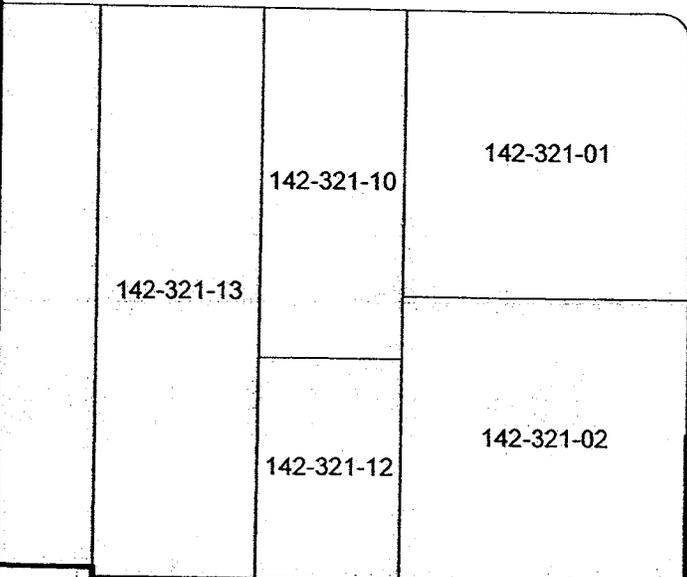
142-074-11

142-074-06

142-074-12



er Ave.



N



ATTACHMENT NO. B-7

MAP 3

2.1.4 Town Center-Neighborhood

142-073-02 SEC 14 T 5 R 11 IRREG 3.05 AC M/L IN NE1/4 SW1/4 SEC

142-073-01

Railroad

142-073-03 T 5 R 11 SEC 14 POR S1/2

2.14 Residential Required

142-073-03 T 5 R 11 SEC 14 POR S1/2

Map 3



ard St.

142-073-02

142-073-01

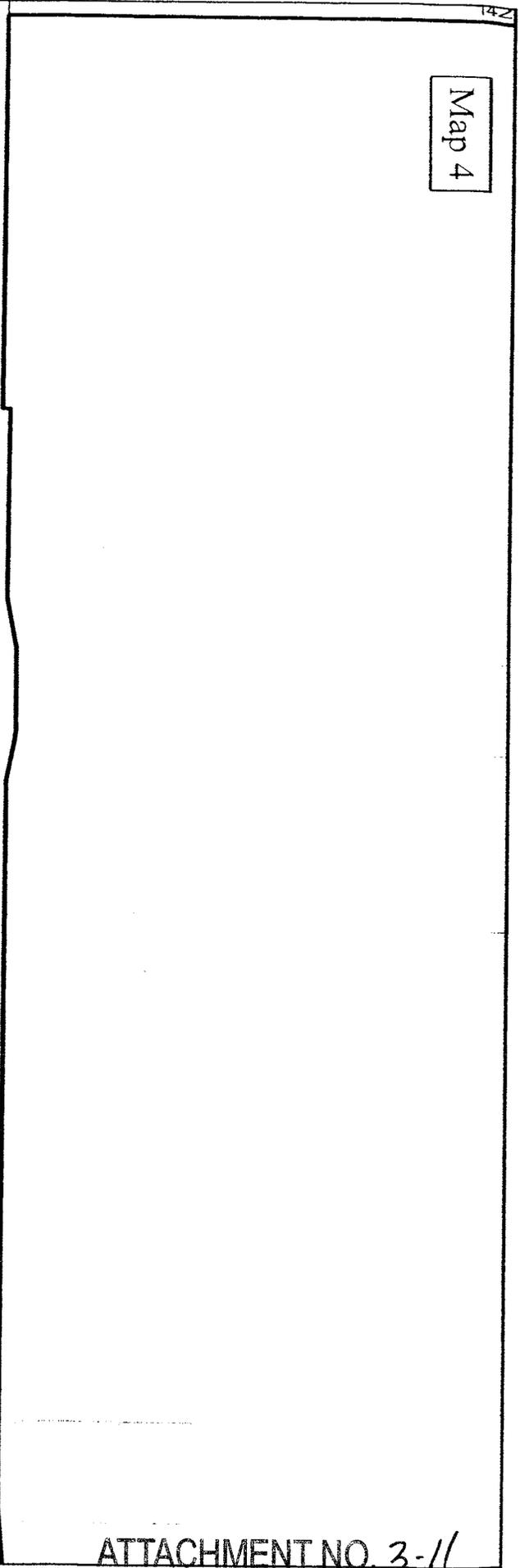
142-073-03

Railroad

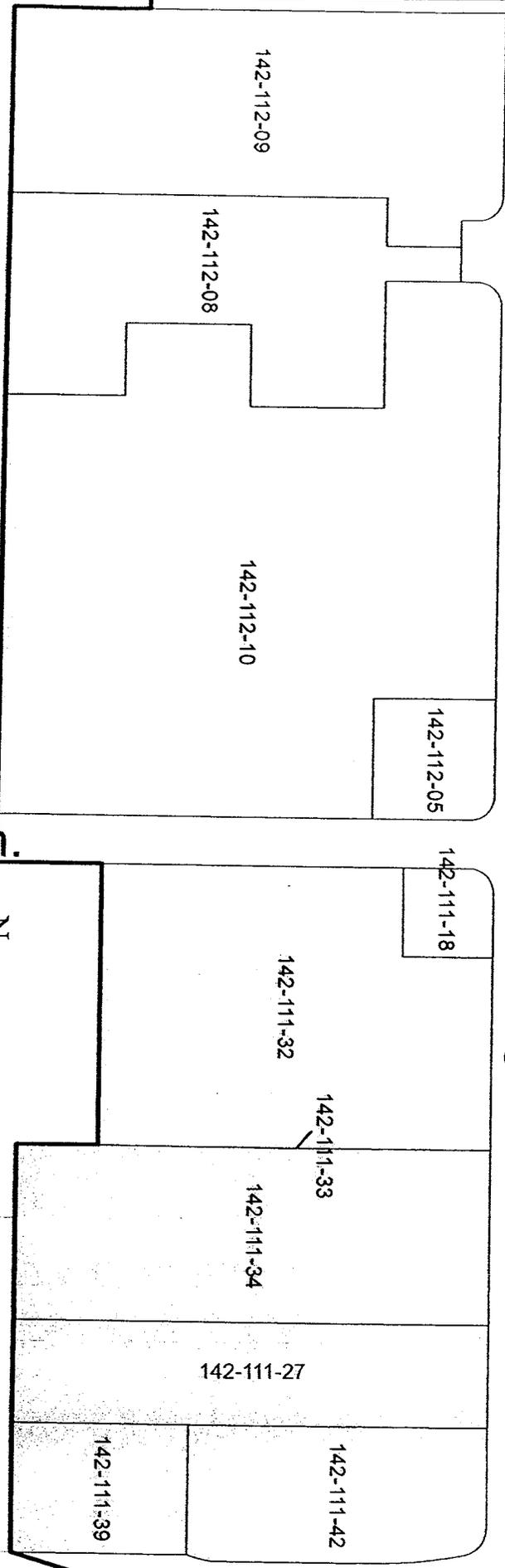
MAP 4

2.1.6 Town Center Blvd Segment

142-111-18	SEC 23 T 5 R 11 POR NW1/4NE1/4 AS PER LEASE-L5966 /843 OR
142-111-27	SEC 23 T 5 R 11 W 126 FT E 340 FT N 630 FT NW1/4 NE1/4 NE1/4
142-111-32	SEC 23 T 5 R 11 POR NE1/4
142-111-33	SEC 23 T 5 R 11 POR N1/2
142-111-34	SEC 23 T 5 R 11 POR N1/2
142-111-39	P BK 189 PG 31 PAR 2
142-111-42	P BK 189 PG 31 PAR 1
142-112-05	P BK 3 PG 50 PAR 1
142-112-08	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
142-112-09	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
142-112-10	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY



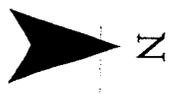
Edinger Ave.



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Valley Dr.

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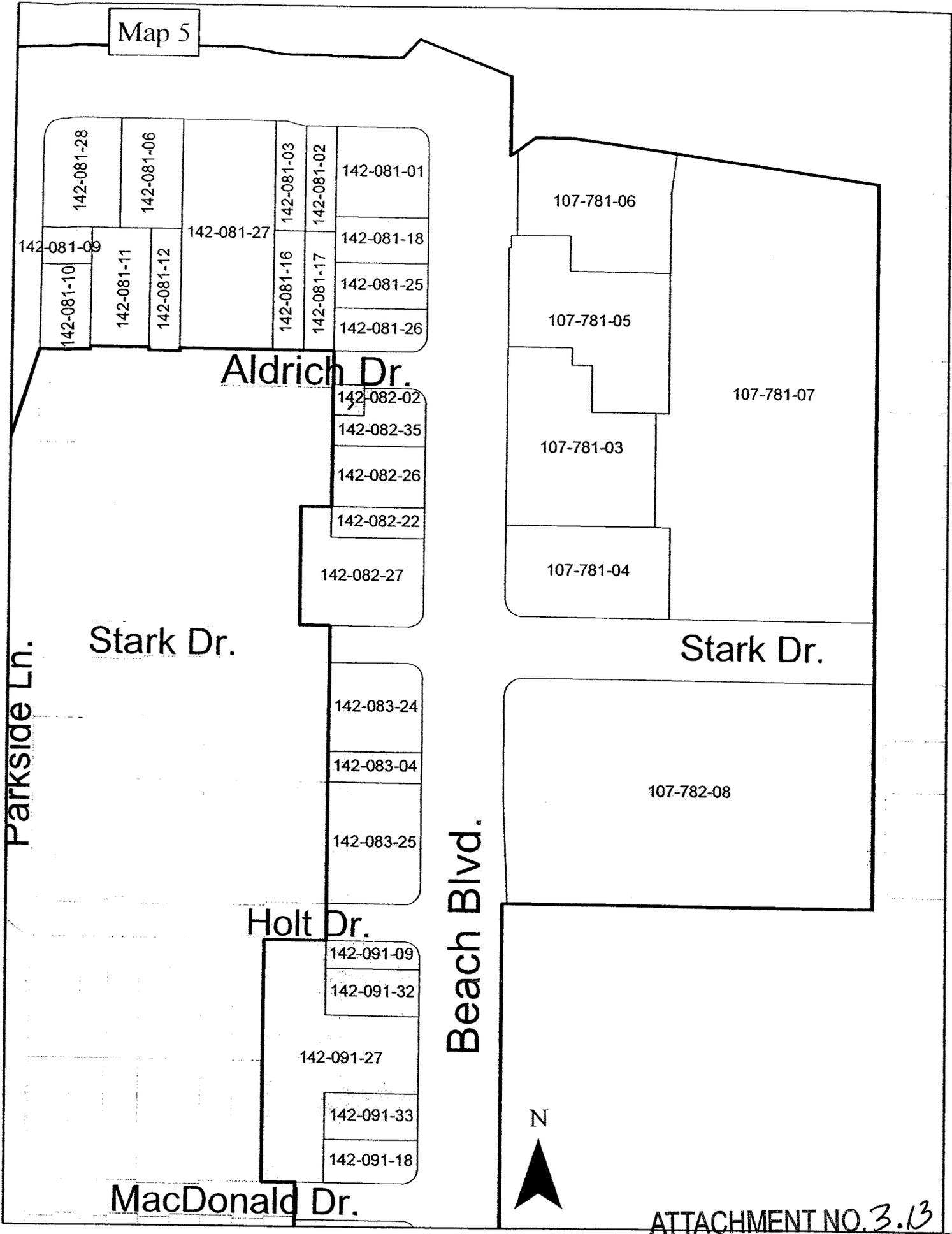


MAP 5

2.1.6 Town Center Blvd Segment

107-781-03 P BK 51 PG 48 PAR 2
107-781-04 P BK 51 PG 48 PAR 1
107-781-05 PM 61-2 PAR A POR OF PAR
107-781-06 P BK 61 PG 2 PAR B
107-781-07 P BK 61 PG 2 PAR C
107-782-08 PARCEL MAP 49-45 PARS 1 AND 2
142-081-01 TR 417 LOTS 1 TO 4 INC
142-081-02 TR 417 LOT 14 ALL -EX ST
142-081-03 TR 417 LOT 15 ALL -EX ST
142-081-06 TR 417 LOT 19 ALL -EX ST-AND ALL -EX ST- LOT 20
142-081-09 TR 417 LOT 24 N 60 FT ANDN 60 FT LOT 25
142-081-10 TR 417 LOT 24 ALL -EX N 60 FT-(AND ALL -EX N 60 FT- LOT 25
142-081-11 TR 417 LOTS 26&27
142-081-12 N TR 417 LOT 28
142-081-16 N TR 417 LOT 32
142-081-17 N TR 417 LOT 33
142-081-18 TR 417 LOTS 5,6&7
142-081-25 TR 417 LOT 8(AND LOTS 9 &10
142-081-26 TR 417 LOT 11(AND LOT 12(AND ALL -EX ST- LOT 13
142-081-27 TR 417 LOT 16 ALL -EX ST-AND ALL -EX ST- LOTS 17, 18, 29, 30 & 31
142-081-28 TR 417 LOT 21 ALL -EX ST-AND ALL LOTS 22 & 23 -EX ST
142-082-02 TR 417 LOT 34 W 50 FT OF LOT AND W 50 FT OF LOT 35
142-082-22 TR 417 LOTS 42&43
142-082-26 TR 417 LOT 41 AND LOTS 38, 39 & 40
142-082-27 P BK 25 PG 44 PAR 1
142-082-35 TR 417 LOTS 36, 37 AND POR. OF LOTS 34, 35.
142-083-04 TR 417 LOTS 76&77
142-083-24 TR 417 LOT 71(AND LOTS 72TO 75 INC(AND ALL -EX ST- LOT 70
142-083-25 TR 417 LOT 78 AND LOTS 79-85 INC
142-091-09 TR 417 LOT 106 ALL -EX ST- AND ALL -EX ST- LOT 107
142-091-18 TR 417 LOT 119 AND ALL -EX ST- LOT 120 AND ALL -EXSTS- LOT 121
142-091-27 N TR 6234 LOT 1
142-091-32 TR 417 LOT 108 AND LOTS 109 & 110
142-091-33 P BK 227 PG 3 PAR 1

Map 5



142-081-28
 142-081-06
 142-081-09
 142-081-10
 142-081-11
 142-081-12
 142-081-27
 142-081-16
 142-081-17
 142-081-03
 142-081-02
 142-081-01
 142-081-18
 142-081-25
 142-081-26

Aldrich Dr.

142-082-02
 142-082-35
 142-082-26
 142-082-22

142-082-27

Stark Dr.

142-083-24

142-083-04

142-083-25

Holt Dr.

142-091-09

142-091-32

142-091-27

142-091-33

142-091-18

MacDonald Dr.

107-781-06

107-781-05

107-781-03

107-781-04

107-781-07

Stark Dr.

107-782-08

Beach Blvd.

N



MAP 6

2.1.6 Town Center Blvd Segment

107-401-04 SEC 24 T 5 R 11 POR N1/2 NW1/4 SW1/4
107-401-32 SEC 24 T 5 R 11 S 147.6 FT W 303 FT N1/2 NW1/4 SW1/4 -EX FREEWAY
107-401-33 SEC 24 T 5 R 11 POR NW1/4SW1/4 AS PER DD -7231/388 OR
107-401-35 SEC 24 T 5 R 11 POR SW1/4
107-601-41 SEC 24 T 5 R 11 POR S1/2 NW1/4 SW1/4 AS PER LEASE -LS912/547 OR
107-601-48 P BK 55 PG 4 PAR 1
107-601-49 P BK 55 PG 4 PAR 2
142-092-15 TR 417 LOT 142 AND LOTS 143-148 INC
142-101-14 TR 522 LOT 10 BLK A AND LOTS 11-15 INC BLK A
142-102-20 TR 522 LOT 12 BLK B AND ALL -EX ST LOT 11 BLK B
142-102-47 TR 522 LOT 17 BLK B AND LOTS 18 THRU 20 ALL IN BLKB
142-102-48 N TR 522 BLK B LOT 30
142-102-49 TR 522 LOT 13 BLK B AND LOTS 14 THRU 16 ALL IN BLKB
142-103-17 TR 522 LOT 12 BLK C(AND ALL -EX ST LOT 11
(AND ALL -EX ST- LOT 13(A ND ALL -EX ST- LOT 14 ALL IN BLK
142-173-01 SEC 23 T 5 R 11 POR SE1/4
142-173-02 SEC 23 T 5 R 11 POR NE1/4SE1/4 AS DESC IN DD -8355/779 OR
142-462-06 P BK 47 PG 27 PAR 2
142-462-09 P BK 47 PG 27 PAR 1

Map 6

142-092-15

142-101-14

142-102-20

142-102-49

142-102-48

142-102-47

142-103-17

142-173-02

107-401-04

107-401-33

107-401-35

107-401-32

107-601-49

107-601-48

107-601-41

142-173-01

142-462-09

142-462-06

Dr.

lhambra Dr.

Rhine Cir.

Chrysler Cir.

Cir.

Viewpoint Ln.

ch Blvd.

Waite Ln.

Potter Cir.



ATTACHMENT NO. B-15

2.1.6 Town Center Blvd Segment

107-100-67 TR 528 LOT 1 BLK A ELY 46FT -INC W1/2 ALLEY ADJ ON E- -EX FREEWAY -(AND ELY 46 FT -INC W1/2 ALLEY AD
 107-100-68 TR 528 LOT 2 BLK A ALL -EX ST & W 29 FT-(AND ALL -EX W 29 FT- LOTS 4/6 BLK A
 107-100-70 TR 528 LOT 11 BLK A ELY 46 FT -INC W1/2 ALLEY ADJ ON E-(AND ALL -INC E1/2 ALLEY ADJ ON W- LOT 12 BL
 107-100-71 TR 528 LOT 7 BLK A ELY 46FT -INC W1/2 ALLEY ADJ ON E-(AND ALL -IN C E1/2 ALLEY ADJ ON W- LOT 8(ANDEL
 107-100-75 N TR 528 BLK A LOT 14
 107-100-77 TR 528 BLK A POR ABAND ALLEY
 107-100-79 P BK 204 PG 43 PAR 1
 107-100-80 P BK 204 PG 43 PAR 2
 107-691-20 SEC 24 T 5 R 11 LOT IN N1/2 SW1/4 SW1/4
 107-691-22 SEC 24 T 5 R 11 POR N1/2 SW1/4 SW1/4 (PM48-9 PAR 1 & 2)
 142-191-01 TR 194 LOT 1 BLK A AND LOTS 2 TO 6 INC BLK A
 142-191-12 TR 194 LOTS 101&102 BLK B
 142-191-14 TR 194 LOT 118 BLK A(AND LOTS 143, 144 & 169 BLK A(AND LOTS 119 TO 122 INC, & 143 TO 146 INC ALL IN
 142-191-15 TR 194 LOT 117 BLK A & LOT 97 BLK B
 142-191-23 TR 194 LOT 99 BLK B AND LOTS 100, 103, 114 TO 118 INC, 123 TO 127 INC, 138 TO 142 INC AND ALL LOTS 1
 142-191-24 N TR 194 BLK B LOT 98
 142-191-27 TR 194 LOT 21 BLK A AND LOTS 22-32 INC BLK A
 142-191-33 N TR 194 BLK B LOT 106
 142-191-34 TR 194 LOT 104 BLK B AND LOTS 105, 111 TO 113 INC, 128 TO 130 INC, 135 TO 137 INC AND ALL LOTS 152 TO
 142-191-36 TR 194 BLK A LOT 110 AND BLK A LOTS 111, 112, 123, 124 & 125
 142-191-40 P BK 165 PG 38 PAR 1
 142-191-42 TRACT NO 194 BLKA LOTS 119-122, 139-142, 145-148 AND 165-168
 142-191-43 TRACT NO 194 BLK A LOTS 113 TO 116 INC
 142-191-44 P BK 159 PG 5 PAR 1
 142-191-46 TR NO 194 BLK A LOTS 126 TO 129 AND LOTS 106 TO 109 AND POR OF LOTS 105 AND 130
 142-191-47 TR 194 BLK A LOTS 41 TO 64 INC, LOTS 67 TO 90 INC & LOTS 93 TO 104 INC - EXSTR
 142-481-11 P BK 83 PG 8 PAR 2
 142-481-12 P BK 118 PG 16 PAR 2

Map 7

Ferry Dr.

Bea

Moonshadow Cir. 142-481-12

107-691-20

107-691-22

142-481-11

Damask Dr.

Dr.

142-191-01

Robidoux Dr.

142-191-27

107-100-79

Eastlake Ln.

142-191-47

107-100-80

107-100-77

107-100-75

A Ln.

Woodlake Dr.

142-191-24

142-191-15

107-100-70

142-191-33

142-191-12

142-191-14

142-191-15

142-191-43

142-191-36

142-191-46

107-100-71

142-191-34

142-191-23

142-191-14

142-191-42

142-191-40

142-191-44

107-100-67

107-100-68

Warner Ave

ATTACHMENT NO.

N



3.17

2.1.5 Neighborhood Center

165-364-03 TR 436 BLK A LOT 2 POR OF LOT AND BLK A POR OF LOT 3
 165-364-04 P BK 100 PG 9 PAR 2
 165-364-06 P BK 185 PG 17 PAR 2
 165-364-11 P BK 204 PG 33 PAR A
 165-364-12 P BK 204 PG 33 PAR 1
 165-364-13 P BK 204 PG 33 PAR 2
 165-364-14 P BK 204 PG 33 PAR B
 165-364-15 P BK 204 PG 33 PAR 7
 165-364-16 P BK 204 PG 33 PAR 6
 165-364-17 P BK 204 PG 33 PAR D
 165-364-18 P BK 204 PG 33 PAR 5
 165-364-19 P BK 204 PG 33 PAR 8
 165-364-20 P BK 204 PG 33 PAR C
 165-364-21 P BK 204 PG 33 PAR 3
 165-364-22 P BK 204 PG 33 PAR 4
 165-364-24 P BK 260 PG 19 PAR 1
 165-364-25 PARCEL MAP 260-19 PAR 2 AND PM 185-17 PAR 4

2.1.7 Neighborhood Blvd Segment

165-225-09 SEC 26 T 5 R 11 S 132 FT N 264 FT E 330 FT NW 1/2 SE 1/4 NE 1/4 -EX HWY
 165-225-10 SEC 26 T 5 R 11 N 132 FT E 330 FT SE 1/4 NE 1/4 -EX HWY
 165-283-04 TR 436 LOT 1 BLK F POR OF LOT
 165-283-05 TR 436 LOT 2 BLK F ALL -EX W 170 FT
 165-283-13 TR 436 LOT 5 BLK F S 1/2 -EX W 150 FT
 165-283-14 TR 436 LOT 5 BLK F N 1/2 -EX W 150 FT
 165-283-16 P BK 130 PG 35 PAR 1
 165-283-17 TR 436 BLK F LOT 3 POR OF LOT
 167-311-02 SEC 25 T 5 R 11 POR NW 1/4 (PM 36-34 PAR 2)
 167-324-01 N TR 298 LOT 23
 167-324-04 N TR 298 LOT 17
 167-324-05 N TR 298 LOT 15
 167-324-06 N TR 298 LOT 13
 167-324-07 N TR 298 LOT 11
 167-324-09 N TR 298 LOT 5
 167-324-10 TR 298 LOTS 1&3
 167-324-11 TR 298 LOT 2 POR OF LOT (AND POR OF LOTS 4, 6, 8, 10, 12, 14, 16, 18, 20 AND 22
 167-324-12 N TR 298 LOT 9
 167-324-13 N TR 298 LOT 7
 167-324-14 TR 298 LOT 19 AND LOT 21
 167-325-15 SEC 25 T 5 R 11 AC IN S 1/2 NW 1/4 NW 1/4
 167-325-16 SEC 25 T 5 R 11 N 100 FT S 430 FT W 300 FT NW 1/4 NW 1/4 -EX POR TO STATE FOR ST
 167-325-17 SEC 25 T 5 R 11 POR OF SEC AS DESC IN DD -6985/545OR
 167-325-18 SEC 25 T 5 R 11 N 100 FT S 230 FT W 300 FT NW 1/4 NW 1/4 -EX POR TO ST TO STATE
 167-325-19 SEC 25 T 5 R 11 POR NW 1/4 NW 1/4
 167-325-20 SEC 25 T 5 R 11 N 100 FT S 130 FT W 205 FT NW 1/4 NW 1/4 -EX POR TO STATE FOR ST
 167-325-21 SEC 25 T 5 R 11 IRRREG LOT IN S 1/2 NW 1/4 NW 1/4

Map 8

Warner Ave.

165-364-11

167-324-01

Ash Ln.

165-364-12

167-324-14

165-364-15

165-364-16

165-364-17

167-324-04

165-364-13

167-324-05

165-364-14

167-324-06

Sycamore Dr.

165-364-19

165-364-18

167-324-07

Elm Ln.

165-364-20

165-364-22

167-324-12

167-324-13

167-324-09

167-324-10

165-364-21

165-364-03

165-364-04

165-364-24

165-364-25

165-364-06

Ash Ln.

Cypress Dr.

165-283-04

167-325-15

165-283-05

167-325-16

165-283-17

167-325-17

165-283-16

167-325-18

165-283-14

165-283-13

167-325-20

167-325-19

167-325-21

Elm Ln.

165-225-10

167-311-02

165-225-09

Kristin Cir.

Beach Blvd.

ATTACHMENT NO. 319

N



A Ln.

167-324-11

2.1.5 Neighborhood Center

165-321-05 T 5 R 11 SEC 26 NE1/4 NE1/4 SE1/4 POR OF SEC - EX STR
167-472-16 TRACT NO 405 LOTS 1 AND 2

2.1.7 Neighborhood Blvd Segment

165-225-06 SEC 26 T 5 R 11 S 20 FT N601 FT W 20 FT E 248 FT NE1/4 SE1/4 NE1/4
165-225-07 SEC 26 T 5 R 11 POR NE1/4
165-225-08 SEC 26 T 5 R 11 S 132 FT N 396 FT E 330 FT SE1/4 NE1/4 -EX HWY
165-234-07 SEC 26 T 5 R 11 W 127.53 FT S 132 FT E1/4 S1/2 SE1/4 NE1/4
165-234-08 SEC 26 T 5 R 11 S 132 FT E1/2 SE1/4 SE1/4 NE1/4 -EX FREEWAY & W 127.53 FT
165-234-13 SEC 26 T 5 R 11 E1/4 S1/2SE1/4 NE1/4 -EX S 528 FT
165-234-18 P BK 123 PG 22 PAR 1
165-321-06 P BK 50 PG 39 PAR 1
165-321-07 P BK 50 PG 39 PAR 2
167-311-03 P BK 46 PG 20 PAR 2
167-311-04 P BK 46 PG 20 PAR 1
167-312-01 SEC 25 T 5 R 11 N 160 FT W 265.37 FT SW1/4 SW1/4 NW1/4 -EX POR TO HWY & ST
167-312-02 SEC 25 T 5 R 11 W 265.37 FT S 160 FT N 320 FT SW1/4 SW1/4 NW1/4 -E X HWY
167-312-03 SEC 25 T 5 R 11 N 160 FT S 340 FT W 265.37 FT SW1/4 SW1/4 NW1/4 -E X FREEWAY & POR TO LOCKWOOD -6426
167-312-04 SEC 25 T 5 R 11 POR SW1/4SW1/4 NW1/4
167-312-05 SEC 25 T 5 R 11 POR NW1/4DESC AS PARCEL 1 IN DD -6834/340 OR
167-312-06 SEC 25 T 5 R 11 S 180 FT W 265.37 FT -EX FREEWAY &POR TO DOAN-RUSSELL CO -6834/340 OR
167-472-03 TR 405 LOT 3 ALL -EX FREEWAY
167-472-04 TR 405 LOT 4 NLY 65 FT ELY 113 FT
167-472-05 TR 405 LOT 4 POR OF LOT
167-472-06 TR 405 LOT 4 POR OF LOT
167-472-07 TR 405 LOT 5 ALL -EX HWY

Map 9

Keelson Ln.

165-225-08

165-225-07

165-225-06

165-234-13

165-234-18

165-234-07

165-234-08

165-321-05

165-321-06

165-321-07



167-311-03

167-311-04

Holland Dr.

167-312-01

167-312-02

167-312-03

167-312-04

167-312-05

167-312-06

167-472-16

167-472-03

167-472-06

167-472-04

167-472-05

167-472-07

Magic Lantern Ln.

Windy Sea Cir.

Windy Sands Cir.

Keelson Ln.

ATTACHMENT NO. 3.21

MAP 10

2.1.5 Neighborhood Center

165-181-35 SEC 26 T 5 R 11 S 220 FT E 5 ACS1/2 SEL/4 SEL/4 -EX HWY & ST

2.1.7 Neighborhood Blvd Segment

- 165-181-36 SEC 26 T 5 R 11 N 100 FT S 320 FT E1/2 SEL/4 SEL/4 SEL/4 -EX HWY & ALLEY
- 165-181-37 SEC 26 T 5 R 11 E1/2 SEL/4 SEL/4 SEL/4 -EX S 320 FT & N 220.05 FT & HWY & ALLEY
- 165-181-38 SEC 26 T 5 R 11 S 110 FT N 220.05 FT W 228 FT E 330 FT SEL/4 SEL/4 SEL/4
- 165-181-39 SEC 26 T 5 R 11 POR SEL/4
- 165-181-40 SEC 26 T 5 R 11 POR SEL/4
- 165-301-22 SEC 26 T 5 R 11 W 50 FT E220 FT N 214 FT SEL/4 SEL/4
- 165-301-23 SEC 26 T 5 R 11 POR N1/2 SEL/4 SEL/4 AS DESC IN DD-7930/925 OR
- 165-301-24 SEC 26 T 5 R 11 LOT IN N1/2 SEL/4 SEL/4
- 165-301-25
- 165-301-26
- 165-301-27
- 165-301-28 P M 125-10 PAR 1 POR OF PAR
- 165-302-21 TR 3478 LOT 18 N 100 FT IN LOT -EX ST
- 165-302-22 TR 3478 LOT 18 ALL -EX N 100 FT
- 165-311-16 TR 411 LOT 1 POR OF LOT AND POR OF LOT 2
- 165-311-17 TR 411 LOT 1 POR IN LOT & S1/2 LOT 2
- 165-312-17 TR 411 LOT 19 N 93.3 FT IN LOT/AND POR N 93.3 FT W30 FT LOT 20
- 165-312-18 TR 411 LOT 19 N 140 FT IN LOT -EX N 93.4 FT-(AND W 30 FT -EX S 140 FT & N 93.4 FT- LOT 20
- 165-312-19 TR 411 LOT 19 ALL -EX N 140 FT- AND POR S 140 FT W30 FT LOT 20
- 167-472-08 N TR 405 LOT 6
- 167-472-09 N TR 405 LOT 7
- 167-472-10 TR 405 LOT 8 N 74.66 FT
- 167-472-11 TR 405 LOT 8 S 53.34 FT
- 167-472-12 N 1/2 TR 405 LOT 9
- 167-472-13 TR 405 LOT 9 RECTANGULAR LOT IN LOT AND RECTANGULAR LOT IN LOT 10
- 167-472-14 TR 405 LOT 9 POR OF LOT AS DESC IN DD -7658/624 OR- AND POR OF LOT 10 AS DESC IN DD -7658/624 OR
- 167-472-15 TR 405 LOT 10 POR OF LOT AS DESC IN DD -7624/483 OR
- 167-601-01 SEC 25 T 5 R 11 POR SW1/4
- 167-601-02 P BK 244 PG 48 PAR 4
- 167-601-03 P BK 244 PG 48 PAR 3
- 167-601-14 PM 244-48 PAR 1 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
- 167-601-15 PM 244-48 PAR 1 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
- 167-601-16 PM 244-48 PAR 5 POR OF PAR SURFACE AND 500 FT SUBSURFACE VERTICALLY
- 167-601-17 PM 244-48 PAR 5 POR OF PAR
- 167-601-20 P BK 244 PG 48 PAR 2

Map 10

165-311-16

165-311-17

165-312-17

165-312-18

165-312-19

165-301-22

165-301-23

165-301-24

165-301-28

165-301-25

165-301-26

165-301-27

165-302-21

165-302-22

165-181-40

165-181-39

165-181-38

165-181-37

165-181-36

165-181-35

Beach Blvd.

167-472-08

167-472-09

167-472-10

167-472-11

167-472-12

167-472-14

167-472-13

167-472-15

Camer

Sergio Cir.

Van Buren L

167-601-02

167-601-01

167-601-03

167-601-16

167-601-17

167-601-15

167-601-14

167-601-20



ATTACHMENT NO. 323

2.1.4 Town Center-Neighborhood

- 157-341-01 SEC 36 T 5 R 11 POR NW1/4
- 157-341-02 SEC 36 T 5 R 11 POR NW1/4
- 157-341-03 SEC 36 T 5 R 11 POR NW1/4
- 157-341-04 P BK 39 PG 2 PAR 1
- 157-341-05 P BK 24 PG 44 PAR 2
- 157-341-06 P BK 24 PG 44 PAR 1
- 157-341-07 P BK 39 PG 2 PAR 2
- 157-341-08 P BK 38 PG 16 PAR 1
- 157-352-05 SEC 36 T 5 R 11 POR NW1/4
- 159-031-08 SEC 35 T 3 R 11 S 99 FT N1/2 SE1/4 NE1/4 -EXPOR TO STATE FOR ST
- 159-031-10 SEC 35 T 5 R 11 S 125 FT E 348.48 FT SE1/4 NE1/4 -EX ST & POR TO F REEWAY
- 159-031-16 SEC 35 T 5 R 11 POR NE1/4
- 159-031-17 P BK 76 PG 4 PAR 1
- 159-031-18 P BK 76 PG 4 PAR 2
- 159-031-22 T 5 R 11 SEC 35 POR NE1/4
- 159-031-23
- 159-031-24 P M 138-29 PAR 3 AND PAR 4
- 159-031-01 PM 14-8 PAR 1 & 2

2.1.10 Residential Transition Zone

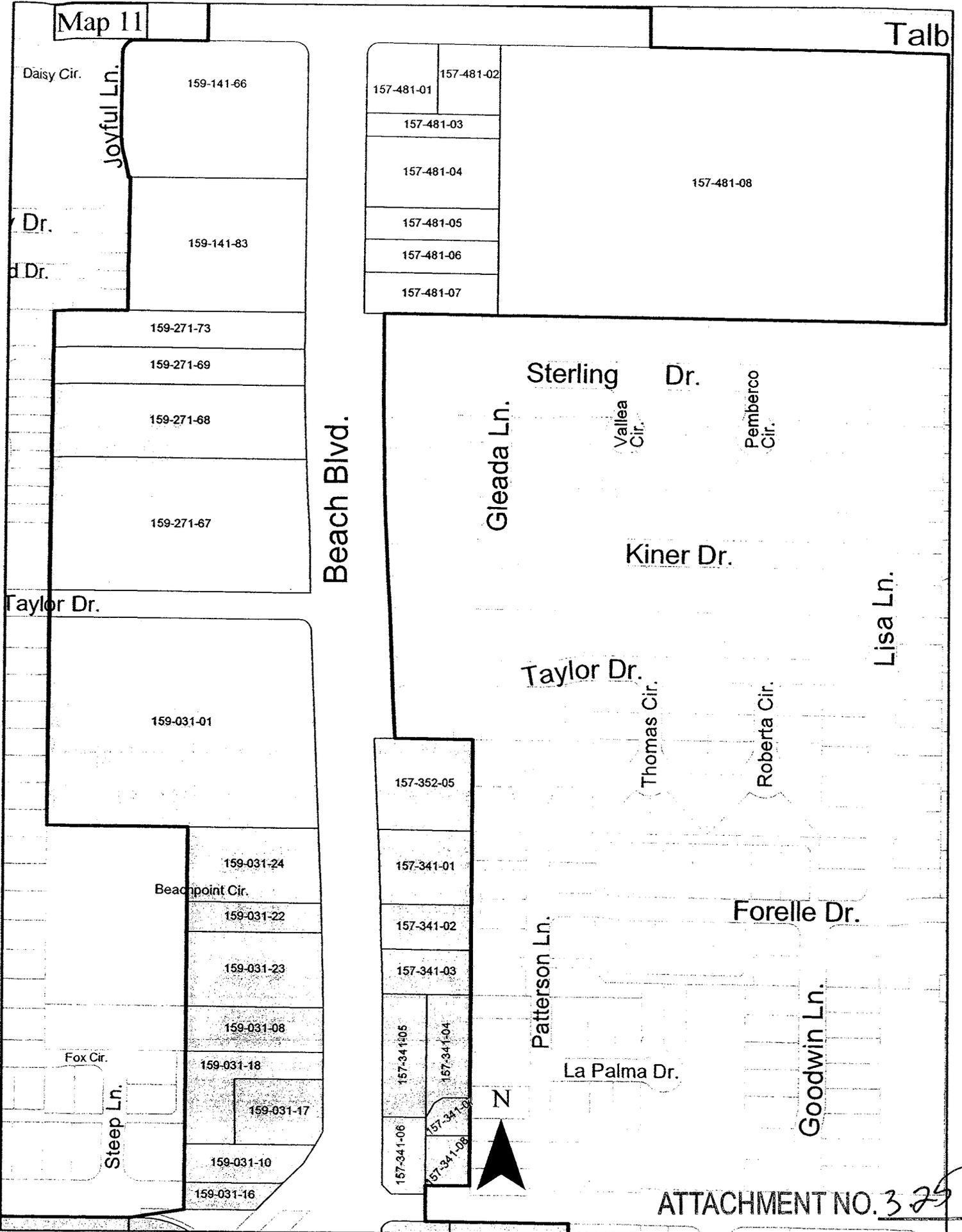
- 159-031-01 PM 14-8 PAR 1 & 2

2.1.5 Neighborhood Center

- 157-481-01 P BK 93 PG 13 PAR 2
- 157-481-02 P BK 93 PG 13 PAR 1
- 157-481-03 SEC 36 T 5 R 11 N 53 FT S451.29 FT W 330 FT NW1/4 NW1/4 NW1/4
- 157-481-04 SEC 36 T 5 R 11 S 106 FT N 367.71 FT W 330 FT NW1/4 NW1/4(NAN D N 53 FT S 292.29 FT W 330 FT NW
- 157-481-05 P BK 56 PG 33 PAR 1
- 157-481-06 P BK 56 PG 33 PAR 2
- 157-481-07 SEC 36 T 5 R 11 S 92.29 FT W 330 FT NW1/4 NW1/4 NW1/4
- 157-481-08 PM 317-35 PAR 1 THRU 4
- 159-141-66 TR 172 BLK C LOT 4 POR OF LOT AND BLK C POR OF LOT 5, 6, 10, 16, 22, 28, 34, 40, 46, 52, 58, 64, 70

2.1.7 Neighborhood Blvd Segment

- 159-141-83 TR 172 BLK C LOT 83 AND BLK C LOTS 84, 89, 90, 95, 96, 101, 102, 107, 108, 113, 114, 119, 120, 125, 1
- 159-271-67 SEC 35 T 5 R 11 POR NE1/4
- 159-271-68 SEC 35 T 5 R 11 S1/2 N1/2SE1/4 NE1/4 NE1/4 -EX HWY
- 159-271-69 SEC 35 T 5 R 11 N1/2 N1/2SE1/4 NE1/4 NE1/4 -EX N 82.50 FT & HWY
- 159-271-73 SEC 35 T 5 R 11 N 82.50 FT OF S1/4 NE1/4 NE1/4



MAP 12

2.1.3 Town Center-Core

159-091-03 P BK 250 PG 9 PAR 1
159-091-04 TR 7 LOT 1 BLK D AND LOTS 2, 3 & 7 AND POR OF LOT 4 ALL IN BLK D SURFACE AND 500 FT SUBSURFACE VERTIC
159-091-05 TR 7 BLK D LOT 5 AND BLK D LOTS 6 & 8
159-101-03 TR 7 LOT 4 BLK D POR OF LOT SURFACE AND 500 FT SUBSURFACE VERTICALLY

2.1.4 Town Center-Neighborhood

157-471-04 SEC 36 T 5 R 11 N1/2 NW1/4 NW1/4 SW1/4 -EX POR IN DD -7468/631 OR- & STS
157-471-05 SEC 36 T 5 R 11 POR NW1/4 NW1/4 SW1/4 AS DESC IN LEASE -7468/631 OR
157-471-06 SEC 36 T 5 R 11 POR S1/2 NW1/4 NW1/4 SW1/4 AS PER DD -7263/194 OR
159-092-03 N TR 7 BLK G LOT 5
159-092-04 TR 7 LOTS 1/2 BLK G
159-092-07 TR 7 BLK G LOT 3 AND BLK G LOT 4
159-101-01 TR 7 LOT 4 BLK D POR OF LOT AS DESC IN DD -7833/255 OR
159-102-01 P BK 184 PG 17 PAR 1
159-102-14 TR 7 LOT 19 BLK H S 75 FTN 145.2 FT W 216 FT IN LOT
159-102-18 N TR 598 LOT 17
159-102-19 N TR 598 LOT 16
159-102-20 N TR 598 LOT 15
159-102-21 N TR 598 LOT 14
159-102-29 N TR 598 LOT 6
159-102-30 N TR 598 LOT 5
159-102-35 TR 598 LOT 7 AND LOTS 8-13 INC (PM 126-21 PAR 1)
159-102-36 P BK 150 PG 1 PAR 1
159-102-43 TR 7 BLK H LOT 4 AND BLK H LOTS 5 & 6 AND POR OF LOT 3 AND TR 598 LOT 1
159-102-44 TR 598 LOT 2 AND LOTS 3 & 4
159-102-46 P BK 168 PG 44 PAR 1
159-121-02 TR 7 LOT 9 BLK G N1/2
159-121-03 TR 7 LOT 9 BLK G S1/2
159-121-28
159-121-30 P M 175-07 PAR 2 POR OF PAR
159-121-31 PARCEL MAPS 175 PG 8 LOT 1
159-262-01 TR 7 LOTS 1/2 BLK F
159-262-02 N TR 7 BLK F LOT 3
159-262-03 TR 7 LOT 4 BLK F THE SURFACE & 500 FT SUBSURFACE VERTICALLY OF ALL -EX S 126.58 FT & ST
159-262-04 TR 7 LOT 4 BLK F THE SURFACE & 500 FT SUBSURFACE VERTICALLY OF SLY 126.58 FT -EX ST
159-262-05 P BK 64 PG 33 PAR 1
159-262-06 P BK 64 PG 33 PAR 2

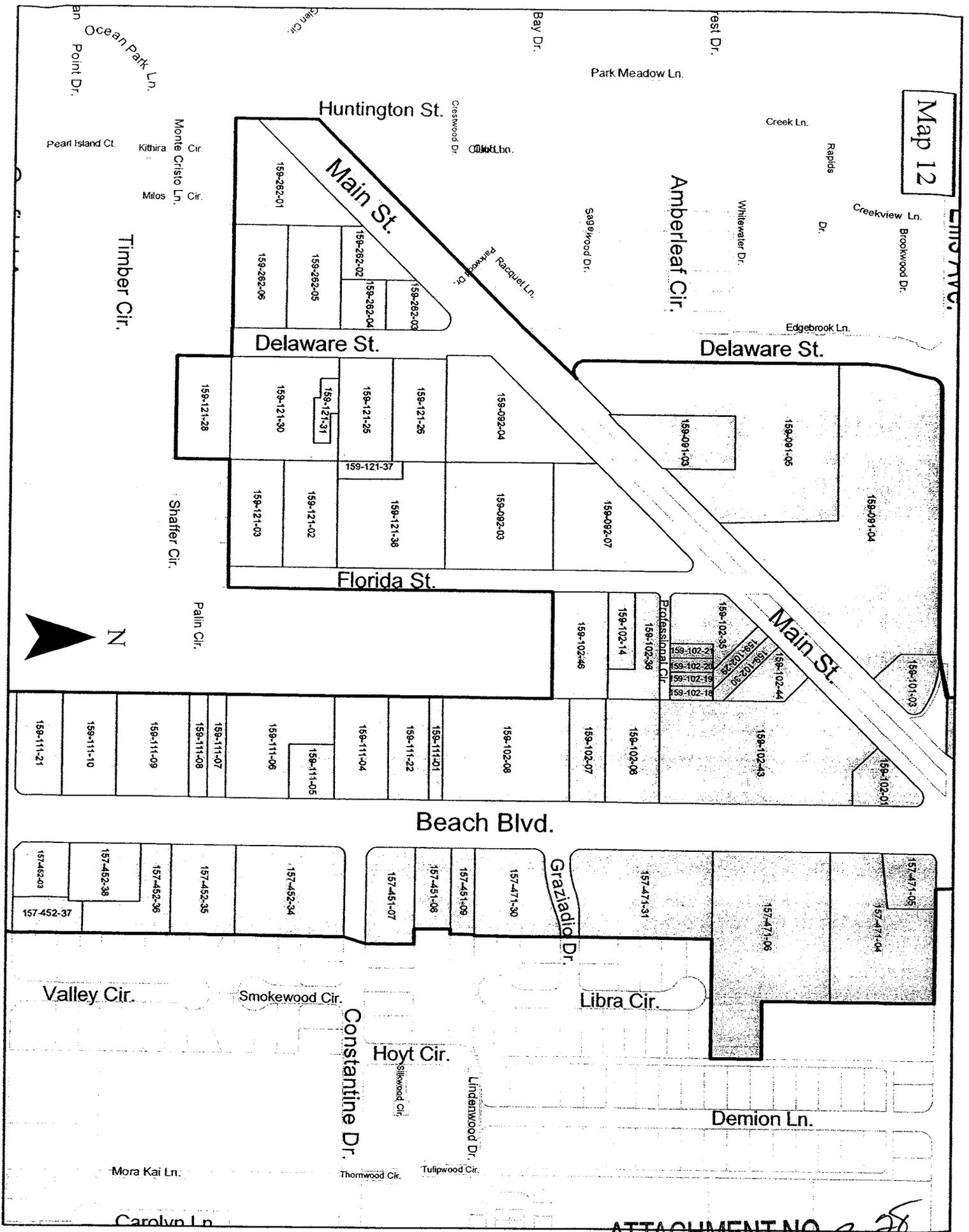
159-121-26 TR 7 LOT 6 BLK G N1/2
159-121-38 TR NO 7 BLK G LOT 7 POR OF LOT
159-121-37 TR NO 7 BLK G LOT 7 POR OF LOT
159-121-25 TR 7 LOT 6 BLK G S1/2 -EXST

Residential Required(2.14)

159-121-26 TR 7 LOT 6 BLK G N1/2
 159-121-38 TR NO 7 BLK G LOT 7 POR OF LOT
 159-121-37 TR NO 7 BLK G LOT 7 POR OF LOT
 159-121-25 TR 7 LOT 6 BLK G S1/2 -EXST

2.1.8 Neighborhood Parkway Segment

157-451-07 SEC 36 T 5 R 11 POR SW1/4(P M 6-43 PAR 1)
 157-451-08 SEC 36 T 5 R 11 POR SW1/4
 157-451-09 SEC 36 T 5 R 11 N 65 FT E243 FT W 331 FT N1/2 NW1/4 SW1/4 SW1/4 -EX ST
 157-452-03 SEC 36 T 5 R 11 S 200 FT W 238 FT SW1/4 SW1/4 SW1/4 -EX STS
 157-452-34 P BK 92 PG 26 PAR 2
 157-452-35 P BK 107 PG 38 PAR 3
 157-452-36 P BK 107 PG 38 PAR 1
 157-452-37 P BK 107 PG 38 PAR 2
 157-452-38 P BK 107 PG 38 PAR 4
 157-471-30 SEC 36 T 5 R 11 POR SW1/4
 157-471-31 T 5 R 11 SEC 36 POR SW1/4
 159-102-06 TR 7 LOT 7 BLK H ALL -EX ST- (P.M. 30-44 PAR. 1 & 2)
 159-102-07 TR 7 LOT 8 BLK H N 100 FTIN LOT -EX POR TO STATE FOR ST
 159-102-08 TR 7 LOT 8 BLK H S 50 FT -EX ST- AND ALL -EX ST- LOTS 9/10 BLK H
 159-111-01 TR 7 LOT 11 BLK H N 37.5 FT IN LOT -EX POR TO STATE FOR ST
 159-111-04 TR 7 LOT 12 BLK H ALL -EXELY 14 FT FOR ST
 159-111-05 TR 7 LOT 13 BLK H N 125 FT E 170 FT IN LOT -EX PORTO STATE FOR ST
 159-111-06 TR 7 LOT 13 BLK H ALL -EXN 125 FT E 170 FT & POR TO STATE FOR ST- (AND ALL-EX POR TO STATE FOR ST- L
 159-111-07 TR 7 LOT 15 BLK H N 50 FTIN LOT -EX ELY 14 FT FOR ST
 159-111-08
 159-111-09
 159-111-10
 159-111-21 N TR 7 BLK H LOT 18
 159-111-22 TRACT 7 BLK H LOT 11 S 112.50 FT IN LOT -EX ELY 14 FT FOR ST



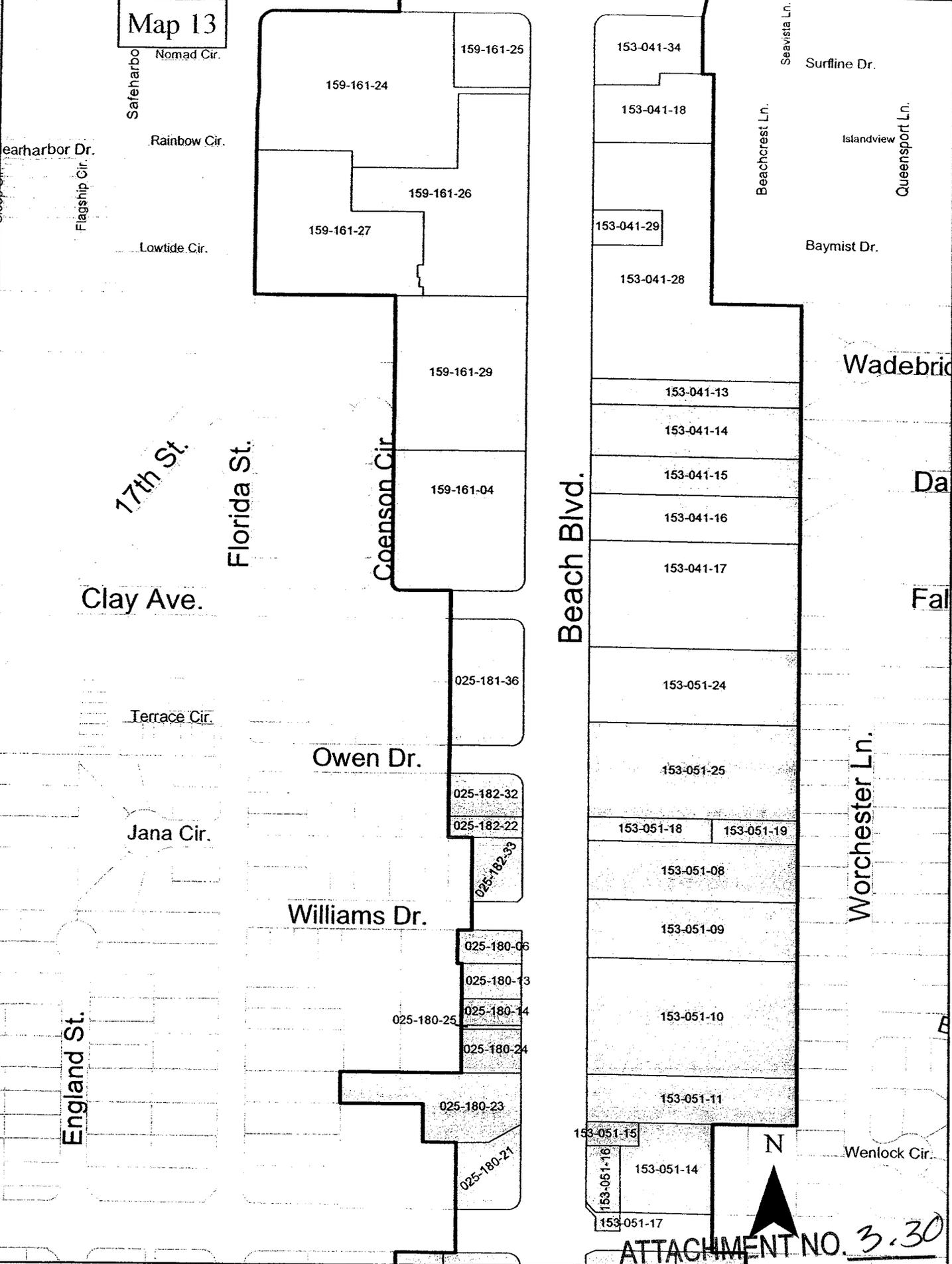
2.1.5 Neighborhood Center

- 159-161-24 P BK 97 PG 14 PAR 1
- 159-161-25 P BK 97 PG 14 PAR 2
- 159-161-26 P BK 97 PG 14 PAR 3
- 159-161-27 P BK 97 PG 14 PAR 4

2.1.8 Neighborhood Parkway Segment

- 025-180-06 TR 837 LOT BLK C POR OF BLK
- 025-180-13 TR 837 LOT BLK C W 125 FT E 145 FT -EX N 70 FT &S 155 FT
- 025-180-14 TR 837 LOT BLK C N 55 FT S 155 FT WLY 125 FT ELY 145 FT
- 025-180-21 EAST SIDE VILLA TR LOT BLK 2508 POR OF BLK
- 025-180-23 EAST SIDE VILLA TR LOT BLK 2508 POR OF BLK AND POR OF BLK 2507
- 025-180-24 TR 837 LOT BLK C S 92 FT W 125 FT E 145 FT
- 025-180-25 TR 837 LOT BLK C S 100 FT W 125 FT E 145 FT -EX S 92 FT
- 025-181-36 TR 837 BLK A LOT 1 AND BLK A LOTS 2 THRU 7 & LOT 26
- 025-182-22 TR 837 BLK B LOT 3 AND S 45 FT LOT 26 BLK B
- 025-182-32 P BK 238 PG 1 PAR 1
- 025-182-33 TRACT NO 837 BLK B LOTS 4 TO 6 INC
- 153-041-13 SEC 1 T 6 R 11 N 54.76 FTS 1808.28 FT W 530 FT NW1/4 -EX ST
- 153-041-14 SEC 1 T 6 R 11 N 109.52 FT S 1753.52 FT W 530 FT NW1/4 -EX ST
- 153-041-15 SEC 1 T 6 R 11 N 82.20 FTS 1644 FT W 530 FT NW1/4 -EX ST
- 153-041-16 SEC 1 T 6 R 11 N 100 FT S1561.80 FT W 530 FT NW1/4 -EX ST
- 153-041-17 SEC 1 T 6 R 11 N 328.8 FTS 1561.8 FT W 530 FT NW1/4 -EX N 100 FT & ST
- 153-041-18 P BK 122 PG 1 PAR 2
- 153-041-28 P.M. 122-1 PAR 4 AND POR PAR 3
- 153-041-29 P.M. 122-1 PAR 3 POR OF PAR
- 153-041-34 P BK 324 PG 40 PAR 1
- 153-051-08 SEC 1 T 6 R 11 N 123.3 FTS 822 FT W 530 FT NW1/4 -EX ST
- 153-051-09 SEC 1 T 6 R 11 N 123.3 FTS 698.7 FT W 530 FT NW1/4 -EX ST
- 153-051-10 SEC 1 T 6 R 11 N 245.4 FTS 575.4 FT W 530 FT NW1/4 -EX ST
- 153-051-11 SEC 1 T 6 R 11 N 100 FT S330 FT W 530 FT NW1/4 -EX ST
- 153-051-14 SEC 1 T 6 R 11 W 25 FT E 100 FT W 430 FT S 230 FT SW1/4 NW1/4 AND S 230 FT E 170 FT W 330 FT NW1/4
- 153-051-15 SEC 1 T 6 R 11 N 50 FT S 230 FT W 200 FT SW1/4 OF NW1/4 -EX ST
- 153-051-16 SEC 1 T 6 R 11 RECTANG LOT IN SW1/4 NW1/4
- 153-051-17 SEC 1 T 6 R 11 IRREG LOT IN NW1/4
- 153-051-18 P BK 32 PG 49 PAR 1
- 153-051-19 P BK 32 PG 49 PAR 2
- 153-051-24 T 6 R 11 SEC 1 POR NW1/4
- 153-051-25 SEC 1 T 6 R 11 POR OF NW1/4 OF SEC 1
- 159-161-04 EAST SIDE VILLA TR LOT BLK 2908 ALL -EX ST
- 159-161-29 EAST SIDE VILLA TR BLK 3008

Map 13



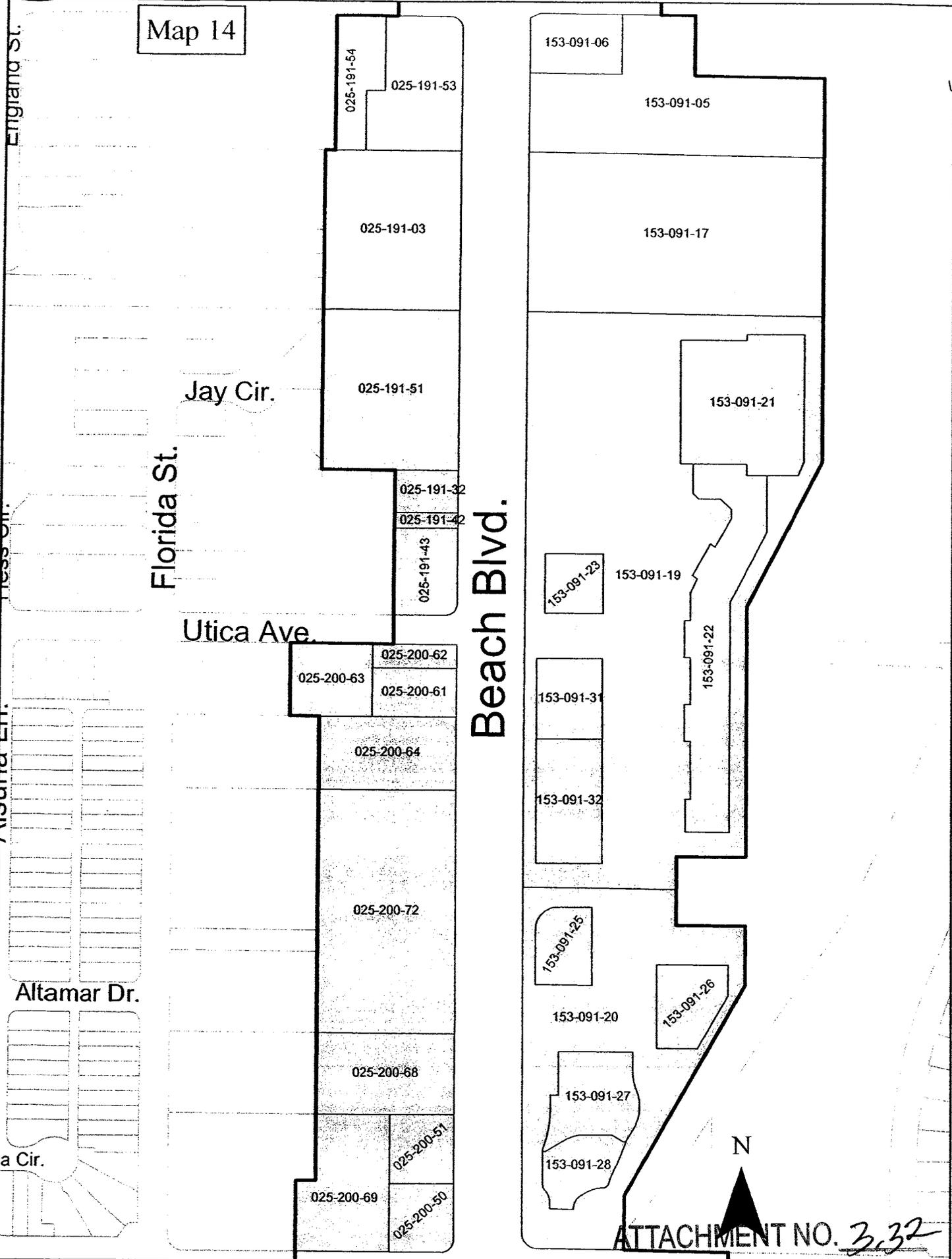
2.1.5 Neighborhood Center

- 153-091-19 P BK 158 PG 43 PAR 1
- 153-091-20 P BK 158 PG 43 PAR 2
- 153-091-21 P BK 158 PG 43 PAR 3
- 153-091-22 P BK 158 PG 43 PAR 4
- 153-091-23 P BK 158 PG 43 PAR 5
- 153-091-25 P BK 158 PG 43 PAR 7
- 153-091-26 P BK 158 PG 43 PAR 8
- 153-091-27 P BK 158 PG 43 PAR 9
- 153-091-28 P BK 158 PG 43 PAR 10
- 153-091-31 P BK 201 PG 15 PAR 1
- 153-091-32 P BK 201 PG 15 PAR 2

2.1.8 Neighborhood Parkway Segment

- 025-191-03 EAST SIDE VILLA TR LOT BLK 2308
- 025-191-32 EAST SIDE VILLA TR LOT BLK 2108 POR OF BLK
- 025-191-42 EAST SIDE VILLA TR LOT BLK 2108 POR OF BLK
- 025-191-43 P BK 43 PG 18 PAR 1
- 025-191-51 P BK 164 PG 18 PAR 1
- 025-191-53 PARCEL MAP 109-9 PAR 2 POR OF PAR AND ALL PAR 1 AND EAST SIDE VILLA TR LOT BLK 2408 POR OF BLK
- 025-191-54 P M 109-9 PAR 2 POR OF PAR AND EAST SIDE VILLA TR LOT BLK 2408 POR OF BLK
- 025-200-50 SLY 160 FT EAST SIDE VILLA TR BLK 1708
- 025-200-51 EAST SIDE VILLA TR LOT BLK 1708 POR OF BLK
- 025-200-61 P BK 35 PG 47 PAR 1
- 025-200-62 P BK 35 PG 47 PAR 2
- 025-200-63 EAST SIDE VILLA TR LOT BLK 2008 POR OF BLK
- 025-200-64 EAST SIDE VILLA TR BLK 2008 S 1/2 OF SAID BLK
- 025-200-68 EAST SIDE VILLA TR LOT 1808 POR OF LOT
- 025-200-69 EAST SIDE VILLA TR LOT 1707 POR OF LOT AND POR OF LOT 1708
- 025-200-72 EAST SIDE VILLA TRACT LOT 1908 POR OF LOT & POR OF LOT 1808 & TRACT 1916 LOTS 8, 9, 10, & POR OF LOT
- 153-091-05 SEC 1 T 6 R 11 IRRREG 2.70AC M/L IN NW1/4 SW1/4
- 153-091-06 SEC 1 T 6 R 11 POR SW1/4 AS DESC IN DD -7376/379 OR
- 153-091-17 T 6 R 11 SEC 1 POR SW1/4

Map 14



ATTACHMENT NO. 3.32

2.1.8 Neighborhood Parkway Segment

025-143-10 SEC 11 T 6 R 11 POR N1/2 NE1/4 NE1/4 AS DESCIN DD -7565/757 OR
151-282-03 SEC 12 T 6 R 11 POR NW1/4NW1/4 AS PER LEASE -6734/643 OR
151-282-26 T 6 R 11 SEC 12 POR NW1/4
151-282-27 P BK 247 PG 36 PAR 2
151-282-28 P BK 247 PG 36 PAR 1
151-282-31 P BK 180 PG 16 PAR 1
151-282-32 P BK 180 PG 16 PAR 3
151-282-33 P BK 180 PG 16 PAR 2

2.1.9 Residential Parkway Segment

025-171-06 VISTA DEL MAR TR LOT A BLK 1008 S 150 FT N 270 FT E 10 FT -EX ST-(AND S 150FT N 270 FT -EX STS- LOT
025-171-10 VISTA DEL MAR TR BLK 1008LOT A POR OF LOT AND BLK 1008 POR OF LOT B
025-172-06 VISTA DEL MAR TR LOT A BLK 908 ALL -EX PORS IN STS-(AND ALL -INC POR ABAN ST ADJ- -EX PORS IN STS- L
151-293-38 SEC 12 T 6 R 11 POR NW1/4
151-293-39 SEC 12 T 6 R 11 POR NW1/4
151-293-42 P.M. 35-26 PCLS 2 AND 3

Map 15

025-143-10

151-282-26
151-282-03
151-282-28
151-282-33
151-282-27
151-282-31
151-282-32

Hilcrest Cir.

Oceanhill Dr.

Backbay Cir.

Lakeside Ln.

Anna Ln.

Dr.

Arch Ln.

April Dr.

Ashland Dr.

Arrow Ln.

Seadrift Dr.

Seabreeze Landing Dr.

Cove Ln.

Shorecrest Ln.

Summerview Ln.

Sandglass Dr.

Florida St.

Knoxville Ave.

Georgia St.

Joliet Ave.

025-171-10

025-171-06

025-172-06

Beach Blvd.

Centerstone Dr.

Cape Coral Ln.

Bluffside Cir.

Bayfront Ln.

Atwater Cir.

Sealpoint Ln.

Sealpoint Ln.

Billingsgate Ln.

Seawater Dr.

Bridgeside Ln.

Cir.

Potteryview

Waters

151-293-38

151-293-39

151-293-42

Seven Seas Ln.

Somerville Ln.

N

ATTACHMENT NO. 334

2.1.5 Neighborhood Center

148-021-12 SEC 13 T 6 R 11 POR NW1/4
148-021-14 SEC 13 T 6 R 11 POR NW1/4
148-021-15 SEC 13 T 6 R 11 POR NW1/4
148-021-17 SEC 13 T 6 R 11 POR NW1/4
148-021-18 SEC 13 T 6 R 11 POR NW1/4(=PM BK 44 PG 40 PARS. 1 & 2)
148-021-19 P BK 25 PG 27 PAR 2

2.1.9 Residential Parkway Segment

151-351-14 N TR 12820 LOT 1
151-351-43 N TR 15816 LOT B

Map 16

Beach Blv

Sunset Cir.

Kingfis

151-351-14

151-351-43

Zuma Dr.

Ma

Catamaran Ln.

Seab

Stinson Dr.

Evel

Cabrillo Ln.

Monarch Ln.

Goleta Point Dr.

Seacoast Cir.

Shell Cir.

Shellfish Ln.

Beachcomber Dr.

Coast-watch Ln.

Waterfall Cir.

Seawall Cir.

Southwind Cir.

Moonmist Cir.

148-021-18

148-021-17

148-021-12

148-021-14

148-021-15

148-021-19

148-021-24

Wildwood Cir.

Whitestone Dr.

Ashburton Ln.

Pennington Dr.

Woolburn Dr.

Surfwood Ln.

Eastport Dr.

Chesterbrook Ln.

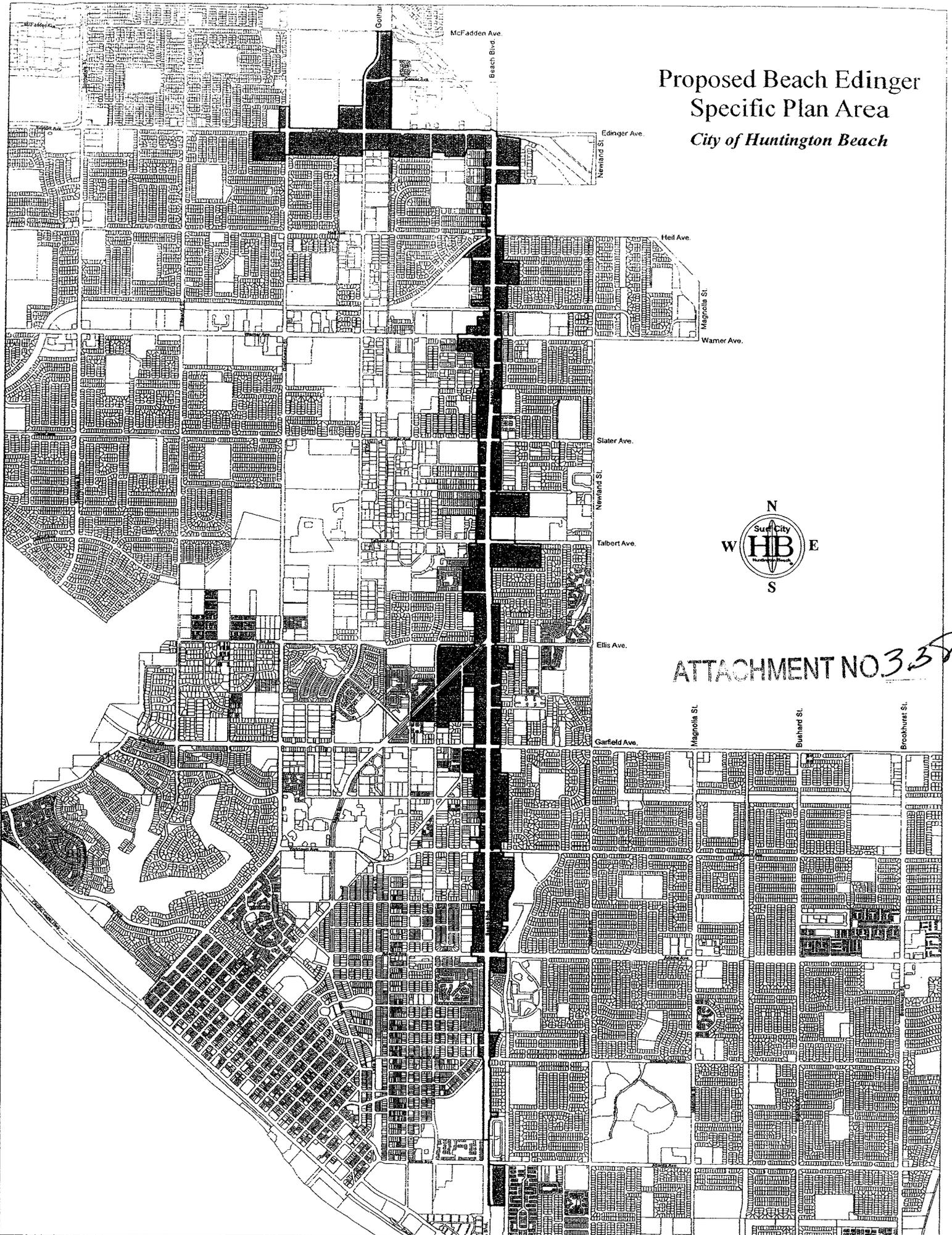
Deerfield Dr.

N

EXHIBIT B

ATTACHMENT NO. 3.37

Proposed Beach Edinger
Specific Plan Area
City of Huntington Beach



ATTACHMENT NO. 338

EXHIBIT C

ATTACHMENT NO. 3.39

TABLE LU-4 (Cont.)

Community District and Subarea Schedule

Subarea	Characteristic	Standards and Principles
5C Edinger Corridor	Permitted Uses	Category: Commercial Regional ("CR") Region-serving commercial uses, including "big-box" retail uses permitted by the "CR" land use category.
	Density/Intensity	Category: "F2" • Height: three (3) stories
	Design and Development	Category: Special Design ("d") • Design and site development as a cohesive and integrated center as stipulated by Policy LU 10.1.15. • Mitigate noise and vehicular impacts that may occur on adjacent residential neighborhoods. • Implement extensive streetscape improvements (landscape, signage, lighting, etc.) along Edinger.
5D "Old World"	Permitted Uses	Category: Mixed Use ("M") Community-serving commercial uses, motel/bed and breakfast, restaurants, cultural facilities, and similar uses (as permitted by the "CG" land use category) and free-standing multi-family housing.
	Density/Intensity	Category: "F2/45" • Motel: 12 units • Height: three (3) stories
	Design and Development	Category: Special Design ("d") • New development shall be designed to be consistent with the style of existing buildings. • Provide pedestrian linkages to uses within the subarea and adjacent centers.
5E "Student Center"	Permitted Uses	Category: Commercial General ("CG") Community-serving commercial uses permitted by the "CG" land use category.
	Density/Intensity	Category: "F1" • Height: two (2) stories
	Design and Development	Category: Special Design ("d") • Design and site development to achieve a unified "village" environment (as defined by Policy LU 10.1.12). • Locate buildings around common courtyards and pedestrian areas. • Discourage the development of office uses on the first floor. • Establish pedestrian linkages to Golden West College and adjacent regional commercial centers.



		<ul style="list-style-type: none">• Design and site structures to maintain pedestrian activity.• Improve pedestrian linkages to surrounding land uses, where feasible.
--	--	---

TABLE LU-4 (Cont.)

Community District and Subarea Schedule

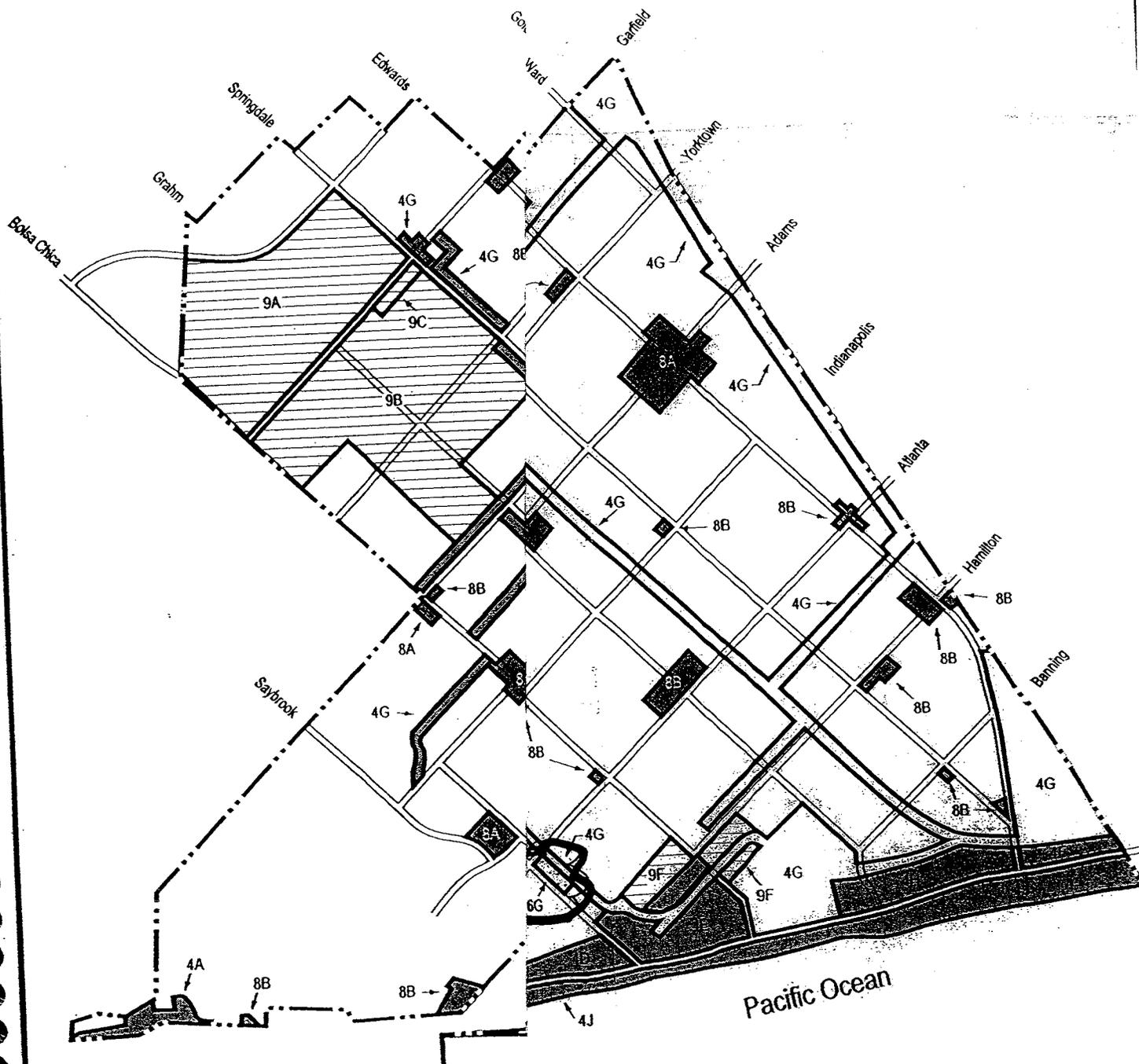
Subarea	Characteristic	Standards and Principles
6B Beach Warner area	Permitted Uses	Category: Commercial General ("CG"); and Mixed Use-Vertical Integration of Housing ("MV") Commercial and community-serving commercial uses permitted by the Commercial General ("CG") land use category.
	Density/Intensity	Category: "-F13"; and "-F8" <ul style="list-style-type: none"> • Height: four (4) stories
	Design and Development	Category: Special Design ("-d"), Automobile District ("-a") <ul style="list-style-type: none"> • Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses, and siting buildings around common courtyards and pedestrian areas. • Locate buildings along the Beach and Warner street frontages and incorporate a visual landmark at the intersection (signage, landscape, architectural element, etc.). • Require vertical setbacks of structures above the second floor. • Limit access to and from Beach Boulevard, clustering driveways and entrances as feasible for multiple businesses. • Provide pedestrian linkages with surrounding residential and commercial areas. • Encourage the creation of an automobile district.
6C Five Points	Permitted Uses	Category: Commercial General ("CG") Commercial uses permitted by the "CG" land use category.
	Density/Intensity	Category: "-F2" <ul style="list-style-type: none"> • Height: three (3) stories
	Design and Development	Category: Special Design ("-d") <ul style="list-style-type: none"> • Establish a unified "village" character, using consistent architecture and highly articulated facades and building masses, and siting buildings around common courtyards and pedestrian areas. • Integrate new development to be consistent with existing structures. • Achieve a high level of development quality in accordance with Policy LU 10.1.12.

TABLE LU-4 (Cont.)

Community District and Subarea Schedule

Subarea	Characteristic	Standards and Principles
6D Five Points Medical Center	Permitted Uses	Category: Mixed Use ("M") Medical facilities, professional offices, and supporting retail commercial uses permitted by the Commercial ("CO") land use category, congregate care facilities, multi-family and senior housing, and shared parking facilities.
	Density/Intensity	Category: "F3/30" • Height: four (4) stories
	Design and Development	Category: Specific Plan ("sp") • Require the preparation of and development in conformance with a specific or master plan. • Integrate new development with existing to ensure compatibility. • Require vertical setback of building heights along the peripheral street frontages, except Main Street. • Establish pedestrian linkages to surrounding neighborhoods and districts, where feasible.
6E Office Node (Adams York town)	Permitted Uses	Category: Commercial Office ("CO") Uses permitted by the "CO" land use category.
	Density/Intensity	Category: "F2" • Height: four (4) stories
	Design and Development	• Design to be consistent in scale and architectural character with existing structures. • Require vertical setback of elevations above the second story. • Limit access to and from Beach Boulevard, clustering driveways and entrances as feasible for multiple businesses. • Implement pedestrian linkages to surrounding areas, where feasible.
6F Newland Center	Permitted Uses	Category: Commercial General ("CG") Commercial uses permitted by the "CG" land use category.
	Density/Intensity	Category: "F1" • Height: two (2) stories
	Design and Development	Category: Special Design ("d") Design structures to maintain the scale and character of the adjacent Heritage Park.

*specific Plan boundary
and Subarea W*



LEGEND

- | | | | |
|---|---------------|---|-------------------------|
|  | City Boundary |  | Old Town |
|  | Downtown |  | PCH Coastal Co |
|  | Pier |  | Regional Commercial Cor |

**HUNTINGTON BEACH
SUB-AREA MAP**

City of Huntington Beach General Plan

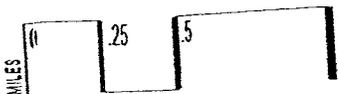


FIGURE **LU-6**

ATTACHMENT NO. 3.45

DRAFT RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF HUNTINGTON BEACH ADOPTING
ZONING TEXT AMENDMENT NO. 08-002 BY CREATING
THE BEACH AND EDINGER CORRIDORS SPECIFIC PLAN (SP 14)

WHEREAS, pursuant to the State Planning and Zoning Law, the Huntington Beach Planning Commission and the Huntington Beach City Council have held separate public hearings relative to Zoning Text Amendment No. 08-002, wherein both bodies have carefully considered all information presented at said hearings, and after due consideration of the findings and recommendation of the Planning Commission and all evidence presented to the City Council, the City Council finds that such zone change is proper and consistent with the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Huntington Beach finds as follows:

SECTION 1: The Beach and Edinger Corridors Specific Plan is consistent with the adopted Land Use Element of the General Plan, and other applicable policies and is compatible with surrounding development.

SECTION 2: The Beach and Edinger Corridors Specific Plan enhances the potential for superior urban design through Form Based Code development criteria in comparison with the development standards under the base district provisions that would apply if the Plan were not approved.

SECTION 3: The deviations from the base district provisions that otherwise would apply are justified by the compensating benefits of the Beach and Edinger Corridors Specific Plan.

SECTION 4: The Specific Plan includes adequate provisions for utilities, services and emergency vehicle access and public service demands and pursuant to the EIR mitigation measures will not exceed the capacity of existing and planned systems.

SECTION 5: That the real property that is the subject of this Resolution (hereinafter referred to as the "Specific Plan Boundary-Exhibit B") extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street and is more particularly described in the legal

ATTACHMENT NO. 4.1

description and map attached hereto as Exhibit "B" and incorporated by this reference as though fully set forth herein.

SECTION 6: Beach and Edinger Corridors Specific Plan, attached hereto as Exhibit "A" and incorporated by this reference as thoroughly set forth herein, is hereby adopted and approved.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting held on the _____ day of _____.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

City Administrator

Planning Director

ATTACHMENTS

Exhibit A: Specific Plan No. 14 - Beach and Edinger Corridors Specific Plan

Exhibit B: Project Area Map and Legal

EXHIBIT A

ATTACHMENT NO. 4.3

EXHIBIT A

DRAFT SPECIFIC PLAN NO. 14
SEE ATTACHMENT NO.

COPIES ARE AVAILABLE FOR
REVIEW AT THE PLANNING
AND ZONING DEPARTMENT
CITY HALL – 3rd FLOOR AND
CENTRAL LIBRARY

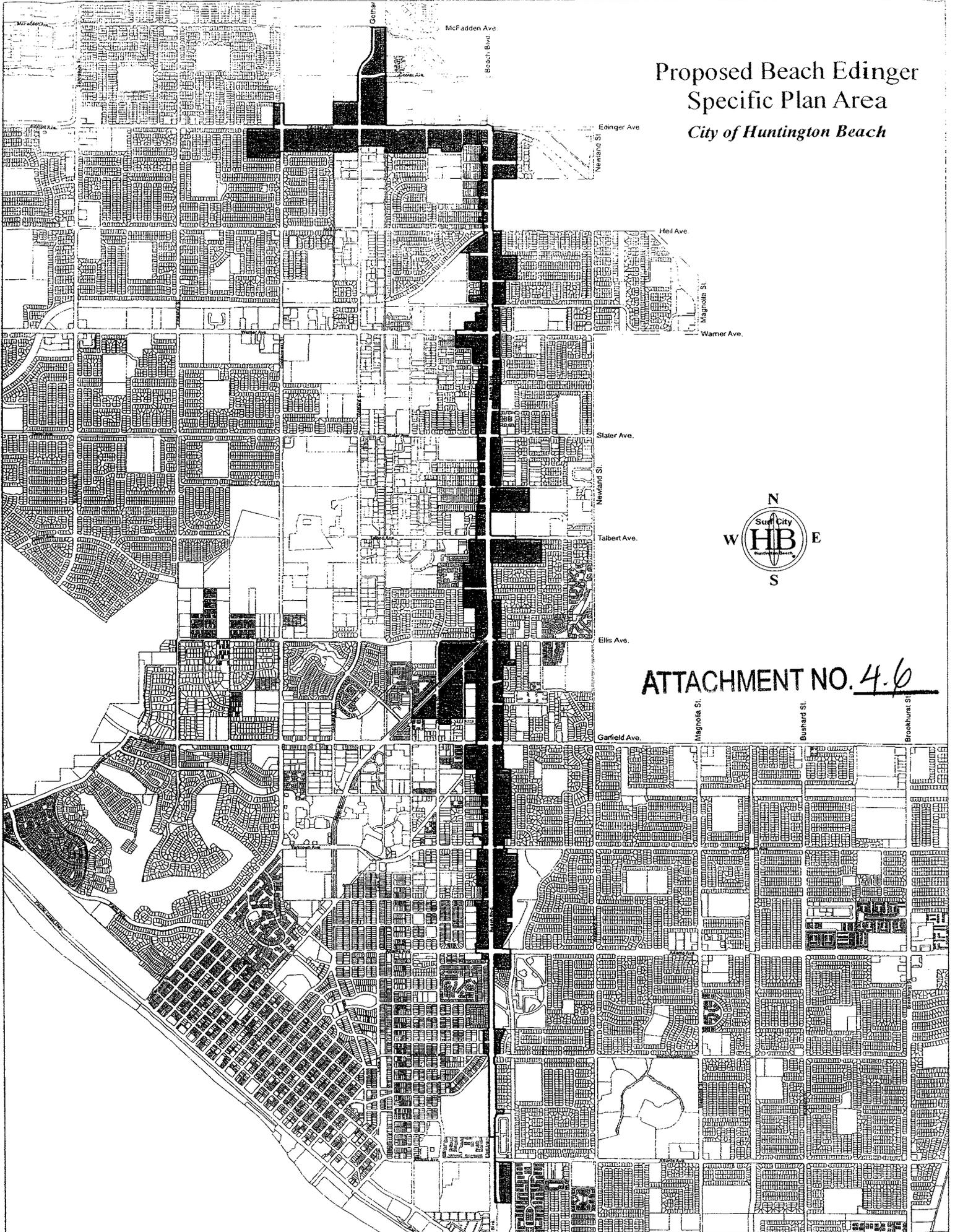
[www.surfcity-
hb.org/Government/Departments/Plan
ning/major/Beach_Edinger.cfm](http://www.surfcity-hb.org/Government/Departments/Planning/major/Beach_Edinger.cfm)

ATTACHMENT NO. 4-4

EXHIBIT B

ATTACHMENT NO. 4.5

Proposed Beach Edinger
Specific Plan Area
City of Huntington Beach



ATTACHMENT NO. 4.6

MAP 1

2.1.10 Residential Transition Zone

142-131-05 P BK 98 PG 1 PAR 1
142-131-10 P BK 98 PG 1 PAR 6
142-131-11 P BK 98 PG 1 PAR 7
146-463-18 SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN DD -8692/842 OR
146-463-22 SEC 22 T 5 R 11 POR NE1/4
146-463-25 SEC 22 T 5 R 11 POR NE1/4

2.1.6 Town Center Blvd Segment

142-131-05 P BK 98 PG 1 PAR 1
142-131-10 P BK 98 PG 1 PAR 6
142-131-11 P BK 98 PG 1 PAR 7
146-463-18 SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN DD -8692/842 OR
146-463-25 SEC 22 T 5 R 11 POR NE1/4
142-131-04 TR 6181 LOT 286 N 150 FT W 150 FT
142-131-06 P BK 98 PG 1 PAR 2
142-131-07 P BK 98 PG 1 PAR 3
142-131-09 P BK 98 PG 1 PAR 5
142-131-12 P BK 153 PG 26 PAR 1
142-131-13 P BK 153 PG 26 PAR 2
145-252-54 TR 4138 LOT A
145-252-61 SEC 15 T 5 R 11 LOT IN SE1/4 SE1/4
145-252-63 SEC 15 T 5 R 11 POR SE1/4
145-252-64 SEC 15 T 5 R 11 POR SE1/4
145-252-65 E 188 FT OF S 185 FT SEC 15 T 5 R 11
146-463-14 SEC 22 T 5 R 11 POR NE1/4NE1/4
146-463-16 SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN LEASE -8538/684 OR
146-463-20 SEC 22 T 5 R 11 POR NE1/4
146-463-24 SEC 22 T 5 R 11 POR NE1/4

Breeland Dr.

Rollins

Malm Cir.

Feola Cir.

Nyanza Dr.

Edge Ln.

Bluesails Dr.

inglow Ln.

Edinger A

146-463-22

146-463-16

146-463-18

146-463-25

146-463-24

146-463-20

146-463-14

145-252-64

145-252-65

145-252-63

145-252-61

145-252-54

142-131-04

142-131-09

142-131-12

142-131-13

142-131-07

142-131-06

142-131-10

142-131-11

142-131-05

ATTACHMENT NO. 4.8



MAP 2

2.1.3 Town Center-Core

142-074-01
142-074-02 T 5 R 11 SEC 14 POR SEC (POR. PAR A OF LLA 02/0954206.)
142-074-03 T 5 R 11 SEC 14 POR S1/2 (POR. PAR A OF LLA 02/0954206.)
142-074-04 SEC 14 T 5 R 11 8.99 AC M/L IN SE1/4 SW1/4
142-074-05 SEC 14 T 5 R 11 LOT IN SE1/4 SW1/4

2.1.4 Town Center-Neighborhood

142-074-01
142-074-02 T 5 R 11 SEC 14 POR SEC (POR. PAR A OF LLA 02/0954206.)
142-074-03 T 5 R 11 SEC 14 POR S1/2 (POR. PAR A OF LLA 02/0954206.)
142-074-04 SEC 14 T 5 R 11 8.99 AC M/L IN SE1/4 SW1/4
142-074-06 PM 211-25 PAR 1 POR OF PAR
142-074-07
142-074-08
142-074-09
142-074-10
142-074-11
142-074-12 PM 211-25 PAR 1 POR OF PAR

2.1.6 Town Center Blvd Segment

142-072-06 P BK 32 PG 48 PAR 1
142-072-08 P BK 44 PG 11 PAR 2
142-072-09 SEC 14 T 5 R 11 POR SW1/4(P M 44-11 PAR 1)
142-321-13 TR 4064 LOT 8 POR OF LOT (P M 5-36 PAR 2)
142-321-10
142-321-01 N TR 4064 LOT 7
142-511-04 TR 4064 LOT 1 POR OF LOT
142-511-03 TR 4064 LOT 1 POR OF LOT
142-511-02
142-511-05 TR 4064 LOT 1 S 182 FT W 316.70 FT
142-321-02 N TR 4064 LOT 6
142-321-12
142-511-01
Railroad

Map 2

Gotha

142-074-08 142-074-09

142-074-07 142-074-10

142-074-06

142-074-12

142-074-04

142-074-03

142-074-01

142-074-02

142-074-05

142-072-06 142-072-08 142-072-09

er Ave.

142-321-13 142-321-10 142-321-12 142-321-01 142-321-02

142-511-04 142-511-03 142-511-01 142-511-02 142-511-05 Railroad

N



MAP 3

2.1.4 Town Center-Neighborhood

142-073-02 SEC 14 T 5 R 11 IRREG 3.05 AC M/L IN NE1/4 SW1/4 SEC

142-073-01

Railroad

142-073-03 T 5 R 11 SEC 14 POR S1/2

2.14 Residential Required

142-073-03 T 5 R 11 SEC 14 POR S1/2

Map 3



ard St.

142-073-02

142-073-01

142-073-03

Railroad

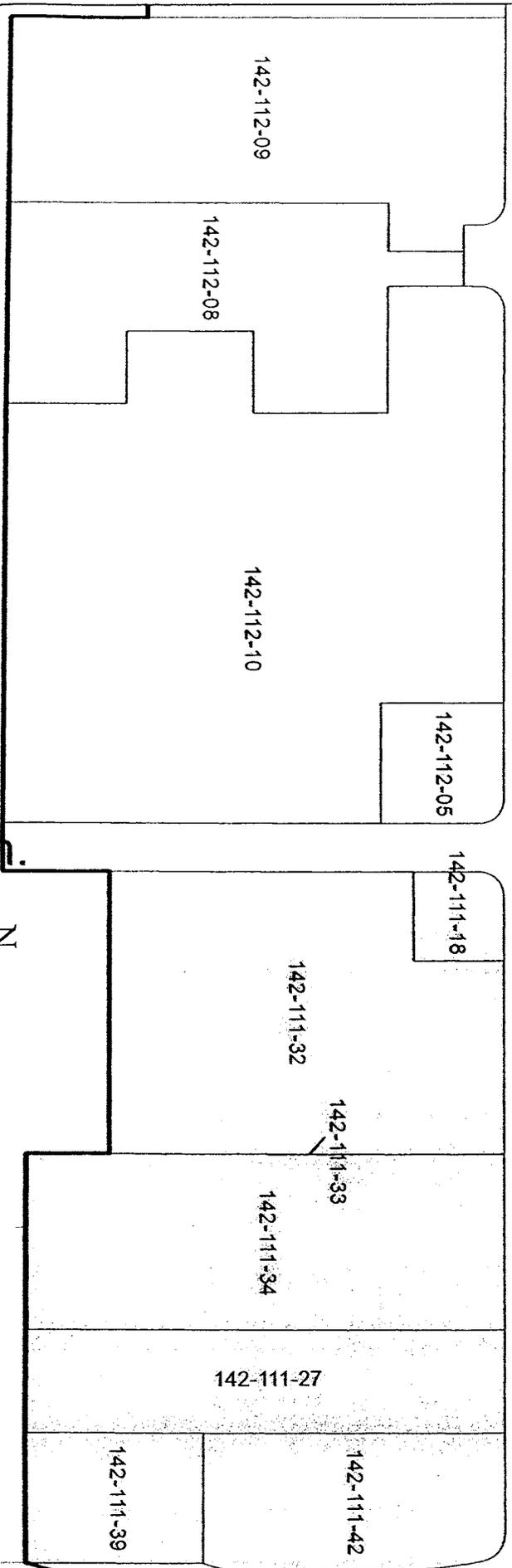
ATTACHMENT NO. 4.12

MAP 4

2.1.6 Town Center Blvd Segment

142-111-18	SEC 23 T 5 R 11 POR NW1/4NE1/4 AS PER LEASE-L5966 /843 OR
142-111-27	SEC 23 T 5 R 11 W 126 FT E 340 FT N 630 FT NW1/4 NE1/4 NE1/4
142-111-32	SEC 23 T 5 R 11 POR NE1/4
142-111-33	SEC 23 T 5 R 11 POR N1/2
142-111-34	SEC 23 T 5 R 11 POR N1/2
142-111-39	P BK 189 PG 31 PAR 2
142-111-42	P BK 189 PG 31 PAR 1
142-112-05	P BK 3 PG 50 PAR 1
142-112-08	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
142-112-09	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
142-112-10	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY

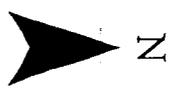
Edinger Ave.



n.

Valley Dr.

her Ln.

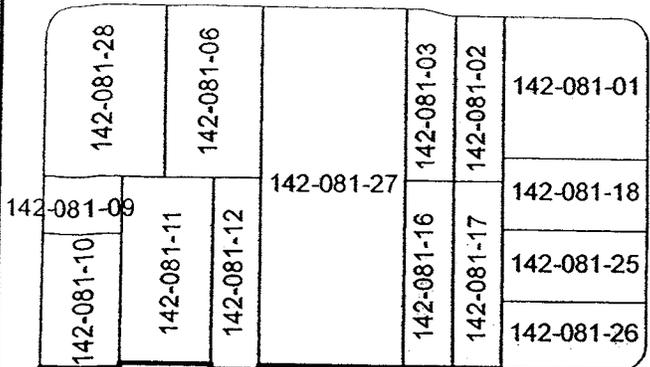


MAP 5

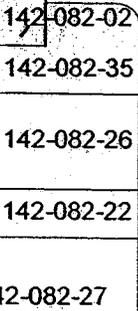
2.1.6 Town Center Blvd Segment

107-781-03 P BK 51 PG 48 PAR 2
107-781-04 P BK 51 PG 48 PAR 1
107-781-05 PM 61-2 PAR A POR OF PAR
107-781-06 P BK 61 PG 2 PAR B
107-781-07 P BK 61 PG 2 PAR C
107-782-08 PARCEL MAP 49-45 PARS 1 AND 2
142-081-01 TR 417 LOTS 1 TO 4 INC
142-081-02 TR 417 LOT 14 ALL -EX ST
142-081-03 TR 417 LOT 15 ALL -EX ST
142-081-06 TR 417 LOT 19 ALL -EX ST-AND ALL -EX ST- LOT 20
142-081-09 TR 417 LOT 24 N 60 FT ANDN 60 FT LOT 25
142-081-10 TR 417 LOT 24 ALL -EX N 60 FT-(AND ALL -EX N 60 FT- LOT 25
142-081-11 TR 417 LOTS 26&27
142-081-12 N TR 417 LOT 28
142-081-16 N TR 417 LOT 32
142-081-17 N TR 417 LOT 33
142-081-18 TR 417 LOTS 5,6&7
142-081-25 TR 417 LOT 8(AND LOTS 9 &10
142-081-26 TR 417 LOT 11(AND LOT 12(AND ALL -EX ST- LOT 13
142-081-27 TR 417 LOT 16 ALL -EX ST-AND ALL -EX ST- LOTS 17, 18, 29, 30 & 31
142-081-28 TR 417 LOT 21 ALL -EX ST-AND ALL LOTS 22 & 23 -EX ST
142-082-02 TR 417 LOT 34 W 50 FT OF LOT AND W 50 FT OF LOT 35
142-082-22 TR 417 LOTS 42&43
142-082-26 TR 417 LOT 41 AND LOTS 38, 39 & 40
142-082-27 P BK 25 PG 44 PAR 1
142-082-35 TR 417 LOTS 36, 37 AND POR. OF LOTS 34, 35.
142-083-04 TR 417 LOTS 76&77
142-083-24 TR 417 LOT 71(AND LOTS 72TO 75 INC(AND ALL -EX ST- LOT 70
142-083-25 TR 417 LOT 78 AND LOTS 79-85 INC
142-091-09 TR 417 LOT 106 ALL -EX ST- AND ALL -EX ST- LOT 107
142-091-18 TR 417 LOT 119 AND ALL -EX ST- LOT 120 AND ALL -EXSTS- LOT 121
142-091-27 N TR 6234 LOT 1
142-091-32 TR 417 LOT 108 AND LOTS 109 & 110
142-091-33 P BK 227 PG 3 PAR 1

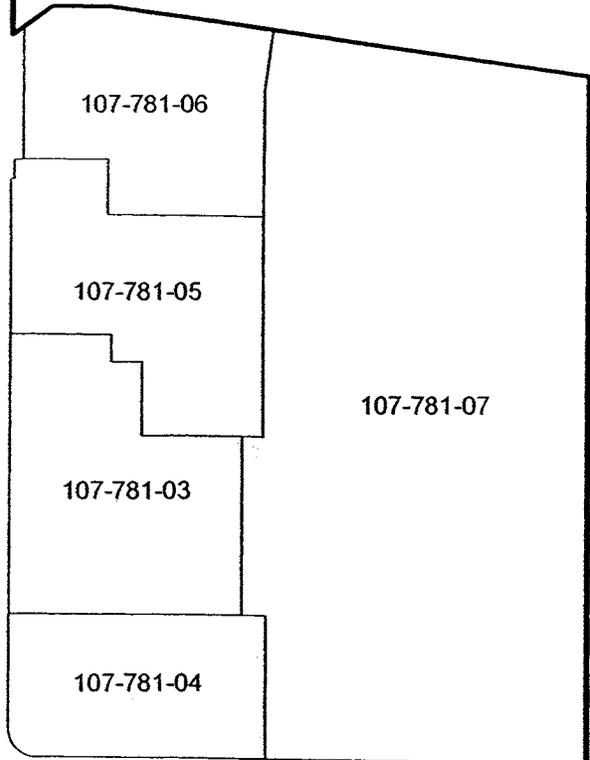
Map 5



Aldrich Dr.

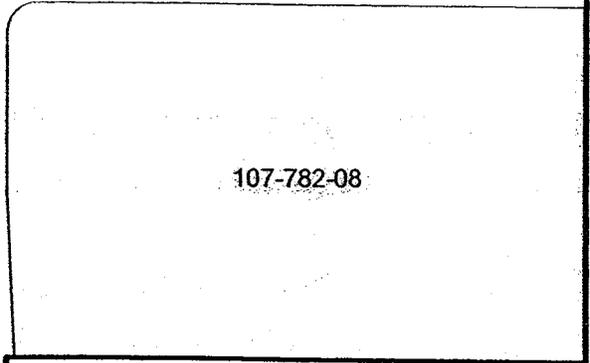
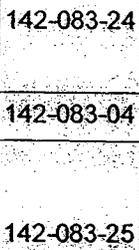


Stark Dr.



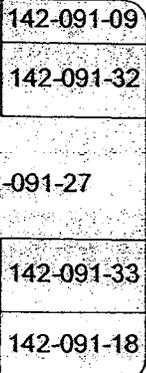
Stark Dr.

Parkside Ln.



107-782-08

Holt Dr.



Beach Blvd.

MacDonald Dr.



ATTACHMENT NO. 4-16

MAP 6

2.1.6 Town Center Blvd Segment

107-401-04 SEC 24 T 5 R 11 POR N1/2 NW1/4 SW1/4
107-401-32 SEC 24 T 5 R 11 S 147.6 FT W 303 FT N1/2 NW1/4 SW1/4 -EX FREEWAY
107-401-33 SEC 24 T 5 R 11 POR NW1/4SW1/4 AS PER DD -7231/388 OR
107-401-35 SEC 24 T 5 R 11 POR SW1/4
107-601-41 SEC 24 T 5 R 11 POR S1/2 NW1/4 SW1/4 AS PER LEASE -L5912/547 OR
107-601-48 P BK 55 PG 4 PAR 1
107-601-49 P BK 55 PG 4 PAR 2
142-092-15 TR 417 LOT 142 AND LOTS 143-148 INC
142-101-14 TR 522 LOT 10 BLK A AND LOTS 11-15 INC BLK A
142-102-20 TR 522 LOT 12 BLK B AND ALL -EX ST LOT 11 BLK B
142-102-47 TR 522 LOT 17 BLK B AND LOTS 18 THRU 20 ALL IN BLKB
142-102-48 N TR 522 BLK B LOT 30
142-102-49 TR 522 LOT 13 BLK B AND LOTS 14 THRU 16 ALL IN BLKB
142-103-17 TR 522 LOT 12 BLK C(AND ALL -EX ST LOT 11
{AND ALL -EX ST- LOT 13(A ND ALL -EX ST- LOT 14 ALL IN BLK
142-173-01 SEC 23 T 5 R 11 POR SE1/4
142-173-02 SEC 23 T 5 R 11 POR NE1/4SE1/4 AS DESC IN DD -8355/779 OR
142-462-06 P BK 47 PG 27 PAR 2
142-462-09 P BK 47 PG 27 PAR 1

Map 6

142-092-15

142-101-14

142-102-20

142-102-49

142-102-48

142-102-47

142-103-17

142-173-02

142-173-01

107-401-04

107-401-33

107-401-35

107-401-32

107-601-49

107-601-48

107-601-41

Dr.

Alhambra Dr.

Rhine Cir.

Chrysler Cir.

Cir.

Viewpoint Ln.

ch Blvd.

Waite Ln.

Potter Cir.



ATTACHMENT NO. 4. *FB*

2.1.6 Town Center Blvd Segment

107-100-67 TR 528 LOT 1 BLK A ELY 46FT -INC W1/2 ALLEY ADJ ON E- -EX FREEWAY -(AND ELY 46 FT -INC W1/2 ALLEY AD
 107-100-68 TR 528 LOT 2 BLK A ALL -EX ST & W 29 FT-(AND ALL -EX W 29 FT- LOTS 4/6 BLK A
 107-100-70 TR 528 LOT 11 BLK A ELY 46 FT -INC W1/2 ALLEY ADJ ON E-(AND ALL -INC E1/2 ALLEY ADJ ON W- LOT 12 BL
 107-100-71 TR 528 LOT 7 BLK A ELY 46FT -INC W1/2 ALLEY ADJ ON E-(AND ALL -INC E1/2 ALLEY ADJ ON W- LOT 8(ANDEL
 107-100-75 N TR 528 BLK A LOT 14
 107-100-77 TR 528 BLK A POR ABAND ALLEY
 107-100-79 P BK 204 PG 43 PAR 1
 107-100-80 P BK 204 PG 43 PAR 2
 107-691-20 SEC 24 T 5 R 11 LOT IN N1/2 SW1/4 SW1/4
 107-691-22 SEC 24 T 5 R 11 POR N1/2 SW1/4 SW1/4 (PM48-9 PAR 1 & 2)
 142-191-01 TR 194 LOT 1 BLK A AND LOTS 2 TO 6 INC BLK A
 142-191-12 TR 194 LOTS 101&102 BLK B
 142-191-14 TR 194 LOT 118 BLK A(AND LOTS 143, 144 & 169 BLK A(AND LOTS 119 TO 122 INC, & 143 TO 146 INC ALL IN
 142-191-15 TR 194 LOT 117 BLK A & LOT 97 BLK B
 142-191-23 TR 194 LOT 99 BLK B AND LOTS 100, 103, 114 TO 118 INC, 123 TO 127 INC, 138 TO 142 INC AND ALL LOTS 1
 142-191-24 N TR 194 BLK B LOT 98
 142-191-27 TR 194 LOT 21 BLK A AND LOTS 22-32 INC BLK A
 142-191-33 N TR 194 BLK B LOT 106
 142-191-34 TR 194 LOT 104 BLK B AND LOTS 105, 111 TO 113 INC,128 TO 130 INC, 135 TO 137 INC AND ALL LOTS 152 TO
 142-191-36 TR 194 BLK A LOT 110 AND BLK A LOTS 111, 112, 123,124 & 125
 142-191-40 P BK 165 PG 38 PAR 1
 142-191-42 TRACT NO 194 BLKA LOTS 119-122,139-142,145-148 AND165-168
 142-191-43 TRACT NO 194 BLK A LOTS 113 TO 116 INC
 142-191-44 P BK 159 PG 5 PAR 1
 142-191-46 TR NO 194 BLK A LOTS 126 TO 129 AND LOTS 106 TO 109 AND POR OF LOTS 105 AND 130
 142-191-47 TR 194 BLK A LOTS 41 TO 64 INC, LOTS 67 TO 90 INC & LOTS 93 TO 104 INC - EXSTR
 142-481-11 P BK 83 PG 8 PAR 2
 142-481-12 P BK 118 PG 16 PAR 2

Map 7

Terry Dr.

Bea

Moonshadow Cir.

142-481-12

107-691-20

142-481-11

107-691-22

Damask Dr.

Dr.

142-191-01

Robidoux Dr.

142-191-27

107-100-79

Eastlake Ln.

142-191-47

107-100-80

A Ln.

107-100-77

107-100-75

142-191-33

Woodlake Dr.

142-191-24

142-191-15

142-191-34

142-191-12

142-191-23

142-191-14

142-191-15

142-191-43

142-191-42

142-191-36

142-191-40

142-191-46

142-191-44

107-100-70

107-100-71

107-100-67

107-100-68

Warner Ave

ATTACHMENT NO. 4.20

N



2.1.5 Neighborhood Center

165-364-03 TR 436 BLK A LOT 2 POR OF LOT AND BLK A POR OF LOT 3
 165-364-04 P BK 100 PG 9 PAR 2
 165-364-06 P BK 185 PG 17 PAR 2
 165-364-11 P BK 204 PG 33 PAR A
 165-364-12 P BK 204 PG 33 PAR 1
 165-364-13 P BK 204 PG 33 PAR 2
 165-364-14 P BK 204 PG 33 PAR B
 165-364-15 P BK 204 PG 33 PAR 7
 165-364-16 P BK 204 PG 33 PAR 6
 165-364-17 P BK 204 PG 33 PAR D
 165-364-18 P BK 204 PG 33 PAR 5
 165-364-19 P BK 204 PG 33 PAR 8
 165-364-20 P BK 204 PG 33 PAR C
 165-364-21 P BK 204 PG 33 PAR 3
 165-364-22 P BK 204 PG 33 PAR 4
 165-364-24 P BK 260 PG 19 PAR 1
 165-364-25 PARCEL MAP 260-19 PAR 2 AND PM 185-17 PAR 4

2.1.7 Neighborhood Blvd Segment

165-225-09 SEC 26 T 5 R 11 S 132 FT N 264 FT E 330 FT N 1/2 SEC 1/4 NE 1/4 -EX HWY
 165-225-10 SEC 26 T 5 R 11 N 132 FT E 330 FT SE 1/4 NE 1/4 -EX HWY
 165-283-04 TR 436 LOT 1 BLK F POR OF LOT
 165-283-05 TR 436 LOT 2 BLK F ALL -EX W 170 FT
 165-283-13 TR 436 LOT 5 BLK F S 1/2 -EX W 150 FT
 165-283-14 TR 436 LOT 5 BLK F N 1/2 -EX W 150 FT
 165-283-16 P BK 130 PG 35 PAR 1
 165-283-17 TR 436 BLK F LOT 3 POR OF LOT
 167-311-02 SEC 25 T 5 R 11 POR NW 1/4 (PM 36-34 PAR 2)
 167-324-01 N TR 298 LOT 23
 167-324-04 N TR 298 LOT 17
 167-324-05 N TR 298 LOT 15
 167-324-06 N TR 298 LOT 13
 167-324-07 N TR 298 LOT 11
 167-324-09 N TR 298 LOT 5
 167-324-10 TR 298 LOTS 1&3
 167-324-11 TR 298 LOT 2 POR OF LOT (AND POR OF LOTS 4, 6, 8, 10, 12, 14, 16, 18, 20 AND 22
 167-324-12 N TR 298 LOT 9
 167-324-13 N TR 298 LOT 7
 167-324-14 TR 298 LOT 19 AND LOT 21
 167-325-15 SEC 25 T 5 R 11 1 AC IN S 1/2 NW 1/4 NW 1/4
 167-325-16 SEC 25 T 5 R 11 N 100 FT S 430 FT W 300 FT NW 1/4 NW 1/4 -EX POR TO STATE FOR ST
 167-325-17 SEC 25 T 5 R 11 POR OF SEC AS DESC IN DD -6985/545OR
 167-325-18 SEC 25 T 5 R 11 N 100 FT S 230 FT W 300 FT NW 1/4 NW 1/4 -EX POR TO ST TO STATE
 167-325-19 SEC 25 T 5 R 11 POR NW 1/4 NW 1/4
 167-325-20 SEC 25 T 5 R 11 N 100 FT S 130 FT W 205 FT NW 1/4 NW 1/4 -EX POR TO STATE FOR ST
 167-325-21 SEC 25 T 5 R 11 REG LOT IN S 1/2 NW 1/4 NW 1/4

Map 8

Warner Ave.

165-364-11

167-324-01

165-364-12

167-324-14

165-364-15

165-364-16

165-364-17

167-324-04

165-364-13

167-324-05

165-364-14

167-324-06

Sycamore Dr.

165-364-19

165-364-18

167-324-07

Elm Ln.

165-364-20

165-364-22

167-324-12

165-364-21

165-364-03

167-324-13

165-364-04

165-364-24

165-364-25

167-324-09

165-364-06

167-324-10

Ash Ln.

Beach Blvd.

167-324-11

A Ln.

Cypress Dr.

167-325-15

Elm Ln.

165-283-04

167-325-16

165-283-05

167-325-17

165-283-17

167-325-18

165-283-16

165-283-14

165-283-13

167-325-20

167-325-19

167-325-21

165-225-10

167-311-02

Kristin Cir.

165-225-09

N

ATTACHMENT NO. 4.22



2.1.5 Neighborhood Center

165-321-05 T 5 R 11 SEC 26 NE1/4 NE1/4 SE1/4 POR OF SEC - EX STR
167-472-16 TRACT NO 405 LOTS 1 AND 2

2.1.7 Neighborhood Blvd Segment

165-225-06 SEC 26 T 5 R 11 S 20 FT N601 FT W 20 FT E 248 FT NE1/4 SE1/4 NE1/4
165-225-07 SEC 26 T 5 R 11 POR NE1/4
165-225-08 SEC 26 T 5 R 11 S 132 FT N 396 FT E 330 FT SE1/4 NE1/4 -EX HWY
165-234-07 SEC 26 T 5 R 11 W 127.53 FT S 132 FT E1/4 S1/2 SE1/4 NE1/4
165-234-08 SEC 26 T 5 R 11 S 132 FT E1/2 SE1/4 NE1/4 -EX FREEWAY & W 127.53 FT
165-234-13 SEC 26 T 5 R 11 E1/4 S1/2 SE1/4 NE1/4 -EX S 528 FT
165-234-18 P BK 123 PG 22 PAR 1
165-321-06 P BK 50 PG 39 PAR 1
165-321-07 P BK 50 PG 39 PAR 2
167-311-03 P BK 46 PG 20 PAR 2
167-311-04 P BK 46 PG 20 PAR 1
167-312-01 SEC 25 T 5 R 11 N 160 FT W 265.37 FT SW1/4 SW1/4 NW1/4 -EX POR TO HWY & ST
167-312-02 SEC 25 T 5 R 11 W 265.37 FT S 160 FT N 320 FT SW1/4 SW1/4 NW1/4 -E X HWY
167-312-03 SEC 25 T 5 R 11 N 160 FT S 340 FT W 265.37 FT SW1/4 SW1/4 NW1/4 -E X FREEWAY & POR TO LOCKWOOD -6426
167-312-04 SEC 25 T 5 R 11 POR SW1/4 SW1/4 NW1/4
167-312-05 SEC 25 T 5 R 11 POR NW1/4 DEESC AS PARCEL 1 IN DD -6834/340 OR
167-312-06 SEC 25 T 5 R 11 S 180 FT W 265.37 FT -EX FREEWAY & POR TO DOAN-RUSSELL CO -6834/340 OR
167-472-03 TR 405 LOT 3 ALL -EX FREEWAY
167-472-04 TR 405 LOT 4 NLY 65 FT ELY 113 FT
167-472-05 TR 405 LOT 4 POR OF LOT
167-472-06 TR 405 LOT 4 POR OF LOT
167-472-07 TR 405 LOT 5 ALL -EX HWY

Map 9

Keelson Ln.

165-225-08

165-225-07

165-225-06

165-234-13

165-234-18

165-234-07

165-234-08

165-321-05

165-321-06

165-321-07



167-311-03

167-311-04

Holland Dr.

167-312-01

167-312-02

167-312-03

167-312-04

167-312-05

167-312-06

167-472-16

167-472-03

167-472-06

167-472-04

167-472-05

167-472-07

Windy Sea Cir.
Magic Lantern Ln.

Windy Sands Cir.

Keelson Ln.
ATTACHMENT NO. 4.24

2.1.5 Neighborhood Center

165-181-35 SEC 26 T 5 R 11 S 220 FT E 5 AC S 1/2 SE 1/4 SE 1/4 -EX HWY & ST

2.1.7 Neighborhood Blvd Segment

165-181-36 SEC 26 T 5 R 11 N 100 FT S 320 FT E 1/2 SE 1/4 SE 1/4 SE 1/4 -EX HWY & ALLEY
 165-181-37 SEC 26 T 5 R 11 E 1/2 SE 1/4 SE 1/4 SE 1/4 -EX S 320 FT & N 220.05 FT & HWY & ALLEY
 165-181-38 SEC 26 T 5 R 11 S 110 FT N 220.05 FT W 228 FT E 330 FT SE 1/4 SE 1/4 SE 1/4
 165-181-39 SEC 26 T 5 R 11 POR SE 1/4
 165-181-40 SEC 26 T 5 R 11 POR SE 1/4
 165-301-22 SEC 26 T 5 R 11 W 50 FT E 220 FT N 214 FT SE 1/4 SE 1/4
 165-301-23 SEC 26 T 5 R 11 POR N 1/2 SE 1/4 SE 1/4 AS DESC IN DD-7930/925 OR
 165-301-24 SEC 26 T 5 R 11 LOT IN N 1/2 SE 1/4 SE 1/4
 165-301-25
 165-301-26
 165-301-27
 165-301-28 P M 125-10 PAR 1 POR OF PAR
 165-302-21 TR 3478 LOT 18 N 100 FT IN LOT -EX ST
 165-302-22 TR 3478 LOT 18 ALL -EX N 100 FT
 165-311-16 TR 411 LOT 1 POR OF LOT AND POR OF LOT 2
 165-311-17 TR 411 LOT 1 POR IN LOT & S 1/2 LOT 2
 165-312-17 TR 411 LOT 19 N 93.3 FT IN LOT/AND POR N 93.3 FT W 30 FT LOT 20
 165-312-18 TR 411 LOT 19 N 140 FT IN LOT -EX N 93.4 FT -(AND W 30 FT -EX S 140 FT & N 93.4 FT- LOT 20
 165-312-19 TR 411 LOT 19 ALL -EX N 140 FT- AND POR S 140 FT W 30 FT LOT 20
 167-472-08 N TR 405 LOT 6
 167-472-09 N TR 405 LOT 7
 167-472-10 TR 405 LOT 8 N 74.66 FT
 167-472-11 TR 405 LOT 8 S 53.34 FT
 167-472-12 N 1/2 TR 405 LOT 9
 167-472-13 TR 405 LOT 9 RECTANGULAR LOT IN LOT AND RECTANGULAR LOT IN LOT 10
 167-472-14 TR 405 LOT 9 POR OF LOT AS DESC IN DD -7658/624 OR- AND POR OF LOT 10 AS DESC IN DD -7658/624 OR
 167-472-15 TR 405 LOT 10 POR OF LOT AS DESC IN DD -7624/483 OR
 167-601-01 SEC 25 T 5 R 11 POR SW 1/4
 167-601-02 P BK 244 PG 48 PAR 4
 167-601-03 P BK 244 PG 48 PAR 3
 167-601-14 PM 244-48 PAR 1 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
 167-601-15 PM 244-48 PAR 1 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
 167-601-16 PM 244-48 PAR 5 POR OF PAR SURFACE AND 500 FT SUBSURFACE VERTICALLY
 167-601-17 PM 244-48 PAR 5 POR OF PAR
 167-601-20 P BK 244 PG 48 PAR 2

Map 10

165-311-16

165-311-17

165-312-17

165-312-18

165-312-19

165-301-22

165-301-23

165-301-24

165-301-28

165-301-25

165-301-26

165-301-27

165-302-21

165-302-22

165-181-40

165-181-39

165-181-38

165-181-37

165-181-36

165-181-35

Beach Blvd.

167-472-08

167-472-09

167-472-10

167-472-11

167-472-12

167-472-14

167-472-13

167-472-15

Camer

Sergio Cir.

Van Buren L

167-601-01

167-601-02

167-601-03

167-601-16

167-601-17

167-601-14

167-601-15

167-601-20

Cir.



ATTACHMENT NO. 4.26

2.1.4 Town Center-Neighborhood

- 157-341-01 SEC 36 T 5 R 11 POR NW1/4
- 157-341-02 SEC 36 T 5 R 11 POR NW1/4
- 157-341-03 SEC 36 T 5 R 11 POR NW1/4
- 157-341-04 P BK 39 PG 2 PAR 1
- 157-341-05 P BK 24 PG 44 PAR 2
- 157-341-06 P BK 24 PG 44 PAR 1
- 157-341-07 P BK 39 PG 2 PAR 2
- 157-341-08 P BK 38 PG 16 PAR 1
- 157-352-05 SEC 36 T 5 R 11 POR NW1/4
- 159-031-08 SEC 35 T 3 R 11 S 99 FT N1/2 SEL/4 NE1/4 -EXPOR TO STATE FOR ST
- 159-031-10 SEC 35 T 5 R 11 S 125 FT E 348.48 FT SEL/4 NE1/4 -EX ST & POR TO FREEWAY
- 159-031-16 SEC 35 T 5 R 11 POR NE1/4
- 159-031-17 P BK 76 PG 4 PAR 1
- 159-031-18 P BK 76 PG 4 PAR 2
- 159-031-22 T 5 R 11 SEC 35 POR NE1/4
- 159-031-23
- 159-031-24 P M 138.29 PAR 3 AND PAR 4
- 159-031-01 P M 14-8 PAR 1 & 2

2.1.10 Residential Transition Zone

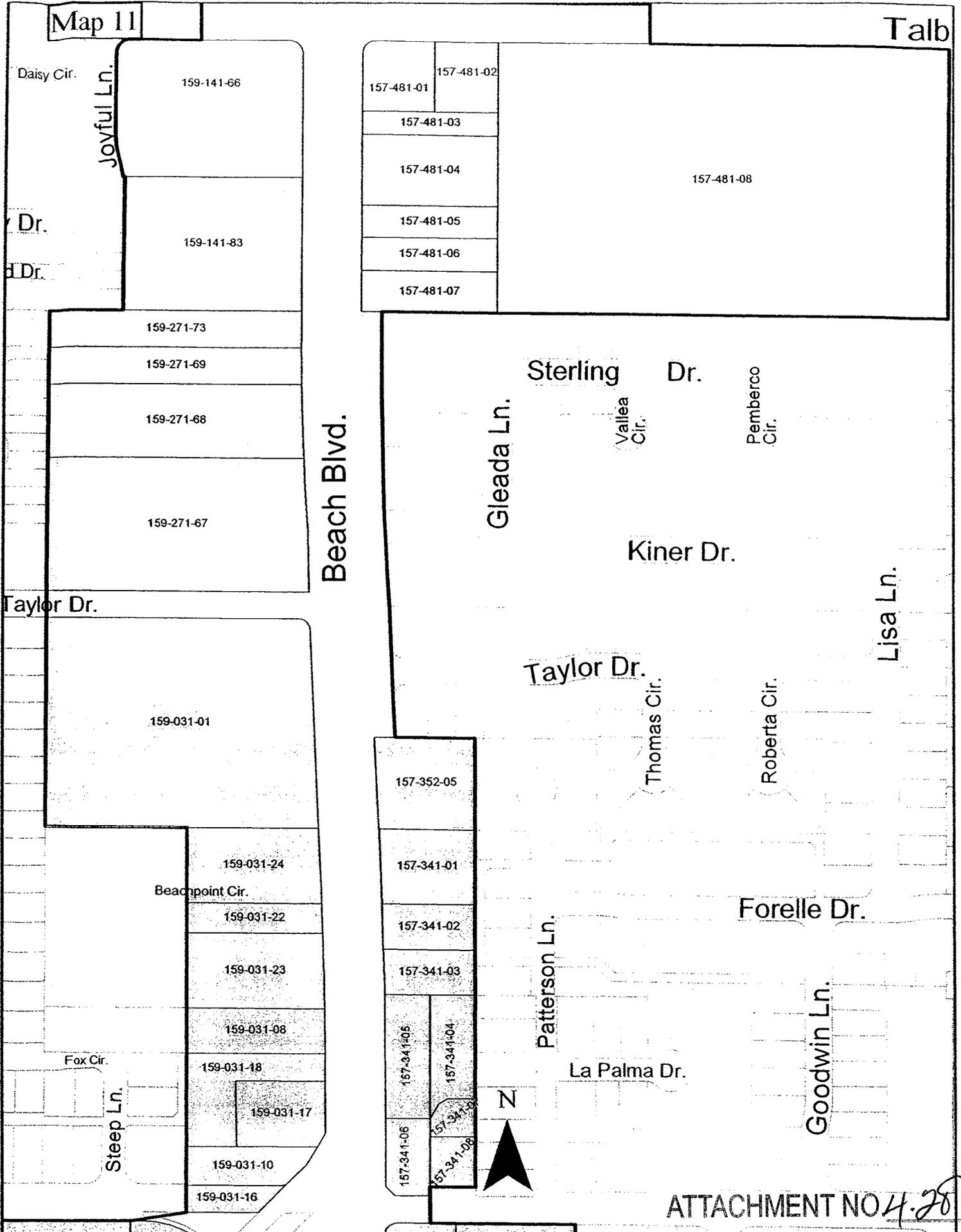
- 159-031-01 P M 14-8 PAR 1 & 2

2.1.5 Neighborhood Center

- 157-481-01 P BK 93 PG 13 PAR 2
- 157-481-02 P BK 93 PG 13 PAR 1
- 157-481-03 SEC 36 T 5 R 11 N 53 FT S451.29 FT W 330 FT NW1/4 NW1/4 NW1/4
- 157-481-04 SEC 36 T 5 R 11 S 106 FT N 367.71 FT W 330 FT NW1/4 NW1/4 (AN D N 53 FT S 292.29 FT W 330 FT NW
- 157-481-05 P BK 56 PG 33 PAR 1
- 157-481-06 P BK 56 PG 33 PAR 2
- 157-481-07 SEC 36 T 5 R 11 S 92.29 FT W 330 FT NW1/4 NW1/4 NW1/4
- 157-481-08 P M 317-35 PAR 1 THRU 4
- 159-141-66 TR 172 BLK C LOT 4 POR OF LOT AND BLK C POR OF LOT S 5, 6, 10, 16, 22, 28, 34, 40, 46, 52, 58, 64, 70

2.1.7 Neighborhood Blvd Segment

- 159-141-83 TR 172 BLK C LOT 83 AND BLK C LOTS 84, 89, 90, 95,96, 101, 102, 107, 108, 113, 114, 119, 120, 125, 1
- 159-271-67 SEC 35 T 5 R 11 POR NE1/4
- 159-271-68 SEC 35 T 5 R 11 S1/2 N1/2SEL/4 NE1/4 NE1/4 -EX HWY
- 159-271-69 SEC 35 T 5 R 11 N1/2 N1/2SEL/4 NE1/4 NE1/4 -EX N 82.50 FT & HWY
- 159-271-73 SEC 35 T 5 R 11 N 82.50 FT OF S1/4 NE1/4 NE1/4



2.1.3 Town Center-Core

- 159-091-03 P BK 250 PG 9 PAR 1
- 159-091-04 TR 7 LOT 1 BLK D AND LOTS 2, 3 & 7 AND POR OF LOT 4 ALL IN BLK D SURFACE AND 500 FT SUBSURFACE VERTIC
- 159-091-05 TR 7 BLK D LOT 5 AND BLK D LOTS 6 & 8
- 159-101-03 TR 7 LOT 4 BLK D POR OF LOT SURFACE AND 500 FT SUBSURFACE VERTICALLY

2.1.4 Town Center-Neighborhood

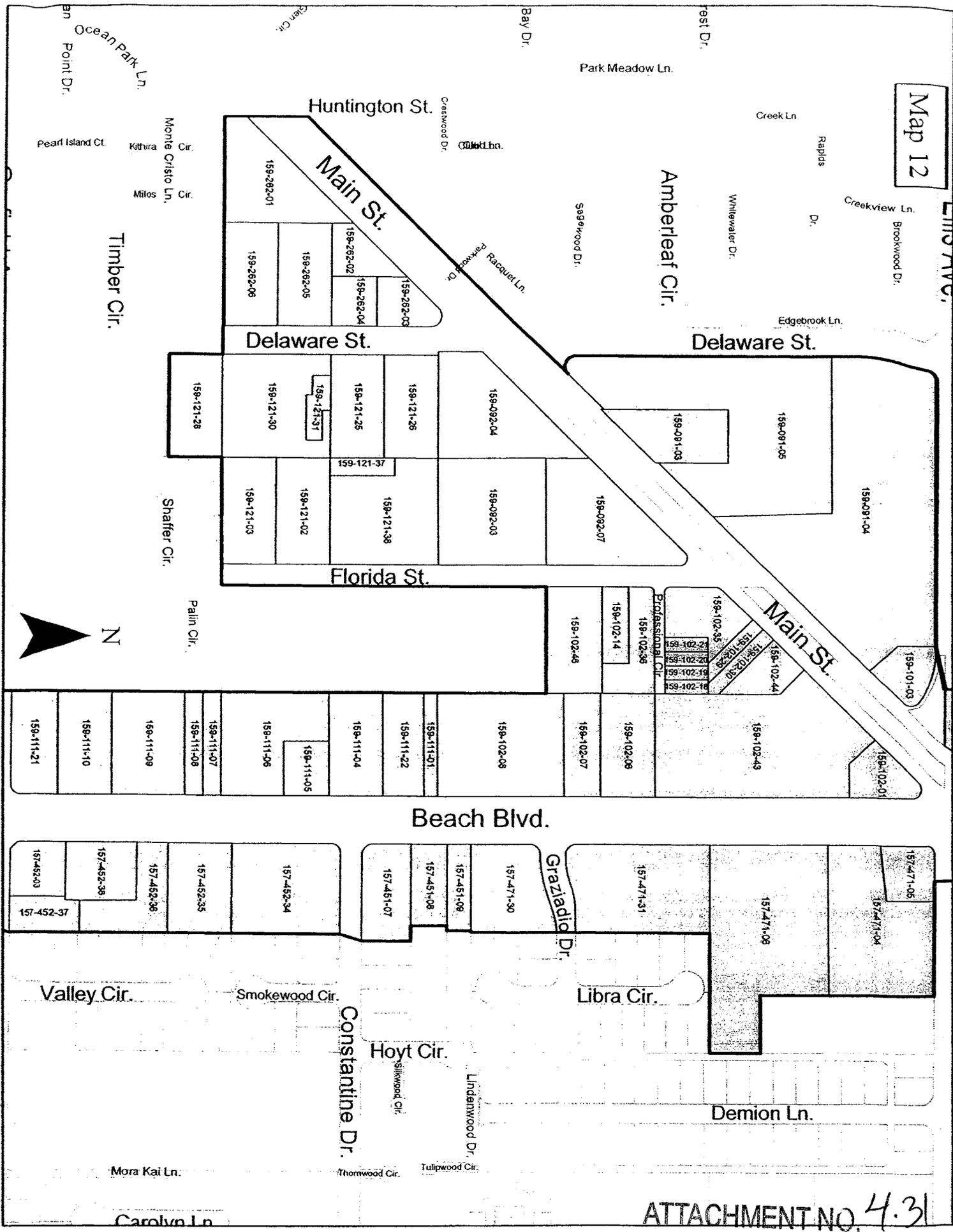
- 157-471-04 SEC 36 T 5 R 11 NW1/4 NW1/4 SW1/4 -EX POR IN DD -7468/631 OR- & STS
- 157-471-05 SEC 36 T 5 R 11 POR NW1/4NW1/4 SW1/4 AS DESC IN LEASE -7468/631 OR
- 157-471-06 SEC 36 T 5 R 11 POR S1/2 NW1/4 SW1/4 AS PER DD -7263/194 OR
- 159-092-03 N TR 7 BLK G LOT 5
- 159-092-04 TR 7 LOTS 1/2 BLK G
- 159-092-07 TR 7 BLK G LOT 3 AND BLK G LOT 4
- 159-101-01 TR 7 LOT 4 BLK D POR OF LOT AS DESC IN DD -7833/255 OR
- 159-102-01 P BK 184 PG 17 PAR 1
- 159-102-14 TR 7 LOT 19 BLK H S 75 FTN 145.2 FT W 216 FT IN LOT
- 159-102-18 N TR 598 LOT 17
- 159-102-19 N TR 598 LOT 16
- 159-102-20 N TR 598 LOT 15
- 159-102-21 N TR 598 LOT 14
- 159-102-29 N TR 598 LOT 6
- 159-102-30 N TR 598 LOT 5
- 159-102-35 TR 598 LOT 7 AND LOTS 8-13 INC (PM 126-21 PAR 1)
- 159-102-36 P BK 150 PG 1 PAR 1
- 159-102-43 TR 7 BLK H LOT 4 AND BLK H LOTS 5 & 6 AND POR OF LOT 3 AND TR 598 LOT 1
- 159-102-44 TR 598 LOT 2 AND LOTS 3 & 4
- 159-102-46 P BK 168 PG 44 PAR 1
- 159-121-02 TR 7 LOT 9 BLK G N1/2
- 159-121-03 TR 7 LOT 9 BLK G S1/2
- 159-121-28
- 159-121-30 P M 175-07 PAR 2 POR OF PAR
- 159-121-31 PARCEL MAPS 175 PG 8 LOT 1
- 159-262-01 TR 7 LOTS 1/2 BLK F
- 159-262-02 N TR 7 BLK F LOT 3
- 159-262-03 TR 7 LOT 4 BLK F THE SURFACE & 500 FT SUBSURFACE VERTICALLY OF ALL -EX S 126.58 FT & ST
- 159-262-04 TR 7 LOT 4 BLK F THE SURFACE & 500 FT SUBSURFACE VERTICALLY OF SLY 126.58 FT -EX ST
- 159-262-05 P BK 64 PG 33 PAR 1
- 159-262-06 P BK 64 PG 33 PAR 2
- 159-121-26 TR 7 LOT 6 BLK G N1/2
- 159-121-38 TR NO 7 BLK G LOT 7 POR OF LOT
- 159-121-37 TR NO 7 BLK G LOT 7 POR OF LOT
- 159-121-25 TR 7 LOT 6 BLK G S1/2 -EXST

Residential Required(2.14)

159-121-26 TR 7 LOT 6 BLK G N1/2
 159-121-38 TR NO 7 BLK G LOT 7 POR OF LOT
 159-121-37 TR NO 7 BLK G LOT 7 POR OF LOT
 159-121-25 TR 7 LOT 6 BLK G S1/2 -EXST

2.1.8 Neighborhood Parkway Segment

157-451-07 SEC 36 T 5 R 11 POR SW1/4(P M 6-43 PAR 1)
 157-451-08 SEC 36 T 5 R 11 POR SW1/4
 157-451-09 SEC 36 T 5 R 11 N 65 FT E243 FT W 331 FT N1/2 NW1/4 SW1/4 SW1/4 -EX ST
 157-452-03 SEC 36 T 5 R 11 S 200 FT W 238 FT SW1/4 SW1/4 SW1/4 -EX STS
 157-452-34 P BK 92 PG 26 PAR 2
 157-452-35 P BK 107 PG 38 PAR 3
 157-452-36 P BK 107 PG 38 PAR 1
 157-452-37 P BK 107 PG 38 PAR 2
 157-452-38 P BK 107 PG 38 PAR 4
 157-471-30 SEC 36 T 5 R 11 POR SW1/4
 157-471-31 T 5 R 11 SEC 36 POR SW1/4
 159-102-06 TR 7 LOT 7 BLK H ALL -EX ST- (P.M. 30-44 PAR. 1 & 2)
 159-102-07 TR 7 LOT 8 BLK H N 100 FT IN LOT -EX POR TO STATE FOR ST
 159-102-08 TR 7 LOT 8 BLK H S 50 FT -EX ST- AND ALL -EX ST- LOTS 9/10 BLK H
 159-111-01 TR 7 LOT 11 BLK H N 37.5 FT IN LOT -EX POR TO STATE FOR ST
 159-111-04 TR 7 LOT 12 BLK H ALL -EXELY 14 FT FOR ST
 159-111-05 TR 7 LOT 13 BLK H N 125 FT E 170 FT IN LOT -EX PORTO STATE FOR ST
 159-111-06 TR 7 LOT 13 BLK H ALL -EXN 125 FT E 170 FT & POR TO STATE FOR ST - (AND ALL-EX POR TO STATE FOR ST- L
 159-111-07 TR 7 LOT 15 BLK H N 50 FT IN LOT -EX ELY 14 FT FOR ST
 159-111-08
 159-111-09
 159-111-10
 159-111-21 N TR 7 BLK H LOT 18
 159-111-22 TRACT 7 BLK H LOT 11 S 112.50 FT IN LOT -EX ELY 14 FT FOR ST



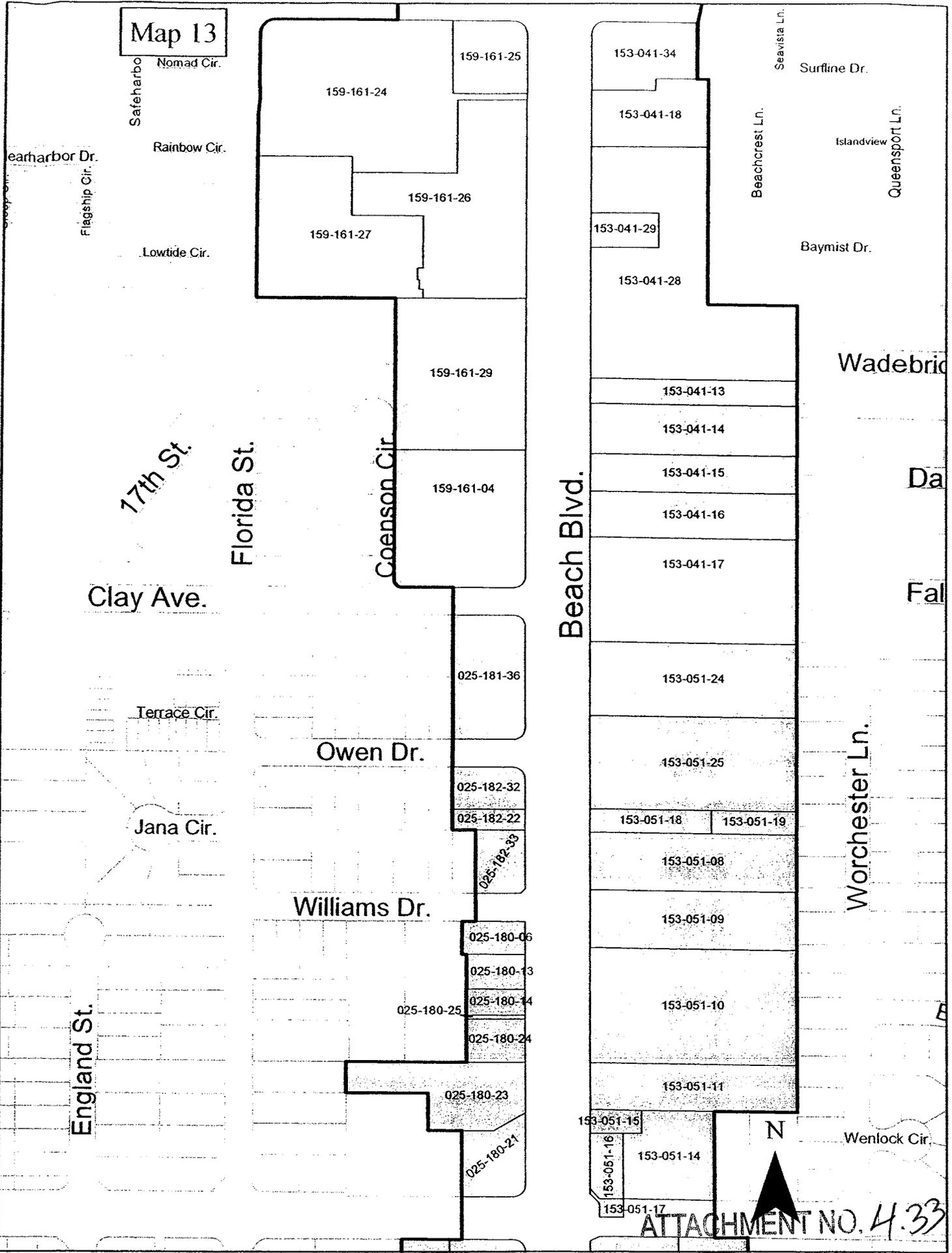
2.1.5 Neighborhood Center

159-161-24 P BK 97 PG 14 PAR 1
 159-161-25 P BK 97 PG 14 PAR 2
 159-161-26 P BK 97 PG 14 PAR 3
 159-161-27 P BK 97 PG 14 PAR 4

2.1.8 Neighborhood Parkway Segment

025-180-06 TR 837 LOT BLK C POR OF BLK
 025-180-13 TR 837 LOT BLK C W 125 FT E 145 FT -EX N 70 FT & S 155 FT
 025-180-14 TR 837 LOT BLK C N 55 FT S 155 FT WLY 125 FT ELY 145 FT
 025-180-21 EAST SIDE VILLA TR LOT BLK 2508 POR OF BLK
 025-180-23 EAST SIDE VILLA TR LOT BLK 2508 POR OF BLK AND POR OF BLK 2507
 025-180-24 TR 837 LOT BLK C S 92 FT W 125 FT E 145 FT
 025-180-25 TR 837 LOT BLK C S 100 FT W 125 FT E 145 FT -EX S 92 FT
 025-181-36 TR 837 BLK A LOT 1 AND BLK A LOTS 2 THRU 7 & LOT 26
 025-182-22 TR 837 BLK B LOT 3 AND S 45 FT LOT 26 BLK B
 025-182-32 P BK 238 PG 1 PAR 1
 025-182-33 TRACT NO 837 BLK B LOTS 4 TO 6 INC
 153-041-13 SEC 1 T 6 R 11 N 54.76 FTS 1808.28 FT W 530 FT NW1/4 -EX ST
 153-041-14 SEC 1 T 6 R 11 N 109.52 FT S 1753.52 FT W 530 FT NW1/4 -EX ST
 153-041-15 SEC 1 T 6 R 11 N 82.20 FTS 1644 FT W 530 FT NW1/4 -EX ST
 153-041-16 SEC 1 T 6 R 11 N 100 FT S1561.80 FT W 530 FT NW1/4 -EX ST
 153-041-17 SEC 1 T 6 R 11 N 328.8 FTS 1561.8 FT W 530 FT NW1/4 -EX N 100 FT & ST
 153-041-18 P BK 122 PG 1 PAR 2
 153-041-28 P.M. 122-1 PAR 4 AND POR PAR 3
 153-041-29 P.M. 122-1 PAR 3 POR OF PAR
 153-041-34 P BK 324 PG 40 PAR 1
 153-051-08 SEC 1 T 6 R 11 N 123.3 FTS 822 FT W 530 FT NW1/4 -EX ST
 153-051-09 SEC 1 T 6 R 11 N 123.3 FTS 698.7 FT W 530 FT NW1/4 -EX ST
 153-051-10 SEC 1 T 6 R 11 N 245.4 FTS 575.4 FT W 530 FT NW1/4 -EX ST
 153-051-11 SEC 1 T 6 R 11 N 100 FT S330 FT W 530 FT NW1/4 -EX ST
 153-051-14 SEC 1 T 6 R 11 W 25 FT E 100 FT W 430 FT S 230 FT SW1/4 AND S 230 FT E 170 FT W 330 FT NW1/4
 153-051-15 SEC 1 T 6 R 11 N 50 FT S 230 FT W 200 FT SW1/4 OF NW1/4 -EX ST
 153-051-16 SEC 1 T 6 R 11 RECTANG LOT IN SW1/4 NW1/4
 153-051-17 SEC 1 T 6 R 11 IRREG LOT IN NW1/4
 153-051-18 P BK 32 PG 49 PAR 1
 153-051-19 P BK 32 PG 49 PAR 2
 153-051-24 T 6 R 11 SEC 1 POR NW1/4
 153-051-25 SEC 1 T 6 R 11 POR OF NW1/4 OF SEC 1
 159-161-04 EAST SIDE VILLA TR LOT BLK 2908 ALL -EX ST
 159-161-29 EAST SIDE VILLA TR BLK 3008

Map 13



Nomad Cir.

Safeharbo

Rainbow Cir.

Lowtide Cir.

17th St.

Florida St.

Coenon Cir.

Clay Ave.

Terrace Cir.

Jana Cir.

England St.

Owen Dr.

Williams Dr.

Wenlock Cir.

159-161-25

159-161-24

159-161-26

159-161-27

159-161-29

159-161-04

025-181-36

025-182-32

025-182-22

025-182-33

025-180-06

025-180-13

025-180-14

025-180-25

025-180-24

025-180-23

025-180-21

153-041-34

153-041-18

153-041-29

153-041-28

153-041-13

153-041-14

153-041-15

153-041-16

153-041-17

153-051-24

153-051-25

153-051-18

153-051-19

153-051-08

153-051-09

153-051-10

153-051-11

153-051-15

153-051-16

153-051-14

153-051-17

Seavista Ln.

Surflin Dr.

Beachcrest Ln.

Islandview

Queensport Ln.

Baymist Dr.

Wadebrid

Da

Fal

Worchester Ln.

N

ATTACHMENT NO. 4.33

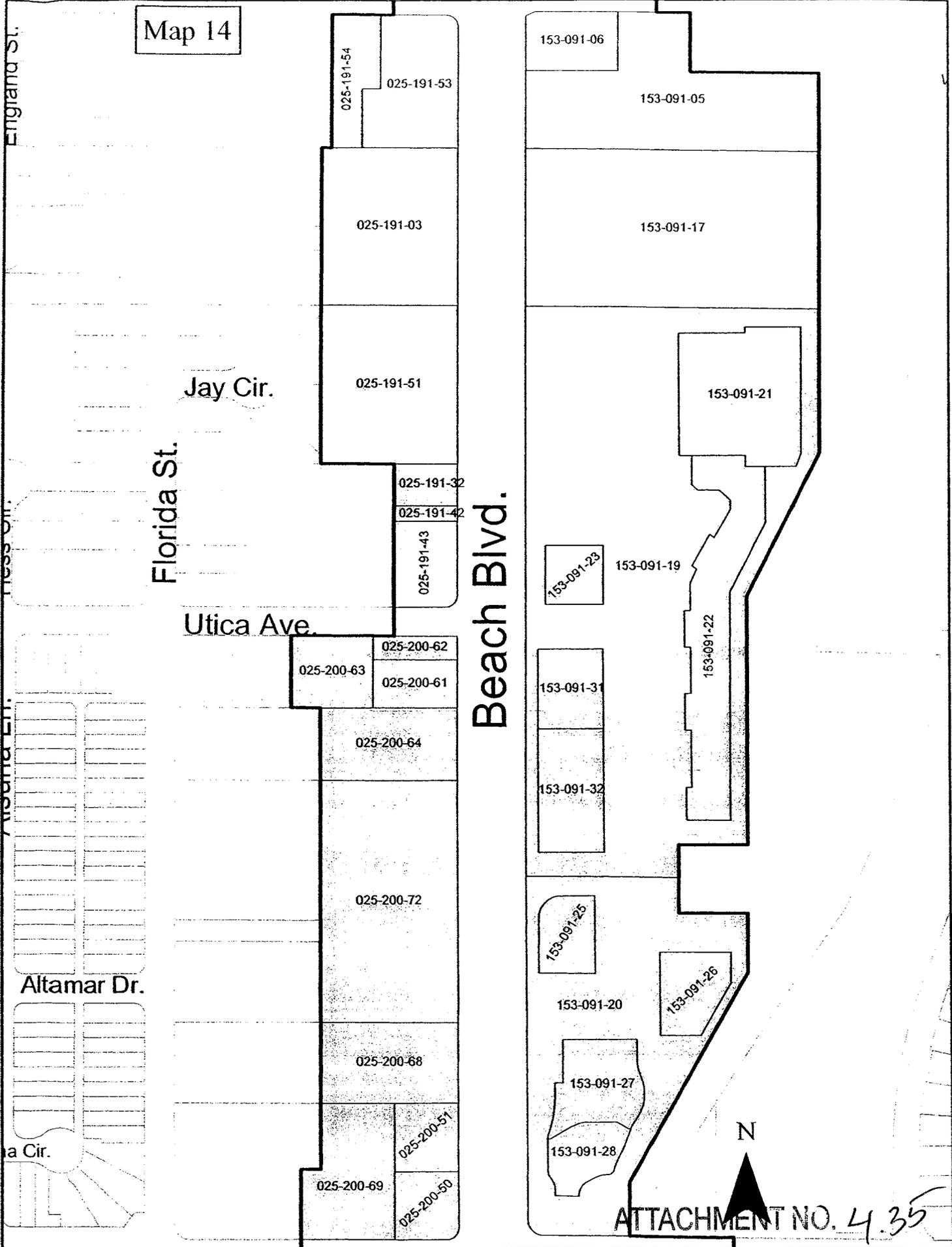
2.1.5 Neighborhood Center

- 153-091-19 P BK 158 PG 43 PAR 1
- 153-091-20 P BK 158 PG 43 PAR 2
- 153-091-21 P BK 158 PG 43 PAR 3
- 153-091-22 P BK 158 PG 43 PAR 4
- 153-091-23 P BK 158 PG 43 PAR 5
- 153-091-25 P BK 158 PG 43 PAR 7
- 153-091-26 P BK 158 PG 43 PAR 8
- 153-091-27 P BK 158 PG 43 PAR 9
- 153-091-28 P BK 158 PG 43 PAR 10
- 153-091-31 P BK 201 PG 15 PAR 1
- 153-091-32 P BK 201 PG 15 PAR 2

2.1.8 Neighborhood Parkway Segment

- 025-191-03 EAST SIDE VILLA TR LOT BLK 2308
- 025-191-32 EAST SIDE VILLA TR LOT BLK 2108 POR OF BLK
- 025-191-42 EAST SIDE VILLA TR LOT BLK 2108 POR OF BLK
- 025-191-43 P BK 43 PG 18 PAR 1
- 025-191-51 P BK 164 PG 18 PAR 1
- 025-191-53 PARCEL MAP 109-9 PAR 2 POR OF PAR AND ALL PAR 1 AND EAST SIDE VILLA TR LOT BLK 2408 POR OF BLK
- 025-191-54 P M 109-9 PAR 2 POR OF PAR AND EAST SIDE VILLA TR LOT BLK 2408 POR OF BLK
- 025-200-50 SLY 160 FT EAST SIDE VILLA TR BLK 1708
- 025-200-51 EAST SIDE VILLA TR LOT BLK 1708 POR OF BLK
- 025-200-61 P BK 35 PG 47 PAR 1
- 025-200-62 P BK 35 PG 47 PAR 2
- 025-200-63 EAST SIDE VILLA TR LOT BLK 2008 POR OF BLK
- 025-200-64 EAST SIDE VILLA TR BLK 2008 S 1/2 OF SAID BLK
- 025-200-68 EAST SIDE VILLA TR LOT 1808 POR OF LOT
- 025-200-69 EAST SIDE VILLA TR LOT 1707 POR OF LOT AND POR OF LOT 1708
- 025-200-72 EAST SIDE VILLA TRACT LOT 1908 POR OF LOT & POR OF LOT 1808 & TRACT 1916 LOTS 8, 9, 10, & POR OF LOT
- 153-091-05 SEC 1 T 6 R 11 IRREG 2.70AC M/L IN NW1/4 SW1/4
- 153-091-06 SEC 1 T 6 R 11 POR SW1/4 AS DESC IN DD -7376/379 OR
- 153-091-17 T 6 R 11 SEC 1 POR SW1/4

Map 14



ATTACHMENT NO. 4.35

2.1.8 Neighborhood Parkway Segment

025-143-10 SEC 11 T 6 R 11 POR N1/2 NE1/4 NE1/4 AS DESCIN DD -7565/757 OR
 151-282-03 SEC 12 T 6 R 11 POR NW1/4NW1/4 AS PER LEASE -6734/643 OR
 151-282-26 T 6 R 11 SEC 12 POR NW1/4
 151-282-27 P BK 247 PG 36 PAR 2
 151-282-28 P BK 247 PG 36 PAR 1
 151-282-31 P BK 180 PG 16 PAR 1
 151-282-32 P BK 180 PG 16 PAR 3
 151-282-33 P BK 180 PG 16 PAR 2

2.1.9 Residential Parkway Segment

025-171-06 VISTA DEL MAR TR LOT A BLK 1008 S 150 FT N 270 FT E 10 FT -EX ST-(AND S 150FT N 270 FT -EX STS- LOT
 025-171-10 VISTA DEL MAR TR BLK 1008 LOT A POR OF LOT AND BLK 1008 POR OF LOT B
 025-172-06 VISTA DEL MAR TR LOT A BLK 908 ALL -EX PORS IN STS-(AND ALL -INC POR ABAN ST ADJ--EX PORS IN STS- L
 151-293-38 SEC 12 T 6 R 11 POR NW1/4
 151-293-39 SEC 12 T 6 R 11 POR NW1/4
 151-293-42 P.M. 35-26 PCLS 2 AND 3

Map 15

025-143-10

151-282-26

151-282-03

151-282-28

151-282-33

151-282-27

151-282-31

151-282-32

Hillcrest Cir.

Oceanhill Dr.

Backbay Cir.

Lakeside Ln.

Beach Blvd.

Beach Blvd.

Cape Coral Ln.

Bluffsides Cir.

Seven Seas Ln.

Bayfront Ln.

Atwater Cir.

Sealpoint Ln.

Sealpoint Ln.

Billingsgate Ln.

Seawater Dr.

Bridgeside Ln.

Cir.

Portview

Waters

Somerville Ln.

N

ATTACHMENT NO. 4.37

Dr.

Anna Ln.

Arch Ln.

April Dr.

Ashland Dr.

Arrow Ln.

Seadrift Dr.

Seabreeze Landing Dr.

Pacific Cove Ln.

Shorecrest Ln.

Summerview Ln.

Sandglass Dr.

Florida St.

Knoxville Ave.

Georgia St.

Joliet Ave.

025-171-10

025-171-06

025-172-06

151-293-38

151-293-39

151-293-42

2.1.5 Neighborhood Center

148-021-12 SEC 13 T 6 R 11 POR NW1/4
148-021-14 SEC 13 T 6 R 11 POR NW1/4
148-021-15 SEC 13 T 6 R 11 POR NW1/4
148-021-17 SEC 13 T 6 R 11 POR NW1/4
148-021-18 SEC 13 T 6 R 11 POR NW1/4(=PM BK 44 PG 40 PARS. 1 & 2)
148-021-19 P BK 25 PG 27 PAR 2

2.1.9 Residential Parkway Segment

151-351-14 N TR 12820 LOT 1
151-351-43 N TR 15816 LOT B

Map 16

Beach Blv

Sunset Cir.

Kingfis

151-351-14

151-351-43

Catamaran Ln.

Ma

Zuma Dr.

Seal

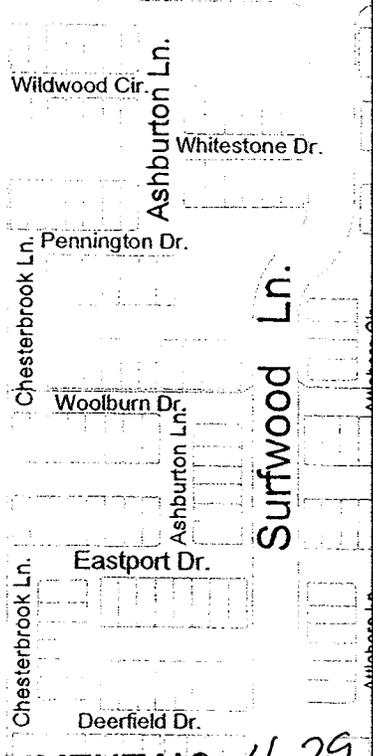
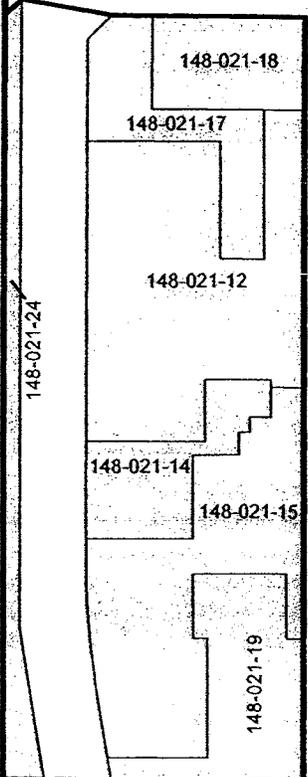
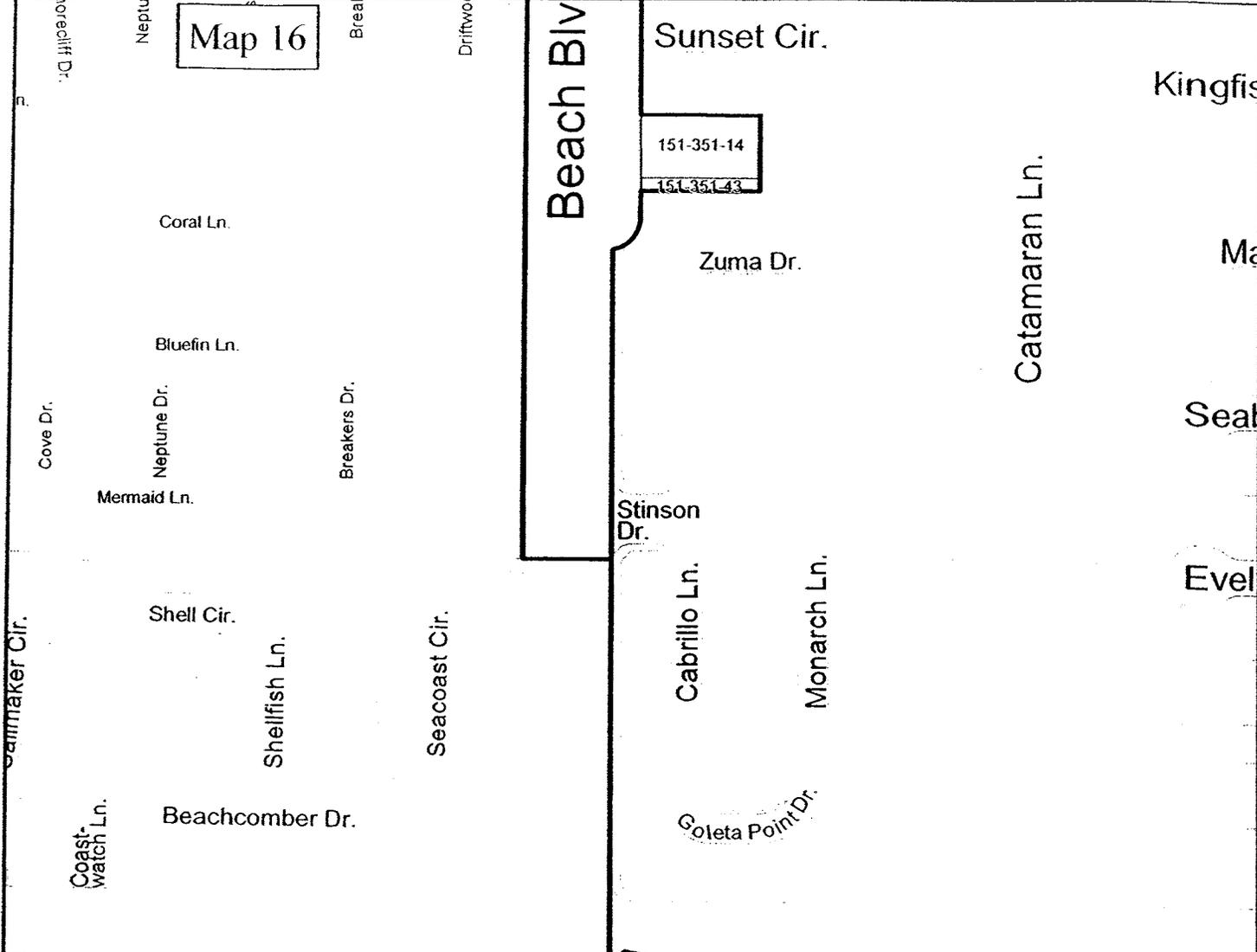
Stinson Dr.

Evel

Cabrillo Ln.

Monarch Ln.

Goleta Point Dr.



N

DRAFT ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF HUNTINGTON BEACH AMENDING DISTRICT
MAPS 1, 2, 12, 13, 14, 15, 17, 25, 26, 27, 30, 31, 39, 40 OF THE HUNTINGTON BEACH
ZONING AND SUBDIVISION ORDINANCE FOR REAL PROPERTY WITHIN THE
BEACH AND EDINGER CORRIDORS SPECIFIC PLAN PROJECT (SP 14)
ZONING MAP AMENDMENT NO. 08-002

WHEREAS, pursuant to California State Planning and Zoning Law, the Huntington Beach Planning Commission and Huntington Beach City Council have held separate, duly noticed public hearings to consider Zoning Map Amendment No. 08-002, which establishes the Beach and Edinger Corridors Specific Plan (SP14); and

After due consideration of the findings and recommendations of the Planning Commission and all other evidence presented, the City Council has determined that the aforesaid amendment is proper and consistent with the General Plan;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Huntington Beach finds as follows:

SECTION 1: That the real property that is the subject of this ordinance is generally known as the Edinger Avenue and Beach Boulevard corridors, and is more particularly described in the map attached hereto as Exhibit A and incorporated herein by this reference.

SECTION 2: That the Zoning Map of the Huntington Beach Zoning and Subdivision Ordinance is hereby amended to reflect Zoning Text Amendment No. 08-002 (establishing the Beach and Edinger Corridors Specific Plan SP 14) adopted by separate Resolution, and Zoning Map Amendment No. 08-002 as described herein. The Director of Planning is hereby directed to prepare and file amended maps for District Maps 1Z, 2Z, 12Z, 13Z, 14Z, 15Z, 17Z, 25Z, 26Z, 27Z, 30Z, 31Z, 39Z, 40Z of the Huntington Beach Zoning and Subdivision Ordinance.

ATTACHMENT NO. 5.1

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting held on the _____ day of _____.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

City Administrator

Planning Director

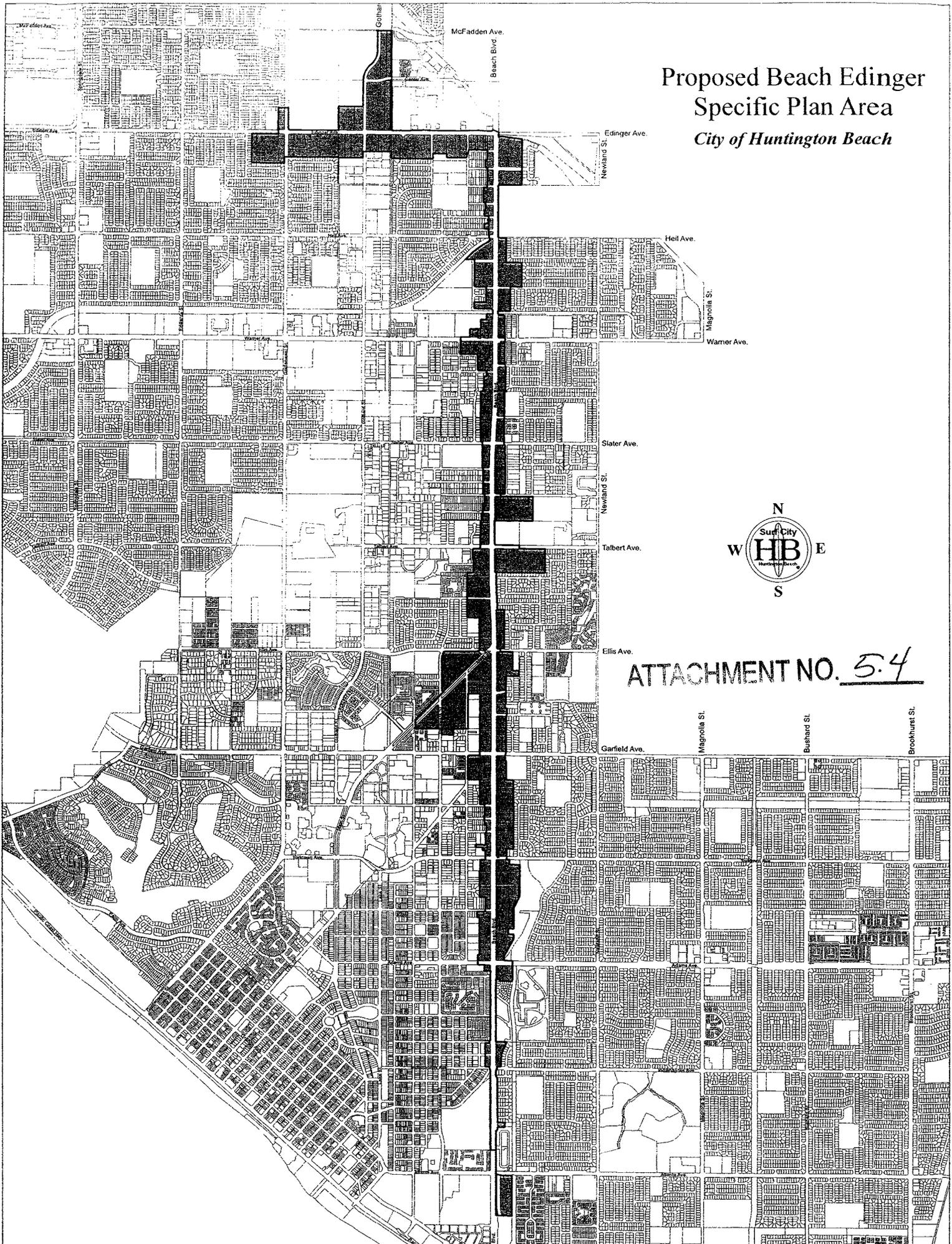
ATTACHMENTS

Exhibit A: Beach and Edinger Corridors Specific Plan Map

EXHIBIT A

ATTACHMENT NO. 5.3

Proposed Beach Edinger
Specific Plan Area
City of Huntington Beach



ATTACHMENT NO. 5.4



MINUTES

HUNTINGTON BEACH PLANNING COMMISSION

TUESDAY, FEBRUARY 28, 2006

HUNTINGTON BEACH CIVIC CENTER

2000 MAIN STREET, HUNTINGTON BEACH, CALIFORNIA 92648

5:15 P.M. - ROOM B-8 (CITY HALL LOWER LEVEL)

CALL PLANNING COMMISSION MEETING TO ORDER

P P P P P P P
ROLL CALL: *Burnett, Livengood, Scandura, Dingwall, Ray, Horgan, Dwyer*

AGENDA APPROVAL

A MOTION WAS MADE BY RAY, SECONDED BY LIVENGOOD TO APPROVE THE PLANNING COMMISSION STUDY SESSION AGENDA OF FEBRUARY 28, 2006, BY THE FOLLOWING VOTE:

AYES: Burnett, Livengood, Scandura, Dingwall, Ray, Horgan, Dwyer
NOES: None
ABSENT: None
ABSTAIN: None

MOTION APPROVED

A. PROJECT REVIEW (FUTURE AGENDA ITEMS) :

A-1. GENERAL PLAN AMENDMENT NO. 05-02/ZONING TEXT AMENDMENT NO. 05-04/ZONING MAP AMENDMENT NO. 05-02 (EDINGER CORRIDOR SPECIFIC PLAN)– Rosemary Medel

Rosemary Medel, Associate Planner, advised of late communications received from Caltrans, Weber Consulting, and Stanley Smalewitz, Director of Economic Development for the City of Huntington Beach.

Dingwall gave direction to the members of the public as to how the study session portion of the meeting works and that there will not be any interaction between the Commissioners and the public.

Commissioner Ray inquired if staff has responded to the late communications as of yet. Staff advised there was a brief response.

A-2. APPEAL OF ENVIRONMENTAL ASSESSMENT COMMITTEE (EAC) DECISION TO PROCESS MITIGATED NEGATIVE DECLARATION NO. 04-10 (HOME DEPOT) – Ron Santos

Santos provided an overview of the proposed project and the Environmental Assessment Committee's determination with respect to the Draft Mitigated Negative

Declaration. He stated that the Planning Commission could direct staff to have an Environmental Impact Report prepared. He advised the reports stated that the project would not have a negative impact on the environment; however, the Planning Commission would have a final determination on the environmental impacts on the project.

Discussion ensued regarding the application process. Mulvihill explained that the Planning Commission is to either approve continued processing of the Draft Mitigated Negative Declaration or require an Environmental Impact Report. If the decision of the EAC is not overturned by majority vote of the Planning Commission, the original EAC would stand.

Livengood advised his areas of concern which include: Traffic, noise and trucks entering and exiting the loading dock; noise study comparisons of Home Depot versus Kmart; and placement of loading docks.

Dwyer asked what studies were completed for the Walmart store. Staff advised a full Environmental Impact Report was prepared.

Dingwall questioned the distance between the north property line of the proposed project and the homes on the north side of Garfield.

Scandura and Burnett asked about conditions that could be set forth in the CUP prior to approval regarding noise issues and loading dock placement. Santos stated that the Planning Commission could impose conditions prior to issuance.

B. STUDY SESSION ITEMS - NONE

C. AGENDA REVIEW (UPDATE ON ALL AGENDA ITEMS) – Herb Fauland

Herb Fauland reviewed late communications received on Public Hearing Item No. B-1.

D. PLANNING COMMISSION COMMITTEE REPORTS - NONE

E. PUBLIC COMMENTS (Regarding Study Session Portion of Meeting):

Anthony Gaynair, resident, spoke in opposition of the Home Depot item. He advised he submitted a letter regarding items of inadequacy such as the traffic study. He suggested a car count study be conducted.

Britt Klingenberg, resident, spoke in opposition to the Home Depot item. He stated he would be submitting paperwork describing problems with the traffic analysis, the pedestrian study, comparison of Kmart to Home Depot, and the air quality study.

Kathy Klingenberg, resident, spoke in opposition to the Home Depot item. She discussed issues she felt were not adequately addressed such as: Child safety crossing at Magnolia and Hyde Park Dr.; time and day of week the pedestrian and child crossing study conducted; and the potential for day laborers gathering in a nearby park as the parking lot of Home Depot will be within 200 feet of the park.

Richard Pool, President of Associated Traffic Engineers, spoke on behalf of Home Depot. He advised he prepared the traffic analysis report and then proceeded to explain how it was prepared. He stated the size increase of the new store was considered and the analysis was based on the traffic volume of Kmart in 2004 and then was increased with the additional traffic volume of an already existing Home Depot store.

Donald Ballanti, Air Pollution Meteorologist and author of the Air Quality Study for the Home Depot project. Mr. Ballanti referred to items in the report regarding diesel exhaust from mobile sources such as trucks. He advised there would be a relatively low number of trucks delivering and idling in the area. He also stated that there is a state law allowing a maximum of two minutes of idling per truck at any given time.

Paul Ballard of Ballard Acoustical, spoke on behalf of Home Depot. Stated he worked on the noise assessment report and directed Commissioners to review the study and analysis as it met city standards and noise level limits.

Scott Mommer of Home Depot, advised that he reviewed the traffic on site while vacant and at an existing Home Depot store and stated that the site will meet city standards.

Mike Joyce, attorney for Home Depot, expressed that Home Depot does understand the concerns of residents regarding noise and traffic; however, his client is concerned over the length of time the approval of the project is taking. He urged the Commission to move forward with the conditional use permit process, addressing issues as they come, while also moving ahead in the CEQA process. He stated that the Commission was filibustering the project.

Marice White, representative for Home Depot, reviewed all the effort that has been put forth by Home Depot regarding resident's concerns. She suggested the CUP process move forward and address any issues of concern as they arise.

Eric Brenn, representative of Hyde Park Business Center, spoke in favor of the Home Depot project. Ms. Brenn pointed out the positives of adding another Home Depot to the city and the financial benefits to the immediate area.

Harry Moore, Home Depot project Technical Engineer, stated he conducted a detailed study of the site regarding vibration and suggested approval of the project.

F. PLANNING COMMISSION COMMENTS:

Horgan requested information regarding the school pedestrian traffic study.

Livengood suggested that a new pedestrian study be conducted.

Burnett questioned the traffic study and the baseline used in the analysis.

Ray stated that he did not take the appeal of the Environmental Assessment Committee's decision on the Home Depot lightly and this is not a filibuster. He stated that suspect information in the draft had caused him to appeal the decision.

Dwyer questioned why Home Depot hasn't made suggested design modifications to their plans now and averted the many issues expressed this evening.

6:45 P.M. – RECESS FOR DINNER

7:20 P.M. – COUNCIL CHAMBERS

CALL PLANNING COMMISSION MEETING TO ORDER

PLEDGE OF ALLEGIANCE – Led by Chair Dingwall

ROLL CALL: *P* *P* *P* *P* *P* *P* *P*
Burnett, Livengood, Scandura, Dingwall, Ray, Horgan, Dwyer

AGENDA APPROVAL

A MOTION WAS MADE BY RAY, SECONDED BY DINGWALL, TO APPROVE THE PLANNING COMMISSION AGENDA OF FEBRUARY 28, 2006, BY THE FOLLOWING VOTE:

AYES: Burnett, Livengood, Scandura, Dingwall, Ray, Horgan, Dwyer
NOES: None
ABSENT: None
ABSTAIN: None

MOTION APPROVED

A. ORAL COMMUNICATIONS:

Ruth Johnson, resident, requested an exemption for a Conditional Use Permit regarding her home day care business due to potential financial difficulty. She advised the business has been in operation for 18 years and she has not been required to have a permit in the past.

Discussion ensued regarding the conditional use permits required for home daycare.

B. PUBLIC HEARING ITEMS

PROCEDURE: Commission Disclosure Statement(s), Staff Report Presentation, Commission Questions, Public Hearing, Discussion/Action.

B-1. GENERAL PLAN AMENDMENT NO. 05-02/ ZONING MAP AMENDMENT NO. 05-02/ ZONING TEXT AMENDMENT NO. 05-04 /MITIGATED NEGATIVE DECLARATION NO. 06-01 (EDINGER CORRIDOR SPECIFIC PLAN). **Applicant:** City of Huntington Beach. **Request:** 1) **GPA:** To amend the City's General Plan Land Use Element by changing the existing land use categories within the project area from Commercial Neighborhood (CN), Commercial General (CG), Commercial Regional (CR), Mixed Use Vertical (MV) and Public (P) to a Mixed Use – Specific Plan Overlay (M-sp) designation; and to amend the General Plan Circulation Element Figure CE-3 to change the Gothard Street designation within the project area between Edinger Avenue and Mc Fadden Street from Major Arterial (120 foot right-of-way) to Primary Arterial (90 foot right-of-way). 2) **ZMA:** To amend the City's Zoning Map by changing the Commercial Neighborhood (CN), Commercial General (CG), General Industrial (IG), Residential Medium High (RMH) Density and Residential Low Density (RL) zoning designations within the project area to "SP 14" (Edinger Corridor Specific Plan). 3) **ZTA:** To adopt SP 14 (Edinger Corridor Specific Plan) that will regulate the land uses and development standards for the 242 acre area. 4) **MND:** To adopt a Mitigated Negative Declaration that addresses the potential environmental impacts associated with the

adoption of the Specific Plan. **Location:** 242 acre site generally bounded by Goldenwest Street to the west and Beach Blvd. to the east and the north and south sides of Edinger Ave. – excluding Bella Terra). **Project Planner: Rosemary Medel**

STAFF RECOMMENDATION: Motion to: “Approve General Plan Amendment No. 05-02/Zoning Map Amendment No. 05-02/Zoning Text Amendment No. 05-04 /Mitigated Negative Declaration No. 06-01 (Edinger Corridor Specific Plan) with suggested findings and conditions of approval and forward to the City Council.”

The Commission made the following disclosures:

- Commissioner Dwyer visited the site, spoke with staff
- Commissioner Scandura is familiar with the site and spoke with Mr. Adams, Harlow, staff and Commissioner Horgan
- Commissioner Dingwall advised he has visited the site numerous times over 40 years and spoke with staff and Commissioner Livengood.
- Commissioner Livengood visited the site and spoke with staff, Mr. Adams and Mr. Harlow.
- Commissioner Horgan visited the site and spoke with Commissioners Scandura and Ray.
- Commissioner Burnett has visited the site many times over decades and spoke with staff, Mr. Adams and Harlow.
- Commissioner Ray has visited the site on numerous occasions and spoke with Commissioners Livengood, Dingwall and staff.

Ken Ryan of EDAW gave an updated presentation of the proposed project that included the following: Image of “Gateway” to the City; land use: mixed use, commercial and public; improvements on current business properties; parking access and circulation; energy conservations; density; landscape architecture; cosmetic enhancement; and a logo and signature style for the project as a whole.

Medel stated that the adoption of the Specific Plan would require a general plan amendment to change the land use map for the area to mixed use. The project would strengthen the Edinger Corridor area and compliment Bella Terra. Staff believes the ECSP is consistent with the General Plan and Economic Development and Housing Elements.

Three late communications were introduced by Medel: 1) Caltrans Impacts/Provisions letter dated February 27, 2006; 2) Memo from Stanley Smalewitz, Director of Economic Development for the City of Huntington Beach, regarding the participation of Goldenwest College in the project and a proposed Economic Action Plan; 3) Letter from Weber Consulting on behalf of Freeway Industrial Park.

Medel also mentioned the community meeting which was held on February 9, 2006, where issues were discussed including underground utilities, funding of improvements, and the participation of Golden West College in the project.

Staff recommended opening the public hearing for comments and allowing a 30-day response time for the public to comment on the draft document.

Discussion ensued regarding the following issues: Street widening; mixed use; necessity of an Environmental Impact Report; sidewalks and pedestrian traffic; involvement of Golden West College; types of residential areas; and structural height limitations.

THE PUBLIC HEARING WAS OPENED.

James Burgard, owner at Old World, expressed his views regarding mixed-use projects. He stated that it does not work well at Old World and creates excessive traffic in the area. He suggested building on to Bella Terra in lieu of mixed use within this project.

Irene Barkai, business owner at Gothard/Center, voiced her concern with regards to the reduction in size of Gothard. She stated it would reduce traffic, therefore, reducing patronage to her business. She feared that the grandfathering of her business via zoning changes would not exist in the future.

Mike Adams, resident, recommended continuing the item at least 60 days. He stated the plan doesn't include a phasing plan and would like more clarification on the zoning. He suggested creating a pool of developments for the area. He would also like more dialog between the property and business owners and the Planning Commissioners.

Steve Dodge, Huntington Executive Park, stated that the plan should not be based on a ten-year-old general plan and suggested updating the Specific Plan for the area.

Gary Weber, Freeway Industrial Park, thanked the staff and EDAW for their clarification of the project. He recommended continuing the project for another 60 days to allow for more dialog between the owners and the Commission. His primary concerns are statistical and advised of an error in the size of the area. He would like the plan to be clearer as to what is expected of the landowners and developers.

WITH NO ONE ELSE PRESENT TO SPEAK, THE PUBLIC HEARING WAS CLOSED.

Discussion of the project ensued with Chair Dingwall recommending a continuance of no less than 60 days.

Livengood also recommended continuing the item and requested minutes from previous workshops regarding the project. He also added some areas that need to be reviewed including: Logo/identity for the area; design guidelines for loading and delivery area; refuge and storage; traffic studies; flora; and incentives for property owners.

Livengood motioned to continue the item to 90 days in the future and to schedule two public workshops and one Planning Commission workshop.

With input from the other Commissioners, Ray proposed the following items be addressed before the next meeting:

- Expansion of the plan
- Create incentives for owners with regards to: FAR; Public Improvement Funding; and more mixed use possibilities
- Discussion with Golden West College representatives regarding future development
- Consideration of energy utilization designs and native landscaping
- More clarity regarding the theme of the area (The Edge)
- Coordination with Bella Terra
- More specific uses and development standards giving better direction
- Gothard Industrial Center

- Request copies of workshop minutes from 1998-2000
- Infrastructure items as submitted by Commissioner Livengood:
- Phasing timeline for infrastructure
- Vehicular and pedestrian orientation
- Redevelopment Plan boundaries concurrence with Edinger Corridor Specific Plan
- Westminster Triangle purchase
- Reformatting development standards by land use categories as addendum

A MOTION WAS MADE BY LIVENGOOD, SECONDED BY RAY TO CONTINUE GENERAL PLAN AMENDMENT 05-02/ZONING MAP AMENDMENT 05-02/ZONING TEXT AMENDMENT 05-04/MITIGATED NEGATIVE DECLARATION 06-01 TO JUNE 27, 2006, WITH PROPOSED AMENDMENTS BY THE FOLLOWING VOTE:

AYES: Burnett, Livengood, Scandura, Dingwall, Ray, Horgan, Dwyer
NOES: None
ABSENT: None
ABSTAIN: None

MOTION APPROVED

C. CONSENT CALENDAR

C-1. PLANNING COMMISSION MINUTES DATED JANUARY 24, 2006

RECOMMENDED ACTION: Motion to: "Approve the January 24, 2006, Planning Commission Minutes as submitted."

A MOTION WAS MADE BY LIVENGOOD, SECONDED BY HORGAN, TO APPROVE THE JANUARY 24, 2006, PLANNING COMMISSION MINUTES AS MODIFIED, BY THE FOLLOWING VOTE:

AYES: Burnett, Livengood, Scandura, Dingwall, Ray, Horgan, Dwyer
NOES: None
ABSENT: None
ABSTAIN: None

D. NON-PUBLIC HEARING ITEMS – None.

E. PLANNING ITEMS

E.1. CITY COUNCIL ACTION FROM PREVIOUS MEETING

Scott Hess, Planning Manager – reported on the Planning Department items heard before the City Council on February 27, 2006

E2. CITY COUNCIL ITEMS FOR NEXT MEETING

Scott Hess, Planning Manager – reported on the Planning Department items scheduled before the City Council on March 6, 2006.

E3. PLANNING COMMISSION ITEMS FOR NEXT MEETING

Scott Hess, Planning Manager – reported on the items scheduled for review on March 14, 2006.

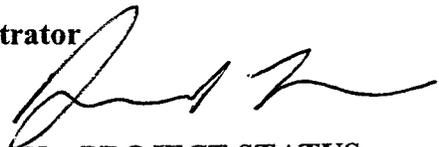
Planning Commission Issues List
Edinger Corridor Specific Plan
February 28, 2006

- The plan is too constrained, needs to expand beyond the General Plan development limitations.
- Create incentives for property owners with regards to:
 1. FAR
 2. Public Improvement Funding
 3. More mixed use possibilities
- Discuss with Golden West College representatives future development of their property
- More future thinking needed such as energy conservation designs and native landscaping
- More clarity needed regarding the theme of the area (The Edge)
- Coordination with Bella Terra development
- More specific uses and development standards giving better direction to property owners
- Consider including the Gothard Industrial Center
- Identify infrastructure improvements including:
 1. Sewer Line
 2. Water
 3. Storm Drain
 4. Curb/sidewalk
 5. Driveway Locations
 6. Median breaks
 7. Bus stops
 8. Traffic signals
 9. Street lights
 10. Street signs
 11. Median landscape
 12. Curb cuts, closure plan
- Phasing timeline for infrastructure improvements
- Vehicular and pedestrian orientation throughout Plan
- Redevelopment Plan boundaries expanded to match with Edinger Corridor Specific Plan
- Westminster Triangle purchase (Beach Blvd. & Edinger)
- Reformat development standards by land use categories
- Move Design Guidelines section to addendum
- Address remodel issues applicable to non-conforming buildings (retrofitting)
- Provide copies of workshop minutes from 1998-2000 to the Planning Commission



CITY OF HUNTINGTON BEACH

INTER-DEPARTMENT COMMUNICATION

TO: Honorable Mayor and City Council Members
VIA: Penelope Culbreth-Graft, City Administrator
FROM: Howard Zelefsky, Director of Planning 
SUBJECT: EDINGER CORRIDOR SPECIFIC PLAN – PROJECT STATUS
DATE: March 2, 2006

On Tuesday, February 28, 2006, the Planning Commission held a study session and a public hearing for consideration of General Plan Amendment no. 05-02, Zoning Map Amendment No. 05-02, Zoning Text Amendment No. 05-04, and Mitigated Negative Declaration No. 06-01 for the adoption of the Edinger Corridor Specific Plan - SP 14. The public hearing was opened and a total of five people spoke.

Upon discussion, the Planning Commission voted to continue the Edinger Corridor Specific Plan to a tentative date of June 27, 2006 with the public hearing open. They requested staff to perform the following:

- 1) Address the issues outlined by the Commissioners during the meeting (see attached)
- 2) Conduct two Edinger Corridor Community Workshops with property and business owners during April, 2006
- 3) Conduct one Edinger Corridor Community Workshop with the Planning Commission in May, 2006

The Planning Commission also created an “Edinger Corridor Sub-committee” to assist staff with the prioritization of the Planning Commission’s Issues List and to participate further in this information gathering process. City Council will be notified of the exact dates of all future Edinger Corridor Community meetings.

Should you have any questions feel free to contact Scott Hess, Planning Manager (714) 536-5554 or Rosemary Medel, Project Planner at (714) 374-1684.

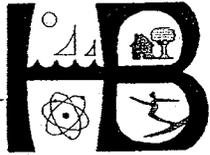
Attachment

cc. Paul Emery, Assistant City Administrator; Scott Hess, Planning Manager; Mary Beth Broeren, Principal Planner; Rosemary Medel, Project Planner; Stanley Smalewitz, Economic Development Director; and Carol Runzel, Assistant Project Manager.

ATTACHMENT NO. 7.1

Planning Commission Issues List
Edinger Corridor Specific Plan
February 28, 2006

- The plan is too constrained, needs to expand beyond the General Plan development limitations.
- Create incentives for property owners with regards to:
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- Reformat development standards by land use categories
- Move Design Guidelines section to addendum
- Address remodel issues applicable to non-conforming buildings (retrofitting)
- Provide copies of workshop minutes from 1998-2000 to the Planning Commission



CITY OF HUNTINGTON BEACH

TO: Honorable Mayor and Members of the City Council

VIA: Penelope Culbreth-Graft, DPA, City Administrator

FROM: Paul Emery, Deputy City Administrator 

DATE: May 15, 2006

SUBJECT: Edinger Corridor Specific Plan/ Beach Blvd Revitalization Study

On January 17, 2006, at the regularly scheduled City Council study session, Council was presented an update to the Edinger Corridor Specific Plan. This update included the presentation of the draft specific plan, a schedule for Planning Commission public hearings, and the proposed return to the City Council for adoption. During the February 28, 2006, Planning Commission public hearing there was significant comment and discussion by the public, including property owners, and the Commission that resulted in a list of 19 concerns/issues that need to be addressed.

City staff reviewed the comments received and the outstanding areas to be addressed and made the determination to discontinue the services of the consultant who prepared the original Specific Plan, EDAW. Concurrent with the review of outstanding issues for the Edinger Corridor Specific Plan, the City had prepared and distributed a request for proposals to consulting firms for the development of the Beach Blvd Corridor Revitalization Study, as a follow-up to the September 2005 City Council workshop.

In staff discussions on how to move forward with the Edinger Corridor Specific Plan, the option was presented to have the consultant who has been rated the highest by the evaluation committee of the Beach Blvd Revitalization Study prepare both the Beach Blvd Revitalization and a revised Edinger Corridor Specific Plan. The factors that were evaluated in this option are the inextricable link between Edinger Avenue and northern stretches of Beach Boulevard from a physical land use perspective, the relationship of the economic drivers of each of these corridors, and the opportunity to have a planning tool that recognizes the interrelationship of these two important transportation and economic street segments.

Staff is currently preparing an RFP for a consultant to perform an Economic Development strategy for these two corridors. It is anticipated that staff will present to the City Council in July or August a recommendation and appropriation of funds for the Edinger Corridor Specific Plan, the Beach Blvd Corridor Study and the Economic Strategy. It is anticipated that staff will recommend one consultant to perform the Edinger and Beach Blvd studies and one consultant perform the Economic Strategy.

ATTACHMENT NO. 7.1

Edinger Corridor Specific Plan/ Beach Blvd Revitalization Study
March 15, 2006

Page 2

In addition, staff will budget in FY 2006/2007 the resources necessary to complete the environmental documentation for the Edinger Corridor and Beach Blvd studies. Should you have any questions, please contact me at (714) 536-5482.

- c: Planning Commission
- Howard Zelefsky, Director of Planning
- Stanley Smalewitz, Director of Economic Development
- Robert Beardsley, Director of Public Works
- Scott Hess, Planning Manager
- Mary Beth Broeren, Principal Planner

Article 964PACIFICA COMMUNITY PLAN

(2484-6/81, 2543-4/82, 2627-8/83, 2806-12/85, 2987-3/89, 3070-11/90)

Sections:

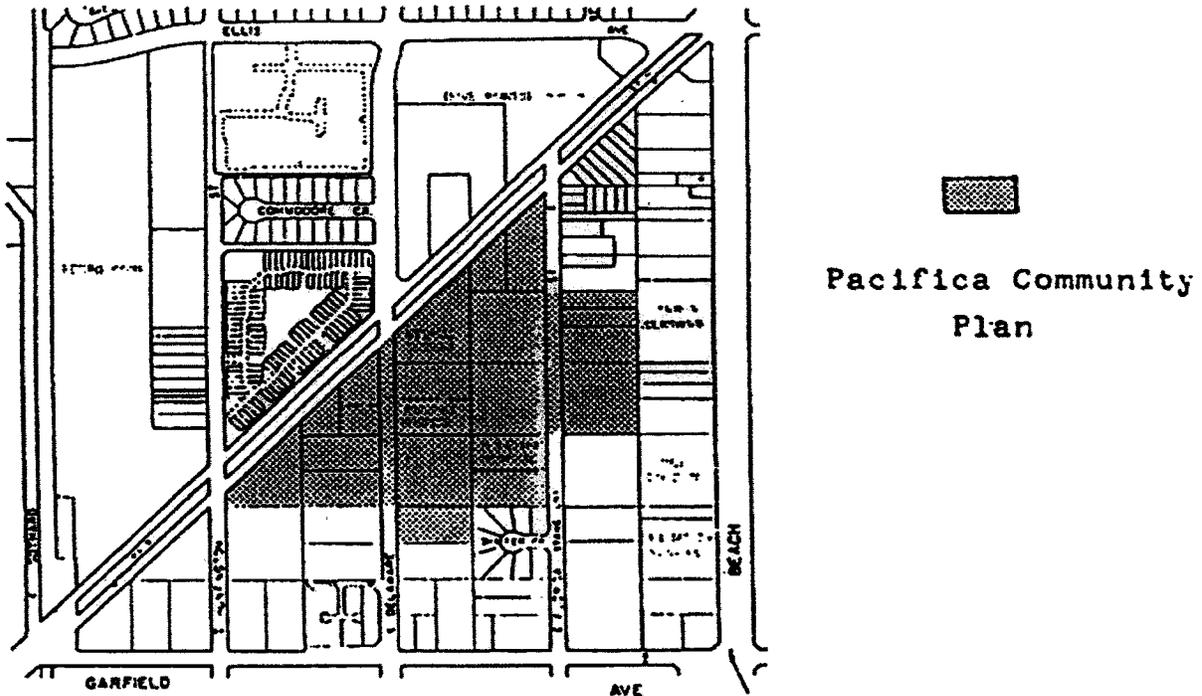
9640	Purpose
9641	Specific Plan Boundaries
9642	Definitions
9643	Conditional Use Permit Required
9644	Establishment of District Areas
9645	Development Standards
9645.1	Permitted Uses
9645.2	Minimum Building Site Area
9645.3	Maximum Site Coverage
9645.4	Rear Yard and Interior Side Yard Setback
9645.5	Setback From Public Street
9645.6	Perimeter Setback
9645.7	Minimum Distance Between Buildings
9645.8	Building Height
9645.9	Minimum Dwelling Unit Size
9645.10	Parking and Loading
9645.11	Parking Area Landscaping and Screening
9645.12	Pedestrian Walkway System
9645.13	Open Space Landscaping and Screening Requirements
9645.14	Open Space and Recreation Areas
9646	General Provisions
4646.1	Transit Facilities
4646.2	Sign Regulations
9646.3	Sewage and Water System Fire Prevention
9646.4	Telephone and Electrical Service
9646.5	Lighting
9646.6	Refuse Collection Areas
9646.7	Undeveloped Areas
9646.8	Nonconforming Uses and Buildings
9646.9	Park and Recreation Facilities

9640 Purpose. The purpose of this article is to establish a specific plan to promote the orderly development and improvement of a section of the City of Huntington Beach referred to as the Pacifica Community. This specific plan is intended to integrate the area "into an office/professional, medical senior citizen multistory residential complex, and to provide necessary support services that will meet the health, business and housing needs for the elderly of the community.

9641 Specific Plan Boundaries. The real property described herein is included in the Pacifica Community Plan and shall be subject to development provisions and requirements set forth in this article. The Pacifica Community Plan encompasses that area located within the specific plan boundaries as delineated on the area map in subsection (a) hereof and described in subsection (b) hereof.

9641 (a) – 9642 (b)

(a) Area Map



(b) Legal Description. Precisely, Pacifica Community Plan includes the real property described as:

The North 1/2 of Lot 20, Block H of Tract No. 7, Block F, Lots 1-5; Block G, Lots 1-9; the north half of Lot 10 of Tract 7 and Lot 21 and the south half of Lot 20, Block H, as recorded in Book 9, page 8 of Miscellaneous Maps of Orange County, California. (2543-4/82, 2627-8/83)

9642 Definitions. For the purposes of this article, the following words and phrases shall have the meaning set forth. .

- (a) Building site shall mean a legally created parcel of land bounded by property lines after dedication.
- (b) Office/Professional uses shall mean office building used for the following professional services:

9642 (b) -- 9645.1 (a)(3)

Accountant, architect, attorney, chiropractor, collection agency, dentist, engineer, insurance broker, optometrist, physician and surgeon, private detective, real estate sales, social workers, surveyor, pharmacies or similar uses and occupations.

Diagnostic laboratories and biochemical laboratories that do not exceed twenty-five hundred (2500) square feet in gross area are also considered office/professional uses.

- (c) Perimeter setback shall mean the required setback distance between the specific plan boundary line and any proposed buildings along said boundary lines.
- (d) Property line shall mean the lot line established after street dedication.
- (e) Resident shall mean the occupant or occupants of residential dwelling units located within the specific plan area.
- (f) Specific plan shall mean the Pacifica Community Plan as adopted by the City Council of the City of Huntington Beach.
- (g) Specific plan map shall mean the map described in Section 9646.10.

9643 Conditional Use Permit Required. Any development under the provisions of this specific plan shall be subject to approval of a conditional use permit as provided in Article 984 of the Huntington Beach Ordinance Code. In addition to the criteria provided in Article 984, development proposals within the specific plan area shall be subject to the imposition of conditions to provide for future parking needs in addition to the minimum parking requirements herein.

9644 Establishment of District Areas. This specific plan is divided into District One and District Two, as delineated in the specific plan map contained in Section 9616.10.

9645 Development Standards. Proposed development within the Pacifica Community Plan shall comply with the following development standards, provided further that all applicable provisions of the Huntington Beach Municipal Code shall also apply except where there is conflict with the provisions of this article, in which case the provisions of this article shall take precedence.

9645.1 Permitted Uses. The following uses are permitted in the specific plan area in accordance with the development standards contained in this article, and as delineated on the specific plan map:

- (a) District One Permitted Uses
 - (1) Hospitals and convalescent hospitals;
 - (2) Medical and dental buildings;
 - (3) Pharmacies;

9645.1 (a)(4) -- 9645.5

- (4) Rest homes, nursing homes, residential health care facilities and sanitariums;
- (5) Office/professional uses;
- (6) Service stations with or without convenience markets in conformance with Commercial District Standards contained in Article 922. (2987-3/89)
- (7) Apartments or condominiums when support services prescribed herein are integrated into such structures to implement the purpose of this article.
- (8) Support services to apartments and condominiums including but not limited to eating facilities, beauty/barber shops, libraries, private health clubs, health care facilities and retail commercial establishments.

(b) District Two Permitted Uses

- (1) Apartments when support services prescribed herein are integrated into such structures to implement the purpose of this article.
- (2) Support services to apartments including but not limited to eating facilities, beauty/barbershops, libraries, private health clubs, health care facilities and retail commercial establishments.
- (3) Office/professional uses.
- (4) Public institutions.

9645.2 Minimum Building Site Area.

- (a) Buildings forty-five (45) feet or less in height shall have a minimum building site area or ten thousand (10,000) square feet.
- (b) Buildings exceeding forty-five (45) feet in height shall have a minimum building site area of twenty thousand (20,000) square feet.

9645.3 Maximum Site Coverage. Total site coverage shall not exceed 45 percent of site. provided further. buildings exceeding forty-five (45) feet shall not exceed 25 percent of site coverage.

9645.4 Rear Yard and Interior Side Yard Setback. Except as provided in Section 9645.6, the minimum rear yard and interior side yard setback shall be five (5) feet, provided further that all buildings exceeding forty-five (45) feet in height shall have an additional setback of one (1) foot for every two (2) feet above forty-five (45) feet of building height plus an additional one (1) foot setback for every ten (10) feet of building length facing said yard.

9645.5 Setback From Public Street. Except as provided in Section 9645.6, all buildings and structures shall be set back from a public street as follows:

9645.5 (a) -- 9645.12

- (a) All buildings and structures forty-five (45) feet or less in height shall be set back from a public street a minimum of fifteen (15) feet.
- (b) All buildings and structures exceeding forty-five (45) feet in height shall be set back from a public street a minimum of twenty (20) feet, provided further that said setback shall be increased one (1) foot for each two (2) feet above forty-five (45) feet of building height plus an additional one (1) foot setback for every ten (10) feet of building length facing said street shall also be required.
- (c) The required setback shall be measured from the property line parallel to the public street.

9645.6 Perimeter Setback. All building-s not exceeding forty-five (45) feet in height shall have a minimum perimeter setback of twenty (20) feet from the boundaries of the specific plan unless otherwise designated on the specific plan map. All buildings exceeding forty-five (45) feet in height shall have a minimum perimeter setback of twenty (20) feet provided further that an additional two (2) foot setback for every ten (10) feet above forty-five (45) feet of building height plus an additional one (1) foot setback for every ten (10) feet of building length facing said yard shall be required.

The required perimeter setback shall be measured from the property line along the specific plan boundary.

9645.7 Minimum Distance Between Buildings. The minimum distance between main' buildings shall be fifteen (15) feet provided further that an additional one (1) foot separation shall be provided for every additional two (2) feet of building height above forty-five (45) feet. Where more than one structure exceeds forty-five (45) feet in height, the separation between adjacent buildings shall be calculated by using the tallest structure proposed to be developed on the site.

9645.8 Building Height. Building height within the specific plan area shall not exceed the limitations for each district as delineated upon the specific plan map.

9645.9 Minimum Dwelling Unit Size. All dwelling units within a residential multistory structure shall be exclusively one (1) bedroom units of not less than five hundred (500) square feet of floor area.

9645.10 Parking and loading. All developments shall comply with the standards outlined in Article 960. (3070-11/90)

9645.11 Parking Area Landscaping and Screening. Parking area landscaping and screening shall conform with the standards outlined in Article 960. (3070-11/90)

9645.12 Pedestrian Walkway System. A continuous pedestrian walkway system shall be provided within District Two of the specific plan for the benefit of the residents.

9645.13 Open Space Landscaping and Screening Requirements.

- (a) Excluding any portion of a setback area assigned for parking purposes all setback areas fronting a public street and all recreation, leisure and open space areas shall be landscaped and permanently maintained in an attractive manner.
- (b) Decorative landscape/architectural design elements such as fountains, pools, benches, sculptures, planters, gardens and similar elements shall be provided and incorporated as part of the landscape plan.
- (c) Permanent irrigation facilities shall be provided in all landscaped areas.
- (d) Detailed landscape and irrigation plans shall be submitted to and subject to approval by the Director of the Department of Community Development prior to issuance of building permits.
- (e) Landscaping in the public right-of-way shall be installed in accordance with standard plans and specifications on file in the Department of Public Works.
- (f) Such landscaping shall be installed prior to final inspection.

9645.14 Open Space and Recreation Areas. Open space and recreation areas shall be provided to serve the recreational and leisure activity needs of residents within the specific plan area. Open space and recreation areas shall conform to the following criteria:

- (a) The amount of open space and recreation area shall be provided. at a ratio of two hundred (200) square feet per dwelling unit.
- (b) Common open space and recreation areas may include but not be limited to game courts or game rooms, swimming pools, gyms, saunas, putting greens, garden roofs or grounds, and other similar type facilities.
- (c) At least one (1) main recreation area or facility shall be provided. This area shall be conveniently located to afford maximum use by all residents and shall be located within District Two of the specific plan area.
- (d) Enclosed buildings used for recreational or leisure facilities shall not constitute more than 50 percent of the required open space and recreational area.
- (e) Private balconies shall be provided to serve the private open space needs of residents within the specific plan area. Such balconies shall be located adjacent to the unit they are intended to serve and shall have a minimum area of sixty (60) square feet.

9646 General Provisions. In addition to satisfying the development provisions contained in this article, all proposed development shall comply with the applicable general provisions set out herein.

9646.1 -- 9646.9

9646.1 Transit Facilities. There shall be a transportation transfer facility provided adjacent to Main Street for the purpose of accommodating mass transit vehicles. Said facility shall include a canopy shelter for the convenience and comfort of persons utilizing the facility which shall not be subject to setback requirements of this article. The location of the facility shall generally conform to the location designated upon the specific plan map.

9646.2 Sign Regulations. All signs shall conform to Article 976 of the Huntington Beach Ordinance Code.

9646.3 Sewage and Water Systems Fire Prevention.

- (a) All sewage systems shall comply with standard plans and specifications of the city and shall connect to the city sewage system.
- (b) All water systems shall comply with standard plans and specifications of the city and shall connect to the city water system.
- (c) All fire protection appliances, appurtenances, emergency access and any other applicable requirements pursuant to Chapter 17.56 of the Huntington Beach Municipal Code, shall meet the standard plans and specifications on file with the Fire Department.

9646.4 Telephone and Electrical Service. All on-site electrical lines (excluding lines in excess of 12KV) and telephone lines shall be placed underground.

9646.5 Lighting. The developer shall install an on-site lighting system on all vehicular access ways and along sidewalks. Such lighting shall be directed onto driveways and walkways within the development and away from adjacent properties. Lighting shall also be installed within all parking areas.

9646.6 Refuse Collection Areas.

- (a) Opaque materials shall be used to screen outdoor refuse containers from view from access streets and adjacent property.
- (b) No refuse container area shall be permitted between a street and the setback line.

9646.7 Undeveloped Areas. Undeveloped areas for future expansion shall be maintained in a weed and dust-free condition and shall remain free of debris.

9646.8 Nonconforming Uses and Buildings. Existing uses and buildings which do not meet the criteria contained in this article are declared non-conforming and subject to the applicable requirements of Article 991 and Article 941 of the Huntington Beach Ordinance Code.

9646.9 Park and Recreation Facilities. Any residential developments with the specific plan shall be subject to the requirements of Article 996B, Park and Recreation Facilities, of the Huntington Beach Ordinance Code.

(See specific plan map on next page)

ATTACHMENT NO. 9.7

LEGEND

DISTRICT ONE

- A. HOSPITAL COMPLEX/OFFICE PROFESSIONAL/MEDICAL BUILDING
- B. CONVALESCENT AND RESIDENTIAL CARE
- C. RESIDENTIAL CARE/APARTMENTS AND CONDOMINIUMS
- D. RECREATION PARK
- E. MEDICAL FACILITY
- F. MEDICAL BUILDING AND OFFICE/PROFESSIONAL

DISTRICT TWO

Residential
Office/Professional and Public Institutions

- SPECIFIC PLAN BOUNDARY
- - - DISTRICT SEPARATION LINE
- ▲ TRANSIT STOP

