



City of Huntington Beach Planning Department  
**STUDY SESSION REPORT**

**TO:** Planning Commission  
**FROM:** Scott Hess, AICP, Director of Planning &  
Stanley Smalewitz, Director of Economic Development  
**BY:** Jennifer Villasenor, Associate Planner *JV*  
**DATE:** July 28, 2009

**SUBJECT:** ENVIRONMENTAL IMPACT REPORT NO. 08-001, GENERAL PLAN AMENDMENT NO. 08-007, LOCAL COASTAL PROGRAM AMENDMENT NO. 08-002, ZONING TEXT AMENDMENT NO. 08-004 (DOWNTOWN SPECIFIC PLAN UPDATE – PARKING)

**LOCATION:** The project site consists of the Downtown Specific Plan area (Attachment No. 1). No changes to the existing specific plan boundaries are proposed.

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**PROJECT REQUEST AND SPECIAL CONSIDERATIONS**

The project involves a City-initiated proposal to update Specific Plan No. 5 – Downtown Specific Plan (DTSP). The project proposes to reconfigure the existing 11 Specific Plan districts into 7 districts, modify development and parking standards, incorporate design guidelines and provide recommendations for street improvements, public amenities, circulation enhancements, infrastructure and public facility improvements and parking strategies. The project consists of the following requests:

- A resolution to approve a General Plan Amendment (GPA) to amend the Land Use and Circulation Elements to reflect the various changes in land use and development standards as well as the reconfiguration of the districts. Changes to the General Plan include revisions to the Land Use Map and modifications to the Land Use Schedule and Community District and Subarea Schedule and Map in the Land Use Element. The amendment to the Circulation Element includes a revision to Figure CE-9: Trails and Bikeways as a result of recommendations proposed in the DTSP Update and traffic study for the project. Proposed changes to the Land Use Map are shown in Attachment Nos. 4 and 5.
- A resolution to approve a Zoning Text Amendment (ZTA) to amend the existing text of the Downtown Specific Plan.
- A resolution to approve a Local Coastal Program Amendment (LCPA) to amend the Implementation Program (IP), specifically the Downtown Specific Plan, and the Land Use Plan/Coastal Element of the City's certified Local Coastal Program. Amendments to the Coastal Element will involve changes that are consistent with the changes to the Land Use and Circulation Elements in addition to several policies that are proposed to be updated based on proposed changes to the DTSP. The proposed LCPA is also subject to approval by the California Coastal Commission.

- Environmental Impact Report (EIR) No. 08-001 to analyze the environmental impacts associated with the proposed project. The EIR will be presented at a separate study session.

### **Study Session Background & Strategy**

A series of study sessions for the Downtown Specific Plan Update began on June 23, 2009. The first study session focused on the existing conditions within the Downtown Specific Plan area, the purpose of the DTSP Update and the process for updating the DTSP. The study session also introduced the major changes proposed in the Downtown Specific Plan Update. The second study session focused on Chapter 2 Administration and Book II: Downtown Specific Plan Guidelines and Strategies.

There were approximately 70 members of the public in attendance at the June 23 study session. Approximately 30 members of the public provided comments during oral communications at both the study session and regular meetings and all but two speakers commented on the DTSP Update. The majority of the commenters spoke in opposition to the proposed cultural arts overlay in District 1. Other topics addressed by speakers included traffic and parking, concerns regarding impacts from a potential increase in tourism in the downtown area, setbacks on Pacific Coast Highway, possible tiered-beach parking structures and concerns regarding proposed increases in allowable building heights.

At the July 14 study session, approximately 50 members of the public attended in which 13 members of the public spoke regarding the Downtown Specific Plan Update. Comments generally focused on concerns regarding the proposed cultural arts overlay in District 1. Other comments included concerns regarding residential parking meters, trash on the beach and restaurant uses and entertainment permits.

The Planning Commission asked several questions during the study session and staff addressed most of the questions during the study session. The Planning Commission also identified several issues that warrant more discussion at future study sessions. These issues include: a potential trolley system; the potential reconfiguration of 6<sup>th</sup> Street and associated traffic impacts; and potential transportation and circulation strategies. The Planning Commission also voted to add two study sessions to the schedule. One study session, scheduled for August 11, 2009, will provide a detailed review of the changes proposed for Districts 2 – 7. The second additional study session will occur on September 1, 2009 and focus on the changes proposed for District 1.

Remaining questions from the June 23 study session regarding possible tiered beach parking structures, impacts to businesses as a result of the elimination of the Downtown Parking Master Plan and the classification of the Main Street library site as a park and implications of that classification are addressed below.

#### **Tiered beach parking structures**

Potential for a tiered parking structure on existing beach surface parking lots is identified in Chapter 3 and Chapter 5 of the DTSP Update. While the concept of tiered beach parking is identified in District 11 of the current DTSP, the proposed DTSP Update expands the interpretation of tiered beach parking to include potential parking structures or automated parking structures. The concept is identified in Chapter Five as a strategy to accommodate additional parking in the DTSP area. The provisions of Chapter Three limit tiered parking structures to existing parking areas north and south of the pier and a Conditional Use Permit (CUP) from the Planning Commission is required. In addition, similar to the existing DTSP, any

tiered beach parking or parking structure shall not result in the loss of recreational sand area and the top of such structures shall be located at the same elevation of the sidewalk adjacent to Pacific Coast Highway or a minimum of one foot below the maximum height of the adjacent bluff. Currently, there is no proposal for a tiered beach parking structure and further analysis would be required if a tiered beach parking structure is proposed in the future.

#### Downtown Parking Master Plan (DPMP) and potential impacts on businesses

Questions were raised regarding impacts to businesses that paid into a fund for the DPMP and how the money in the fund would be spent to benefit the businesses that paid into the fund. The DPMP, as originally adopted and presently exists, does not have any such fund directly associated with it. That is, businesses or developments were not required to pay a participation fee to be included in the DPMP area. The only “funds” that are collected with respect to parking in the downtown are in-lieu fees, which have been approved in the past to satisfy a development’s parking obligation. Parking in-lieu fees, which are subject to a CUP from the Planning Commission, are intended to pay for parking spaces that cannot be provided on-site by a development with the intent that the space would be provided elsewhere in the area by the City and thus contribute to the overall pool of available parking in the downtown area. The provision for parking in-lieu fees is proposed to remain in the DTSP Update and is discussed in subsequent sections of this report.

#### Classification of Main Street Branch Library site

The Main Street Branch Library site is currently zoned District 6 – Mixed Use (Commercial/Office/Residential) within Specific Plan No. 5 – Downtown Specific Plan – Coastal Zone Overlay (SP5-CZ). The current General Plan land use designation is Public (P). The proposed zoning designation is District 1 – Downtown Core (Cultural Arts Overlay) within Specific Plan No. 5 – Downtown Specific Plan – Coastal Zone Overlay (SP5-CZ) and the proposed General Plan land use designation is Mixed Use – greater than 30 dwelling units per acre – design overlay – specific plan overlay – pedestrian overlay (M->30-d-sp-pd). In both instances, the site does not have a zoning or general plan designation for parks or open space. However, as is the case for all projects, any future development proposal would be required to comply with all applicable codes and regulations, including the Downtown Specific Plan (DTSP), the Huntington Beach Zoning and Subdivision Ordinance (HBZSO), the Huntington Beach Municipal Code and the City Charter (including Section 612 “Measure C”) to the extent that they apply.

The purpose of this study session is to address parking and parking related issues.

#### **Background**

The Downtown Specific Plan was originally adopted on November 16, 1983. The document has been amended several times over the past two and a half decades, most recently in 2007. The last comprehensive update of the DTSP was in 1995, which introduced the “Village Concept” for downtown development and adopted the Downtown Parking Master Plan that established shared parking regulations and identified development thresholds (maximum - 500,000 square feet) based on parking supply for the downtown core area. The 1995 “Village Concept” amended development standards and regulations to scale back the intensity of development in the DTSP area and encourage more pedestrian-scale development. In 2000, the Downtown Parking Master Plan of the DTSP was revised to establish the development thresholds (maximum - 715,000 square feet) for the downtown core area that are currently

identified in the DTSP today. The Downtown Parking Master Plan is discussed in more detail in the next section.

**Downtown Parking Master Plan (DPMP)**

The 1995 update of the DTSP adopted the Downtown Parking Master Plan (DPMP) that established shared parking regulations and identified development thresholds (maximum - 500,000 square feet) based on parking supply for the downtown core area. The Downtown Parking Master Plan provided a strategic approach to parking for development in the downtown area. The DPMP utilizes shared parking concepts and reduced parking ratios for the core commercial area in the DTSP. The “park once, shop twice” philosophy allows one parking space to serve two or more individual land uses without conflict due to variations in peak parking demands (e.g., seasonal uses, days of week, hours of day). The Downtown Parking Master Plan identifies development thresholds for various land uses and is based on a detailed block by block analysis of land uses and development potential in the downtown core area, which requires careful monitoring and a yearly status report subject to review and approval by the City Council and California Coastal Commission.

Initially, the DPMP identified an overall development threshold of 500,000 square feet. In 2000, the Downtown Parking Master Plan of the DTSP was revised to establish the development thresholds (maximum - 715,000 square feet) for the downtown core area that are currently identified in the DTSP today. The development thresholds established within the Downtown Parking Master Plan area were established based on existing available parking. This allowed new development to occur without the provision of additional parking, provided that the proposed development did not exceed established thresholds. Presently, the established thresholds have been reached. Section 4.2.14 of the existing DTSP pertaining to the Downtown Parking Master Plan is provided as Attachment No. 6 to this staff report.

**TABLE 1 – EXISTING DPMP DEVELOPMENT THRESHOLDS**

Use	1995 Square Footage (s.f.)	2000 Square Footage (s.f.)
Restaurant	100,000 s.f.	144,000 s.f.
Retail	250,000 s.f.	300,000 s.f.
Office	100,000 s.f.	126,000s.f.
Miscellaneous	50,000 s.f.	145,000 s.f.
Totals	500,000 s.f.	715,000 s.f.

**Proposed DTSP Update**

The DTSP Update provides an opportunity to adopt a new strategy for parking in the downtown area that will accommodate future development in the DTSP while eliminating cumbersome implementation and monitoring requirements. As such, the Downtown Parking Master Plan, as currently codified, is proposed to be eliminated in the DTSP Update.

**Downtown Parking Study**

In order to assess the existing parking conditions in the downtown, a Downtown Parking Study was prepared by Kimley Horn, Inc. The study provides background information on existing parking supply, an analysis of existing parking demand, and recommendations for parking improvements and strategies to support existing and future parking needs in the DTSP area. The recommendations in the parking study

are reflected in Chapter Three of Book I as codified parking requirements and Chapter Five of Book II as parking strategies of the DTSP Update.

According to the parking study, peak parking demand occurs during the summer season with the heaviest demand on summer weekends and special events. The study notes that it is difficult to find parking 35 days per year, and an actual parking deficiency exists on 15 of those days. The study recommends that supplemental parking measures be implemented on those days and provides a list of strategies that could be implemented.

In terms of future development, the study finds that the identified net new development potential (refer to Table 2 below) will increase parking demand in the DTSP area and adds that future residential and hotel development would be required to provide all required parking on-site, while new commercial (retail, office, restaurant) development would be required to either provide parking on-site or satisfy the parking requirement through payment of in-lieu fees. As such, the parking study recommends that parking needs for future development in the DTSP area be accommodated by continuing the parking in-lieu fee program in which the City should evaluate how the fees can be utilized to increase and manage the parking supply, building new parking structures (conventional or automated) and allowing tandem parking.

**TABLE 2 – NET NEW DEVELOPMENT POTENTIAL\***

Land Use	Maximum Development
Retail	213,467 square feet
Restaurant	92,332 square feet
Office	92,784 square feet
Cultural Facilities	30,000 square feet
Residential	648 units
Hotel	235 rooms

\*Net new development includes potential square footage beyond existing development square footage and other planned/approved projects (Pacific City, The Strand, 3<sup>rd</sup> Waterfront Hotel) in the DTSP area.

Because parking is such an integral component to the success and growth of the downtown, the Downtown Parking Study held a separate public review and comment period from July 20 – 27, 2009. All comments received on the Downtown Parking Study will be forwarded to the Planning Commission upon conclusion of the review and comment period. In addition, comments received during the comment period will be reviewed by staff and the consultant and may result in further changes to the proposed DTSP Update. In the event that further revisions are made, staff will forward the revisions to the Planning Commission and discuss them at an upcoming study session.

Parking is addressed in two places of the proposed DTSP Update. Parking strategies to support existing and future parking needs in the DTSP area are presented in Chapter Five of Book II. These strategies represent recommendations to increase and manage the parking supply in the DTSP area. The strategies in Chapter Five of Book II are not required to be implemented with any one development. The proposed parking requirements for new development in the DTSP area are incorporated in Chapter Three of Book I. Each new development that is proposed in the DTSP area would be required to provide parking in accordance with the standards specified in Chapter Three of Book I.

**Chapter 3 – Parking Requirements**

The parking requirements in Chapter Three continue to utilize reduced parking ratios (compared to those in the Huntington Beach Zoning and Subdivision Ordinance (HBZSO), Chapter 231 Off-Street Parking and Loading) and propose new standards. The new standards allow further reduced ratios for restaurant uses in District 1 at eight spaces per 1,000 square feet of gross floor area, whereas the existing plan requires 10 spaces per 1,000 square feet of gross floor area. In addition, the reduced parking ratios would be expanded to be applicable in the reconfigured District 1 (Downtown Core), which encompasses a greater area than the existing Downtown Parking Master Plan area (existing downtown core), with the exception of the overlay zones. Other districts within the DTSP area are, in most cases, subject to the same parking requirements specified in the HBZSO. The proposed parking requirements also establish standards for live/work units, a new use proposed in the DTSP Update, and would allow a tandem parking configuration for residential uses. Commercial uses could provide up to 40% of the required parking in a tandem configuration with a Conditional Use Permit. Table 3 below shows the proposed District 1 parking requirements with reduced ratio and a comparison of existing DTSP reduced ratios for the Downtown Parking Master Plan area and the requirements of the HBZSO.

**TABLE 3 – COMPARISON OF PARKING STANDARDS**

Use	Proposed Parking Standard (District 1)	Existing DTSP Standards (DPMP area)	HBZSO Standards
Retail	3 spaces per 1,000 s.f.	3 spaces per 1,000 s.f.	5 spaces per 1,000 s.f.
Personal enrichment	3 spaces per 1,000 s.f.	Not specified (subject to HBZSO)	5 spaces per 1,000 s.f. or 1 space per 35 s.f. of instruction area
Office	2 spaces per 1,000 s.f.	2 spaces per 1,000 s.f.	4 spaces per 1,000 s.f.
Restaurant	8 spaces per 1,000 s.f.	10 spaces per 1,000 s.f.	10 spaces per 1,000 s.f. (on a site w/3 or more uses or 1 space per 35 s.f.)
Hotel/Motel	1.1 spaces per room	Not specified (subject to HBZSO)	1.1 spaces per room + 1 space per passenger transport vehicle + 2 spaces for any manager’s unit
Bed & Breakfast	1.1 spaces per room	Not specified (subject to HBZSO)	1.1 spaces per room + 1 guest space and 1 manager/owner space
Cultural Facilities Arts	1 space per 300 s.f.	Not specified (subject to HBZSO)	1 space per 300 s.f.
Assembly Uses	10 spaces per 1,000 s.f.	Not specified (subject to HBZSO)	Varies depending on use – 1 space per 35 s.f. of assembly area; 1 space per 3 fixed seats; determined by CUP

As projects are proposed within the DTSP area, the codified requirements of Chapter Three of Book I allow the Planning Commission or City Council to impose other parking requirements such as: implementation of a valet parking program, remote parking and shuttle service during the peak season and special events; installation of additional directional signage to parking facilities; additional on-site or off-

site parking; and for projects with more than 10,000 square feet of commercial area, submittal of a parking management plan. These provisions are currently in the DTSP and are proposed to be carried over into the DTSP Update.

Since the proposed DTSP Update would eliminate the Downtown Parking Master Plan, Chapter Three of Book I of the proposed DTSP Update includes a section that specifies distinct parking standards for District 1. The standards require all residential and hotel developments to provide parking on-site. All net new commercial development would be required to provide parking on-site, subject to the reduced parking ratios referenced above, but could apply for a CUP (Planning Commission) to provide parking off-site through payment of in-lieu fees. In addition, the DTSP Update establishes provisions for shared parking agreements between two or more uses that have different hours of operation (i.e. – a theater vs. office). Shared parking agreements are subject to a CUP from the Planning Commission and would allow up to 50% of the required parking to be shared, provided the shared parking spaces are within a 350-foot radius of the subject use and, if on a separate parcel, a covenant or other agreement is recorded subject to review by the City Attorney. Other standards for District 1 include provisions for intensification of an existing use, which would only require parking for any net new development (existing square footage would not have to provide parking beyond what is already existing) and a requirement that all parking within the proposed Cultural Arts Overlay shall be underground.

#### Chapters 5 – Parking Strategies

As conveyed at the July 14 study session on Book II, Chapter Five contains recommended strategies for addressing parking needs in the DTSP area. The recommendations are intended to represent a “toolbox” of strategies that can be implemented based upon opportunity. Some of the strategies, such as implementing a valet program, could be easily and quickly achieved. Other strategies, such as constructing temporary lots and forming business-to-business agreements, will require additional effort and time to achieve. One of the most important aspects to consider is that most of the strategies are, and should be, interconnected. In addition, the parking strategies included in Chapter Five of Book II do not represent requirements for any one development to be implemented. In many cases, the parking strategy itself would require additional entitlements and possible project level environmental review should the strategy be proposed to be implemented in the future.

The strategies identified in Chapter Five of Book II are recommended in the Downtown Parking Study as strategies to support existing parking conditions with the exception of the last two strategies listed – parking structures and tiered beach parking. These strategies, in addition to continuation of the in-lieu fee program and the introduction of a provision to allow tandem parking are recommended as ways to support future parking needs as new development occurs. Parking strategies proposed in Chapter Five of Book II are listed below.

- Residential Parking – Visitors to the beach and Downtown and employees of downtown businesses often park on residential streets. On a typical day, this is an issue primarily on the streets closest to the downtown commercial businesses. On high demand days, such as summer weekends and downtown event days, parking encroachment into the neighborhoods extends further. Implementation of a parking meter/residential permit system would preserve the spaces for residents as long as they have a permit. Implementation of a residential permit system in the coastal zone would require a Coastal Development Permit (CDP).

- Valet Parking Program – A valet parking program could increase the parking capacity by as much as 40%, due to the ability of attendants to park more vehicles more efficiently. Valet parking could be useful in any new or existing parking structure and might be especially beneficial for hotel uses. Any request for a valet parking program would require a CUP from the Planning Commission.
- Commercial Parking – Commercial parking is a pay lot operated by a private entity. This use is allowed in some parts of the DTSP Area, including the core downtown area of District 1. Depending upon the size of the property, the facility could be conventional surface parking, an automated parking structure, or a conventional parking structure. Any request for a commercial parking facility would require a CUP from the Zoning Administrator.
- Parking Fees – The rates (fees) currently charged to park downtown do not reflect the variable demand. Rate modification would help the City manage the demand by influencing where people park and for how long and improve parking conditions for all users. Rate changes will likely also increase revenues, which would allow the City to better manage the parking assets by providing for long-term maintenance and increasing parking supply. Any rate changes are subject to City Council review and approval and may be subject to California Coastal Commission review.
- Shuttle Service – Access to parking spaces outside the downtown area could increase the available parking supply on the days that have been defined as the highest demand. There are approximately 1,300 existing parking spaces north of downtown that have been identified for potential use as remote parking sites. A shuttle service or a trolley service could be provided between these locations and the DTSP Area.
- Public/Private Partnerships – The City/Agency could partner with developers of larger parcels to provide additional public parking in excess of the needs for the developer's project. The recently constructed Strand project is an example of how this system could work.
- Employee-Only Parking – Designated employee-only parking spaces could be provided in the downtown area. Some employers currently provide parking validation for their employees, but those employees often utilize the most prime public parking spaces for long periods of time. Businesses could also enter into agreements with each other, with those with more spaces than needed being compensated in some way by businesses needing spaces for their employees. New parking lots constructed on vacant parcels could also serve employees only.
- Utilize Vacant Parcels – Small parking lots should be constructed on currently vacant parcels as an interim use until that property is developed. This could include City-owned and private properties. Lots located on the downtown periphery could be designated for employee-only parking, and employers could be required to purchase or provide validations.

- Parking Wayfinding Signage – A series of static and electronic parking wayfinding signs should be installed throughout the downtown. The signs would direct users to harder-to-find spaces, manage the parking supply more efficiently, and minimize vehicle circulation.
- Parking Information and Guidance System – A system that provides real-time information regarding parking space availability should be developed and implemented for all of the existing and future large parking facilities. The system would help users identify spaces faster, spend less time driving to look for spaces and better understand the practical parking capacity – the perception as it relates to the operational efficiency and accessibility of a parking supply. Currently, only the Promenade parking structure provides real-time parking supply information in the form of a small digital sign over both entrances. A parking information and guidance system should be provided for the parking structures, plus other select locations, in downtown to assist users in finding parking and maximizing the use of available parking.
- Parking Structures – Additional new conventional or automated parking structures will likely be needed within the downtown to accommodate the future parking demand.
- Tiered Beach Parking – Additional parking could be provided in an automated parking structure on the seaward side of Pacific Coast Highway on the existing surface beach parking lots. The area would need to be graded, and retaining walls would need to be installed to retain views from town. All parking would be located below the adjacent height of Pacific Coast Highway.

## **APPLICATION PROCESS AND TIMELINES**

### **DATE OF COMPLETE APPLICATION:**

- Draft EIR: April 10, 2009
- General Plan Amendment;  
Zoning Text Amendment;  
Local Coastal Program Amendment: May 20, 2009

### **MANDATORY PROCESSING DATE(S):**

Within 1 year of complete application; May 20, 2010

Not Applicable

## **CEQA ANALYSIS/REVIEW**

Because the Downtown Specific Plan covers a large geographical area and provides the framework for development in the area over a 20-year period, a program EIR is required pursuant to CEQA. A Program EIR is currently being drafted for the proposed DTSP Update. The required 30 day review period for the Notice of Preparation of the EIR was held from November 6, 2008 to December 5, 2008. A total of 20 comment letters were received from various public agencies as well as the general public. The letters generally included comments regarding traffic and circulation, the proposed downtown core/mixed-use area (District 1), parking, the Cultural Arts Overlay and changes to development standards. A public scoping meeting was held on November 19, 2008 at the Huntington Beach Art Center. The draft Program EIR was released on July 20, 2009 for a 45-day public review/comment period, which ends on September

2, 2009. A separate study session on the draft EIR is scheduled subsequent to the conclusion of the 45-day review period. The study session on the draft EIR is tentatively scheduled for September 8, 2009.

### **COMMENTS FROM CITY DEPARTMENTS AND OTHER PUBLIC AGENCIES**

Although the Department of Economic Development is the project applicant, the contents of the draft DTSP Update are based in part on consultation with the City Staff Core Team, which is comprised of the Departments of Community Services, Economic Development, Fire, Planning, Police and Public Works, and includes community input and direction from City Council.

### **PUBLIC MEETINGS, COMMENTS AND CONCERNS**

A series of key stakeholder interviews and community workshops were held prior to the drafting of the specific plan document. The community workshops were held on the following dates:

- November 27, 2007 – Workshop #1
- February 20, 2008 – Workshop # 2
- April 23, 2008 – Workshop #3
- December 4, 2008 – Workshop #4

The Draft Specific Plan was made public on December 4, 2008. A public comment period on the Draft Specific Plan document was held for a 50-day period from December 5, 2008 to January 23, 2009 and a total of 20 public comment letters were received. The comments generally expressed concerns related to the proposed Cultural Arts Overlay, the restaurant/alcohol permit process, existing residential uses in District 1 and various development standards. A City Council Study Session was held during the public comment period on December 15, 2008. As discussed in the previous section, the DRB held a special meeting on January 15, 2009 in which the proposed Design Guidelines and Streetscapes chapters were reviewed.

During and subsequent to the public comment period, staff from the Planning and Economic Development Departments continued to meet with various Downtown stakeholders and groups including members from the Chamber of Commerce and the Conference and Visitors Bureau (CVB) in refining the draft Downtown Specific Plan Update. The smaller group meetings were held on the following dates:

- January 15, 2009 – Small Group Workshop with Downtown development community
- January 29, 2009 – Small Group Workshop with Downtown development community, members of Chamber of Commerce and CVB
- March 31, 2009 – meeting with Downtown development community to go over comments received during comment period

In addition to the above-referenced meetings, staff members from the Planning and Economic Development Departments have met with various members of the public to discuss the proposed DTSP Update throughout the process.

Comments received during the public comment period were attached to the June 23, 2009 study session report. Comments received up to July 14 were provided as attachments to study session reports or provided as late communications at the previous study sessions. Comments received since July 14, 2009, are provided as Attachment No. 5 to this report.

## **PLANNING ISSUES**

The primary issues for the Planning Commission to consider when analyzing this project are:

- The General Plan Amendment request to amend the current land use designations and various sections of the Land Use, Circulation and Coastal Elements
- The Zoning Text Amendment to adopt the DTSP Update including major changes in development standards such as increases in building heights, elimination of FAR requirements and revised parking standards
- The Local Coastal Program Amendment to amend the IP and Coastal Element of the General Plan
- Compatibility with surrounding land uses
- Potential environmental impacts and mitigation measures
- Consistency with the Coastal Element and California Coastal Act
- The overall conformance with the goals, objectives, and policies of the General Plan

## **ATTACHMENTS:**

1. Map of the Downtown Specific Plan area
2. Map of existing DTSP districts
3. Map of proposed DTSP districts
4. Development Standards Matrix of Changes by District
5. Public Comments received since July 14, 2009
6. Excerpts from the existing DTSP pertaining to parking and the Downtown Parking Master Plan
7. Downtown Parking Study, prepared by Kimley-Horn, Inc., received and dated April 1, 2009 (not attached – available for public review at the Planning and Zoning Counter – 3<sup>rd</sup> Floor, City Hall and on the Planning Department website)



**Legend**

-  Specific Plan Boundary
-  Building Footprints
-  Parcels



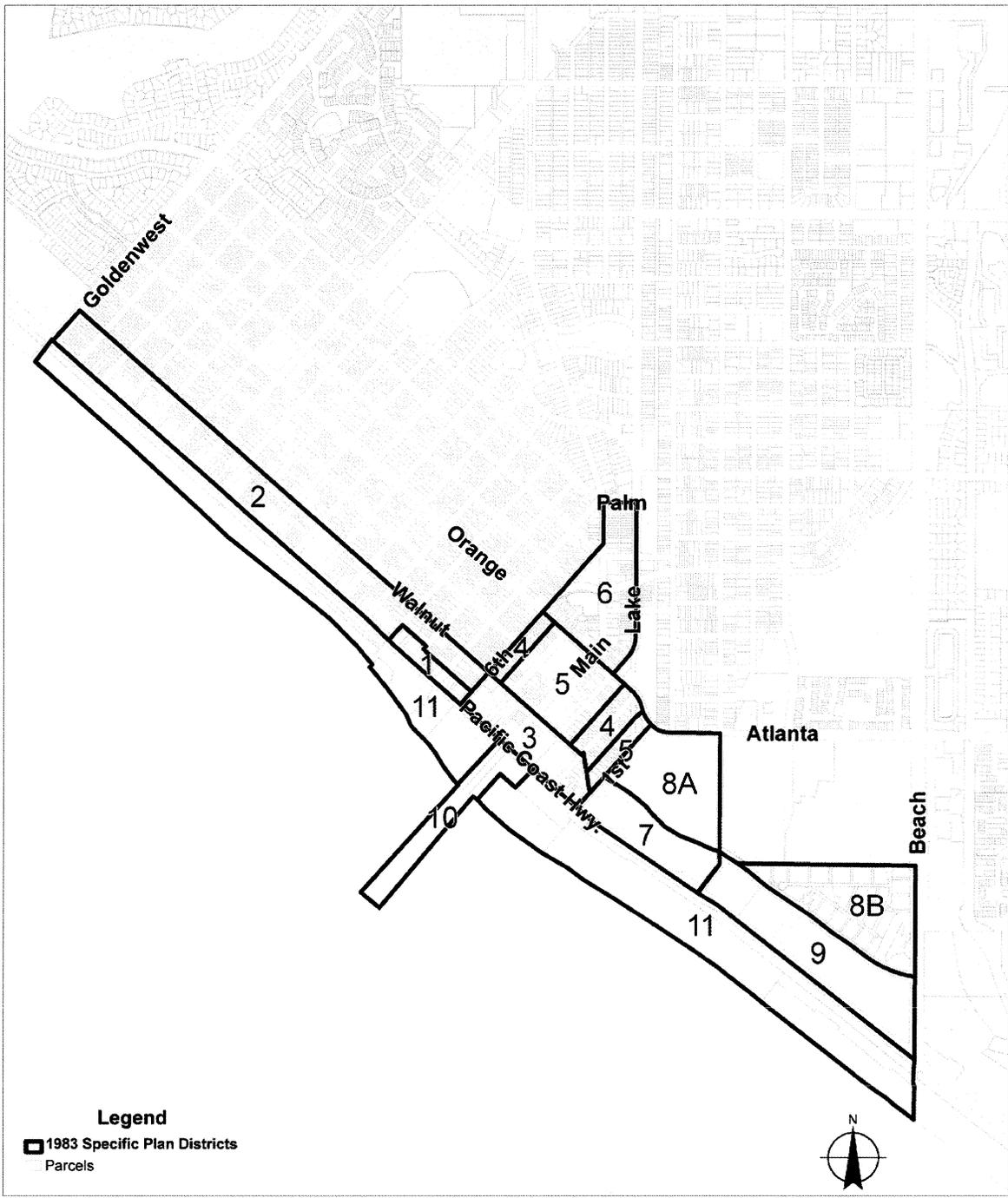
**SPECIFIC PLAN AREA**

**HUNTINGTON BEACH DOWNTOWN SPECIFIC PLAN**

OCTOBER 8, 2008



ATTACHMENT NO. 1



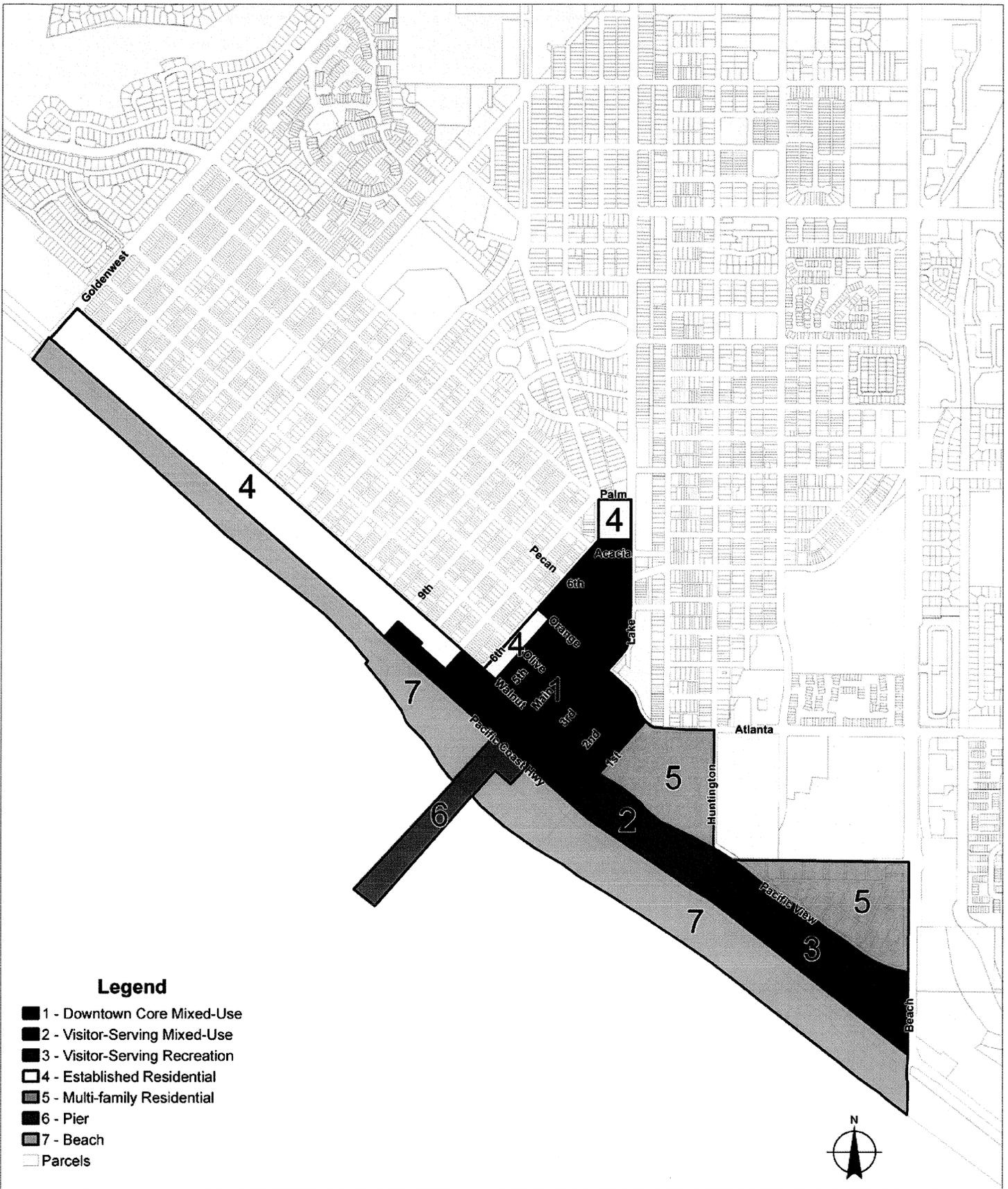
**EXISTING SPECIFIC PLAN DISTRICTS**

**HUNTINGTON BEACH DOWNTOWN SPECIFIC PLAN**

OCTOBER 8, 2008

rmdesigngroup

0 300 600 1,200 1,800 Feet



**Legend**

- 1 - Downtown Core Mixed-Use
- 2 - Visitor-Serving Mixed-Use
- 3 - Visitor-Serving Recreation
- 4 - Established Residential
- 5 - Multi-family Residential
- 6 - Pier
- 7 - Beach
- Parcels

**SPECIFIC PLAN UPDATE DISTRICTS**

**HUNTINGTON BEACH DOWNTOWN SPECIFIC PLAN**

OCTOBER 3, 2008



Development Standard Matrix of Changes  
Proposed District #1 – Cultural Arts Overlay

<b>Standard</b>	<b>Existing District #6 (portion)</b>	<b>Proposed Cultural Arts Overlay</b>
Minimum Parcel Size	Min. 25' street frontage and 2,500 s.f. net site area	N/A
Maximum Lot coverage	None	Max. 50%
Maximum Density	Max. 25 du/ac	N/A (residential not permitted)
Maximum Height	Max. <100' frontage: 2 stories/30'; 100' but < full block: 3 stories/35'; full block: 4 stories/45'	Max. 35'
Minimum Front Setback	15'; 5' on 5 <sup>th</sup> , 3 <sup>rd</sup> and Main Streets	None
Minimum Side Setback - Interior	10'; non-residential: none	20' from adjacent residential
Minimum Side Setback - Exterior	15' from ROW	None
Minimum Rear Setback	3'	None
Permitted Uses	Mixed Use: Commercial/Office/Residential	Cultural Arts related uses
Minimum Upper-story setback	10' from 2 <sup>nd</sup> story façade (covered area)	None (residential buffer requirements adjacent to single-family)
Maximum FAR	<half block: 1.5; ≥half block: 2.0	None
Dedication	None	No changes to existing requirements
Minimum Open Space	≥ 100' frontage; non-residential uses - 5% net site area; Full block – public plaza req.	30% net site area (70% landscape req.) 1,000 s.f. public plaza No net loss of green space

Development Standard Matrix of Changes  
Proposed District #1  
(Downtown Core)

Standard	Existing District #1	Existing District #3	Existing District #4 (portion on 2 <sup>nd</sup> St.)	Existing District #5	Existing District #6 (portion north of Orange, south of Acacia)	Proposed District #1*
Minimum Parcel Size	10,000 s.f. net site area & 100' frontage on PCH	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area
Maximum Lot coverage	50%	None	50%	None	None	None
Maximum Density	25 du/ac	30 du/ac	<50' frontage: 1 du 51' – full block frontage: 30 du/ac	25 du/ac	25 du/ac	60 du/ac
Maximum Height	35 <sup>2</sup> / <sub>3</sub> stories	< full block: 3 stories/35' Full block: 4 stories/45'	35 <sup>2</sup> / <sub>3</sub> stories	< full block: 3 stories/35' Full block: 4 stories/45'	<100' frontage: 2 stories/30'; 100' but < full block: 3 stories/35'; full block: 4 stories/45'	Min. 25'; Max. <25,000 s.f. site area: 45 <sup>2</sup> / <sub>4</sub> stories; ≥ 25,000 s.f. site area: 55 <sup>2</sup> / <sub>5</sub> stories
Minimum Front Setback	25' along PCH; all other streets 15'	15'	15'	15'	15'; 5' on 5 <sup>th</sup> , 3 <sup>rd</sup> and Main Streets	None; Parking lots: 10' min.; Mixed Use/Comm.: 5' from ultimate ROW
Minimum Side Setback - Interior	20% of frontage, not less than 7'	5 <sup>th</sup> , 3 <sup>rd</sup> , Main & PCH: none; all others 20% lot width, not less than 7'	≤100' street frontage: min. aggregate 20% lot frontage, not less than 3' >100' street frontage but < half block require 20% of frontage, not less than 7' >half block frontage not less than 7'	None	10'; non-residential: none	None
Dedication	Widen alley to 24'	Additional 5' on PCH; 2.5' on 6 <sup>th</sup> St.	Additional 2.5' on 6 <sup>th</sup> St.; Additional ROW required to widen alley to 24' – no more than ½ from 1 side	Additional ROW required to widen alley to 24' – no more than ½ from 1 side	None	No changes to existing requirements

Development Standard Matrix of Changes  
Proposed District #1  
(Downtown Core)

Standard	Existing District #1	Existing District #3	Existing District #4 (portion on 2 <sup>nd</sup> St.)	Existing District #5	Existing District #6 (portion north of Orange, south of Acacia)	Proposed District #1
Minimum Side Setback - Exterior	20% lot width, not less than 15' from ROW	5 <sup>th</sup> , 3 <sup>rd</sup> , Main & PCH: same as front yard setback for that street; all others 20% lot width, not less than 15' from ROW	≤100' street frontage: min. aggregate 20% lot frontage, 5' from ROW >100' street frontage but less than half block require 20% of frontage, 15' from ROW >half block frontage 15' from ROW	5' from ROW	15' from ROW	Commercial/mixed use: same as front setback; Parking lots: 10'
Minimum Rear Setback	3'	3'	3'	3'	3'	3'
Permitted Uses	Visitor-serving commercial	Visitor-serving commercial on ground floor; office/residential 1 above	Mixed use office/residential; single-family residential	Mixed Use: Commercial/Office/Residential	Mixed Use: Commercial/Office/Residential	Visitor-serving commercial on ground floor street frontage; residential & office above ground floor
Minimum Upper-story setback	10' from 2 <sup>nd</sup> story façade (covered area)	PCH, 1 <sup>st</sup> , 2 <sup>nd</sup> , 6 <sup>th</sup> : average above 2 <sup>nd</sup> story 15' from ROW; 3 <sup>rd</sup> & 5 <sup>th</sup> : 10' from 1 <sup>st</sup> story above 2 <sup>nd</sup> story; Main: no part above 2 <sup>nd</sup> story within 10' of build-to line	10' from 2 <sup>nd</sup> story façade (covered area)	10' from 2 <sup>nd</sup> story façade (covered area)	10' from 2 <sup>nd</sup> story façade (covered area)	10' average from ground floor façade for 4 <sup>th</sup> and 5 <sup>th</sup> stories
Maximum FAR	1.0	>half block: 2.0; half block to full block: 2.5; >full block: 3.0	1.5; 1.0 single-family residential	2.0	<half block: 1.5; ≥half block: 2.0	None

\*Note: Proposed District 1 includes separate development standards for the Cultural Arts Overlay and Neighborhood Overlay areas.

Development Standard Matrix of Changes

Proposed District #2

(Visitor-Serving Mixed Use)

<b>Standard</b>	<b>Existing District # 7</b>	<b>Proposed District # 2</b>
Minimum Parcel Size	No minimum parcel size	No change
Maximum Lot coverage	50%	No change
Maximum Density	No maximum density	No change
Maximum Height	8 stories	No change
Minimum Front Setback	50' from PCH	No change
Minimum Side Setback - Interior	None	No change
Minimum Side Setback - Exterior	20'	No change
Minimum Rear Setback	20'	No change
Permitted Uses	Hotel and visitor-serving commercial	No change
Minimum Upper-story setback	None	No change
Maximum FAR	3.0	No change
Dedications	Additional ROW dedication for Walnut Ave. extension; 20' corridor between Atlanta Ave. and PCH	No change

Development Standard Matrix of Changes  
Proposed District #3  
(Visitor Serving Recreation)

<b>Standard</b>	<b>Existing District # 9</b>	<b>Proposed District # 3</b>
Minimum Parcel Size	No minimum parcel size	No change
Maximum Lot coverage	35% net site area; max. 25% of site area may be used for vehicle access and parking	No change
Maximum Density	No maximum density	No change
Maximum Height	None	No change
Minimum Front Setback	50' along PCH and Beach Blvd.	No change
Minimum Side Setback - Interior	None	No change
Minimum Side Setback - Exterior	50' along Beach Blvd. 20' all other streets	No change
Minimum Rear Setback	20'	No change
Permitted Uses	Hotel – visitor-serving recreation	No change
Minimum Upper-story setback	None	No change
Maximum FAR	3.0	No change
Dedications	Additional ROW dedication for Walnut Ave. extension	No change

Development Standard Matrix of Changes  
Proposed District #4  
(Established Residential)

Standard	Existing District #2	Existing District #4* (portion along 6 <sup>th</sup> St.)	Existing District #6* (portion between Acacia & Palm)	Proposed District # 4
Minimum Parcel Size	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area	No change
Maximum Lot coverage	50%	50%	None	50% (no change from District 2)
Maximum Density	<50' frontage: 1 du 50': 4 du ≥51': 30 du/ac	<50' frontage: 1 du 51' – full block frontage: 30 du/ac	25 du/ac	≤ 25' street frontage & 2,500 s.f. site area: 1 du; > 25' frontage/2,500 s.f to ≤ 50' frontage/5,000 s.f.: 4 du; > 50' frontage & 5,000 s.f.: 30 du/ac
Maximum Height	35'/3 stories; front and rear 25' of lot: 25' maximum height	35'/3 stories	<100' frontage: 2 stories/30' 100' to < full block: 3 stories/35' Full block: 4 stories/45'	35'/3 stories; 25' maximum height within front 25' of lot
Minimum Front Setback	25' along PCH; all other streets 15'	15'	15'	25' along PCH; all other streets 15' (no change from District 2)
Minimum Side Setback - Interior	≤100' street frontage: min. aggregate 20% lot frontage, not less than 3' >100' street frontage but < half block require 20% of frontage, not less than 7' >half block frontage not less than 7'	≤100' street frontage: min. aggregate 20% lot frontage, not less than 3' >100' street frontage but < half block require 20% of frontage, not less than 7' >half block frontage not less than 7'	Residential: 10' Non-residential: none	Single family: 10% lot width, not less than 3', 5' max. Multi-family: 20% aggregate lot width (≤100' frontage – 3' min.; >100' frontage – 7' min.)
Minimum Side Setback - Exterior	≤100' street frontage: min. aggregate 20% lot frontage, 5' from ROW >100' street frontage but less than half block require 20% of frontage, 15' from ROW >half block frontage 15' from ROW	≤100' street frontage: min. aggregate 20% lot frontage, 5' from ROW >100' street frontage but less than half block require 20% of frontage, 15' from ROW >half block frontage 15' from ROW	15'	Single-family: 5' from ROW Multi-family: 20% aggregate lot width (≤100' frontage – 5' min.; >100' frontage – 15' min.)

Development Standard Matrix of Changes  
Proposed District #4  
(Established Residential)

<b>Standard</b>	<b>Existing District #2</b>	<b>Existing District #4* (portion along 6<sup>th</sup> St.)</b>	<b>Existing District #6* (portion between Acacia &amp; Palm)</b>	<b>Proposed District # 4</b>
Minimum Rear Setback	3' along PCH, all other streets 7.5'	3'	3'	3' along PCH, all other streets 7.5' (no change from District 2)
Permitted Uses	Single- and Multi-family residential	Mixed use office/residential; single-family residential	Mixed use commercial/office/residential	Single- and Multi-family residential (no change from District 2)
Minimum Upper-story setback	10' from 2 <sup>nd</sup> story façade (covered area)	10' from 2 <sup>nd</sup> story façade (covered area)	10' from 2 <sup>nd</sup> story façade (covered area)	No change
Maximum FAR	1.0 single-family; no FAR for multi-family	1.5; 1.0 single-family residential	<half block: 1.5 ≥half block: 2.0	1.0 single-family; no FAR for multi-family (no change from District 2)
Dedication	Additional ROW dedication required to widen alley to 20'	Additional 2.5' on 6 <sup>th</sup> St.; Additional ROW required to widen alley to 24' – no more than ½ from 1 side	Additional ROW required to widen alley to 24' – no more than ½ from 1 side	No changes to existing requirements

\*note: single-family uses in existing District 4 and 6 are currently subject to development standards for District 2.

Development Standard Matrix of Changes  
Proposed District #5  
(Pacific City and Waterfront Residential)

<b>Standard</b>	<b>Existing District # 8A, 8B</b>	<b>Proposed District # 5</b>
Minimum Parcel Size	No minimum parcel size	No change
Maximum Lot coverage	50%	No change
Maximum Density	30 du/ac	No change
Maximum Height	50'	No change
Minimum Front Setback	20'	No change
Minimum Side Setback - Interior	None	No change
Minimum Side Setback - Exterior	25' along Beach Blvd. 20' all other streets	No change
Minimum Rear Setback	20'	No change
Permitted Uses	Multi-family residential	No change
Minimum Upper-story setback	Portion of structures which exceed 35' in height will be recessed a minimum of 100' from northern exterior property line	No change
Maximum FAR	None	No change
Dedications	Additional ROW dedication for Walnut extension	No change

Development Standard Matrix of Changes  
Proposed District #6  
(Pier)

<b>Standard</b>	<b>Existing District # 10</b>	<b>Proposed District # 6</b>
Minimum Parcel Size	No minimum parcel size	No change
Maximum Lot coverage	No maximum lot coverage; no more than 25% of pier shall be covered with any roofed structure	No change
Maximum Density	No maximum density	No change
Maximum Height	25' and 2 stories; 1 story on pier (excluding end of pier restaurant) and northwest of the pier	No change
Minimum Front Setback	None	No change
Minimum Side Setback - Interior	None	No change
Minimum Side Setback - Exterior	None	No change
Minimum Rear Setback	None	No change
Permitted Uses	Pier/Beach related commercial	No change
Minimum Upper-story setback	None	No change
Maximum FAR	None	No change
Dedications	N/A	No change

Development Standard Matrix of Changes  
Proposed District #7  
(Beach)

<b>Standard</b>	<b>Existing District # 11</b>	<b>Proposed District # 7</b>
Minimum Parcel Size	No minimum parcel size	No change
Maximum Lot coverage	No maximum lot coverage	No change
Maximum Density	None	No change
Maximum Height	20' (exception: no maximum height for lifeguard towers or other public safety); parking shall be 1 foot below adjacent bluff	No change
Minimum Front Setback	None	No change
Minimum Side Setback - Interior	None	No change
Minimum Side Setback - Exterior	None	No change
Minimum Rear Setback	None	No change
Permitted Uses	Beach	No change
Minimum Upper-story setback	None	No change
Maximum FAR	None	No change
Dedications	N/A	No change

Development Standard Matrix of Changes  
Proposed District #1 –Neighborhood Overlay

<b>Standard</b>	<b>Existing District #4 (portion on 2<sup>nd</sup> St.)</b>	<b>Existing District #5 (portion on 1<sup>st</sup> St.)</b>	<b>Proposed Neighborhood Overlay</b>
Minimum Parcel Size	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area	25' street frontage and 2,500 s.f. net site area
Maximum Lot coverage	50%	None	None
Maximum Density	<50' frontage: 1 du 51' – full block frontage: 30 du/ac	25 du/ac	30 du/ac
Maximum Height	35'/3 stories	< full block: 3stories/35' Full block: 4 stories/45'	35'/3 stories; single-family: 25' maximum height within front 25' of lot
Minimum Front Setback	15'	15'	Mixed Use: 5' max. Residential: 10' min. Single-family: 15'
Minimum Side Setback - Interior	≤100' street frontage: min. aggregate 20% lot frontage, not less than 3' >100' street frontage but < half block require 20% of frontage, not less than 7' >half block frontage not less than 7'	None	Mixed Use: none Residential: 20% aggregate; 3' min.
Minimum Side Setback - Exterior	≤100' street frontage: min. aggregate 20% lot frontage, 5' from ROW >100' street frontage but less than half block require 20% of frontage, 15' from ROW >half block frontage 15' from ROW	5' from ROW	Mixed Use: none Residential: 20% aggregate; 5' min.
Minimum Rear Setback	3'	3'	3'
Permitted Uses	Mixed use office/residential; single-family residential	Mixed Use: Commercial/Office/Residential	Mixed Use: Office/Residential; single-family residential
Minimum Upper-story setback	10' from 2 <sup>nd</sup> story façade (covered area)	10' from 2 <sup>nd</sup> story façade (covered area)	10' from 2 <sup>nd</sup> story façade (covered area)
Maximum FAR	1.5; 1.0 single-family residential	2.0	None; single-family: 1.0
Dedication	Additional 2.5' on 6 <sup>th</sup> St.; Additional ROW required to widen alley to 24' – no more than ½ from 1 side	Additional ROW required to widen alley to 24' – no more than ½ from 1 side	No changes to existing requirements

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31				

Triangle Park Main St.  
Library

to **JUNE 15**

THURSDAY, JUNE 12 164/202	FRIDAY, JUNE 13 165/201	SATURDAY, JUNE 14 166/200
7 :15 :30 :45	7 :15 :30 :45	7 Flag Day (US) :15 :30 :45
8 :15 :30 :45	8 :15 :30 :45	8 :15 :30 :45
9 :15 :30 :45	9 :15 :30 :45	9 :15 :30 :45
10 :15 :30 :45	10 :15 :30 :45	10 :15 :30 :45
11 :15 :30 :45	11 :15 :30 :45	11 :15 :30 :45
12 :15 :30 :45	12 :15 :30 :45	12 :15 :30 :45
1 :15 :30 :45	1 :15 :30 :45	1 :15 :30 :45
2 :15 :30 :45	2 :15 :30 :45	2 :15 :30 :45
3 :15 :30 :45	3 :15 :30 :45	3 :15 :30 :45
4 :15 :30 :45	4 :15 :30 :45	4 :15 :30 :45
5 :15 :30 :45	5 :15 :30 :45	5 :15 :30 :45
6 :15 :30 :45	6 :15 :30 :45	6 :15 :30 :45
7 :15 :30 :45	7 :15 :30 :45	7 :15 :30 :45
8 :15 :30 :45	8 :15 :30 :45	8 :15 :30 :45

With what I fell is going well in the city of Huntington Beach

The FNU's structure tree removal program where old trees and roots are removed and a trap is put in and access lid.

Animal shelter remodel

Water slide at Hyatt Regency

Recreational center off Golden West

And bella tara

Here's what I see downtown Huntington Beach and other parts has a large transportation problem so Triangle Park Main St Library is a good idea if you put this place in the right location

My other thoughts and my own

SUNDAY, JUNE 15 167/199  
Father's Day



from **JUNE 16**

WEEK 25

May							2008						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31							

June							2008						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16	17	18	19	20	21	22	23	24	25	26	27	28
29	30												

MONDAY, JUNE 16 168/198		TUESDAY, JUNE 17 169/197		WEDNESDAY, JUNE 18 170/19	
7	IS to	7	put this	7	center
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
8	of	8	Seapoint Av. Near dog beach	8	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
9	Bring	9	Light Rail In from Bjella	9	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
10	there	10	come across to Bert.	10	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
11	This	11	spreads out traffic	11	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
12	And is a	12	much better spot	12	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
1	this	1	city became great there	1	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
2	light	2	Rail from Henry Huntington	2	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
3	Let's	3	be the for Power Wat	3	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
4	A	4	follower of IRVING company.	4	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
5	This	5	transportation will bring new	5	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
6	Revenue + D	6	this city and will	6	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
7	accomplish	7	my goals for	7	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
8	generations	8	to come	8	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	
8		8	<i>[Signature]</i>	8	
:15		:15		:15	
:30		:30		:30	
:45		:45		:45	

ATTACHMENT NO. 5.2  
 ATTACHMENT NO.

## Wine, Linda

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**From:** Lee Ann Nunn [salkowitz@me.com]  
**Sent:** Tuesday, July 14, 2009 2:20 PM  
**To:** Wine, Linda  
**Subject:** Triangle Park

Greetings Ms. Wine,

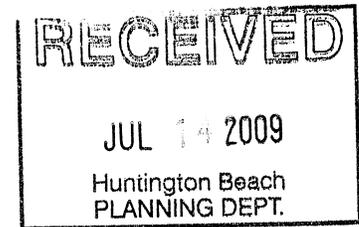
My name is Lee Ann Salkowitz and I am a resident of downtown Huntington Beach. I do not think that Triangle Park should be developed and I think our community would be much better served by making the Downtown Library a place that attracts residents. It would be wonderful to see the library remodeled to have a reading garden and tea time.

I feel that by taking away our green space and by extending downtown into our residential neighborhood the city would be decreasing the quality of life for us.

Thank you for listening.

Sincerely,

Lee Ann Salkowitz



## Wine, Linda

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**From:** Dean Carlson [deaner13@gmail.com]  
**Sent:** Tuesday, July 14, 2009 2:25 PM  
**To:** Wine, Linda  
**Subject:** keep the Park

Linda,

Come on, enough is enough. I being a resident of downtown HB do not want to see any more encroachment onto residential areas. I mean the development folks cannot not even come up with any good architect. I mean the Strand is a big pile of ugly yellow. Can you guys come up with any more neutral colors you have not thought of?

Just stop with all development downtown, go work on other areas of HB.

Dean



## Wine, Linda

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**From:** Holly Kruger [Holly@HollyKruger.com]  
**Sent:** Tuesday, July 14, 2009 2:31 PM  
**To:** Wine, Linda  
**Subject:** DTSP Update

Linda --

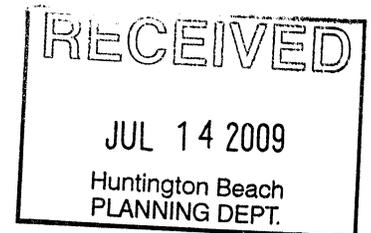
As a 20+ year resident of Downtown HB, I am quite concerned about the urbanization of downtown. While much has been done to improve the city, replacing the historic Library and Triangle Park with a large structure would be an eyesore not only for the immediate residents but for the area overall.

Main St. between Orange and Palm as it currently exists, is a good transition between the urbanized area between Orange and PCH and the residential area north of Palm. A large cultural center would eliminate any transition.

If a cultural center is needed, why not use the HBHS Auditorium which has recently been renovated? There are also facilities at Central Library. Why does the city think that if we build it people will come? Why try to compete with the South Coast cultural area?

We are turning into a concrete jungle and losing the charm that has made downtown desirable and unique. I hope that the city will restore the library as a historical building, improving both the library and park in the process.

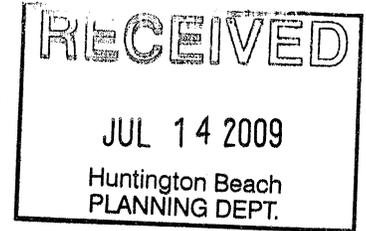
Holly Kruger, REALTOR  
714-815-2233 Direct  
706 14th St.  
<mailto:Holly@HollyKruger.com>  
[www.CoastalHomeGroup.com](http://www.CoastalHomeGroup.com)



## Wine, Linda

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**From:** Mary Adams Urashima [urashima@earthlink.net]  
**Sent:** Tuesday, July 14, 2009 4:11 PM  
**To:** Wine, Linda  
**Subject:** Late communication for July 14 planning commission meeting



Hi Linda –

Below is a late communication for the planning commission meeting, Agenda item A-2 (Downtown Specific Plan).

Mary Urashima

### **Honorable Chairman and Members of the Planning Commission:**

I would like to express my objection to the current conceptual proposal for the downtown library and park site. I am supportive of an effort to identify *other* sites in the commercial and tourist zone of the downtown area for cultural uses, such as a museum and gallery.

The reasons for my objection have to do with the preservation of long-established public trust resources: the library and surrounding public park. My concern also has to do with the national trend in the reduction of municipal public parkland noted by the American Society of Engineers, the Environmental Protection Agency, the U.S. Forest Service and the Trust for Public Land. For years, these organizations have cautioned about the effect this would have on our communities. The South Coast Air Quality District has long advocated for parkland and tree planting. In June 2009, EPA listed Orange County as having the sixth worst air quality in the country. Let's not compound a problem we already know exists. Parkland removes particulates from the air and we need that.

I ask you consider the fundamental purpose of community planning. Its purpose is to build safe, healthy, sustainable and attractive communities. We are all aware of current economic conditions; however, this should never be a reason to sacrifice the original principles of community planning. Hard times pass.

Early American community planners considered public libraries and parks to be tangible evidence of democratic principles. Anyone—no matter what their status or income—could use a public library and enjoy a public park. In America, libraries were no longer something held only by the wealthy. Our public parks were intended to be places of free assembly and representative of our quality-of-life values. I urge you to think about what it says about us if we are so willing to tear down and commercialize a library and park.

#### The current proposed concept will:

- Diminish the long-held use of the site as a library and park, breaking a public trust
- Significantly decrease the size of the public park, affecting the air quality, storm water, ambient temperature and noise mitigation benefits
- Drive traffic toward the residential district, instead of toward the commercial zone

Revitalization of the downtown library and park can be done in a way that helps create a cultural zone, but is respectful of the history and purpose of the site. We should keep in mind that this is a transition area between the residential district and the downtown commercial / tourist district.

#### Consider revitalizing the site with:

- A restoration of the library's architecture, with interior modernization
- Strengthen the structure to support a rooftop reading terrace for readers and community book clubs
- Add an outdoor reading garden to the park where the library can offer children's story time, adult literature and poetry readings, and non amplified music (e.g. guitar or small ensemble performances)
- Place sculptural public art in the park perimeter to identify it as part of the cultural district
- Periodic outdoor art displays in cooperation with the Art Center

You can create an environment that re-energizes the original planned uses for the site, encourages pedestrians instead of cars, synergizes with the Art Center, preserves parkland public health and environmental benefits, and creates

a memorable experience for both residents and visitors. Thank you for considering alternatives to the proposed conceptual plan.

Mary Adams Urashima  
Huntington Beach

**Wine, Linda**

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**From:** sdinon [sdinon@socal.rr.com]  
**Sent:** Tuesday, July 14, 2009 4:13 PM  
**To:** Wine, Linda  
**Subject:** Triangle park and Main St Library

Please save the Traingle park and the Main Street library, we do not need more commerical development in downtown. We need to peserve our neighborhoods and not over develope Main Street. It's important to keep our sense of community and would be a total waste of our tax payer's money. Start with pressure washing the sidewalks on Main street from all the throwup and junk from the development we already have. I would not vote for any council member that would destroy the park and library... Concern citizen of H.B. Susan Dinon, 19356 Woodlands Lane, HB 714-849-9155



## Wine, Linda

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**From:** Sarah Eggleston [two\_uber\_eggs@yahoo.com]  
**Sent:** Tuesday, July 14, 2009 4:56 PM  
**To:** Wine, Linda  
**Subject:** Triangle Park & Library Issue

Good afternoon Ms. Wine,

My name is Sarah Eggleston. Both my husband, Gary, and I are residents of Huntington Beach. We are not residents of the downtown area, but are concerned with the possibility of that area ceasing to exist as it currently exists.

We have heard of the possibility that the City will build a 4-story "cultural center", complete with small library, museum, restaurants, and other tourist attraction type venues. To build this monolith, the current Triangle Park and branch Library would be destroyed. This is very disconcerting and troubles us greatly. The most troubling point of it is that my husband and I moved to Huntington Beach because of the quality of life that the downtown residents' experienced. It is a wonderful paradise. However, due to the many tourist attractions and bars that inhabit the area, that paradise is overrun with rowdy teenagers and the smell of vomit and just plain wall-to-wall people most of the time. Because of that we moved to the Huntington Harbor area and go downtown only during the week. Both Gary and I strongly feel that if you build the big "tourist attraction" it will completely destroy that way of life. That is unacceptable. If that happened, I'd most likely move out of Huntington.

On another note, I am a librarian by profession and a preservationist at heart. The Main Street branch Library has character and a history. It's the history of downtown. It's what draws people to Huntington. If you build a brand spanking new building, it will be just another strip mall ... just like every other city ... no more soul, no more casual HB.

Thank you and we appreciate your consideration,

Sarah and Gary Eggleston



**Wine, Linda**

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**From:** kleverkkatt@verizon.net  
**Sent:** Tuesday, July 14, 2009 4:58 PM  
**To:** Wine, Linda  
**Subject:** Save the triangle

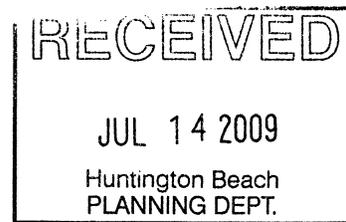
Please stop the "upgrade" to the triangle area surrounding the library in downtown Huntington Beach. More car and tourist traffic to this residential area is not what is needed.; concern for the tax-paying residents' quality of life in this wonderful city is. There are other facilities and areas currently available and better placed for what is being planned for this small triangle-shaped area in the midst of citizens' homes. If bringing the library to code is an issue, then let's do it in a way where the building can provide historical background for this great and unique city.

Please, let's not bring the tourists directly to the front doors of our residents!

Thank you,

Lesley Gran  
7341 Coho Dr. #104  
Huntington Beach, CA 92648

714 421-1532



**Wine, Linda**

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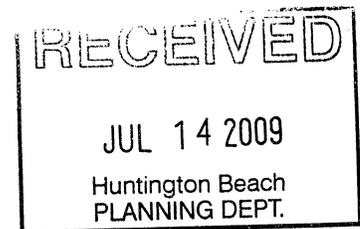
**From:** sayrebob@aol.com  
**Sent:** Tuesday, July 14, 2009 5:43 PM  
**To:** Wine, Linda  
**Subject:** LIBRARY and Accidents

My name is Robert Sayre, I live at Eleventh and Main. I just saw another accident involving an 8 year old child hit in the street by a car on Main Street. This is the third child I know has been hit by a car on Main Street four blocks from where you are planning significant expansion of the Library into a larger traffic draw. The city can not protect its children now from the traffic congestion it already has, how do you expect to keep accidents involving children from escalating if you have 50% to 100% more traffic with the new plans for the Library?

What is the priority - our children's safety or unnecessary commercial expansion?

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**A Good Credit Score is 700 or Above. See yours in just 2 easy steps!**



**Wine, Linda**

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**From:** sayrebob@aol.com  
**Sent:** Tuesday, July 14, 2009 6:53 PM  
**To:** Wine, Linda; kim@e-mailcom.com  
**Subject:** Library redevelopment, drinking and accidents

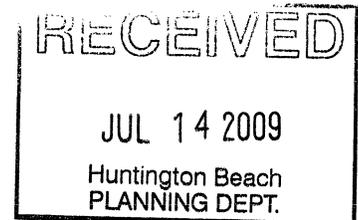
Dear Linda,

I just sent you an e-mail regarding the redevelopment of the library and Triangle Park on Main Street. This area can not be developed into a commercial property where "rooftop" functions with alcohol become a venue endorsed and profited by the city. There are already far too many accidents now between the library and the park.

I just saw another child hit in the middle of the street by a car not 4 blocks from where you are proposing the new " traffic draw". The congestion we get now on Main between the schools and the library is not safe for the neighborhood kids, how will the city protect the children and other pedestrians and residents once you've increased traffic 50%, and added evening functions where alcohol will be served.

Do you really want the ramifications of the very likely increase in accidents involving neighborhood children to be attributed back to this decision? There is too much traffic now, and the speed limit is too high. Everyone should look at the number of accidents and speeding violations that have occurred between the library and the schools. I think the numbers, especially in relationship to other residential areas of downtown, will make everyone think twice about increasing traffic through this residential area. We do not want a headline that reads " Redevelopment of downtown Library to Rooftop Party rental by city put children's safety in Jeopardy".

I fully support the idea of a Cultural Center, just think it's better placed closer to PCH and Beach which can better handle the increased traffic. I think a center closer to the water would be in higher demand as a venue for functions, and would command higher prices. The vacant movie theater facing PCH would be a great location, and has the parking necessary. Thank you for your considerations, and time.



Regards,

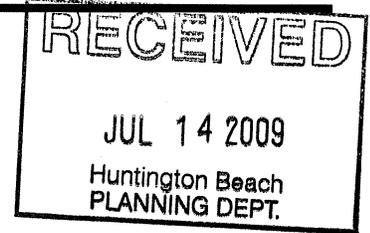
Robert Sayre  
827 Eleventh Street  
Huntington Beach, Ca  
714 357 2581

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**A Good Credit Score is 700 or Above. See yours in just 2 easy steps!**

**Wine, Linda**

**From:** Wine, Linda  
**Sent:** Monday, July 20, 2009 10:32 AM  
**To:** Wine, Linda  
**Subject:** FW: Main Street Library and Triangle Park (rec'd July 14, 2009)



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**From:** Roslansky Jane [mailto:jroslansky@snyder-langston.com]  
**Sent:** Tuesday, July 14, 2009 9:33 PM  
**To:** Wine, Linda  
**Cc:** Bohr, Keith; Green, Cathy; Carchio, Joe; Coerper, Gil; Dwyer, Devin; Hardy, Jill; Hansen, Don  
**Subject:** RE: Main Street Library and Triangle Park

I attended this evenings Planning Commission Study Session and have to ask the question - Why did a planning commission member ask the design consultant what other General Plans they have worked on and for which city? And when the design consultant replied "Santa Clarita", the Planning Commission members next question was have you done any projects (not General Plans, but "projects") in any coastal cities he hymned and hawed and then mentioned some cities but not the type of projects. Was there not an interview process? And if so, why would the planning commission be asking these types of questions at this stage of the plan?

The planning commission seem to have a lot of questions and the plan appears very vague and at best preliminary at this stage, however, there seems to be a strange rush to push this plan through. That leads this resident to wonder what the actual agenda is. Is it to push a density from 25 per acre to 60? Is it to caterer to the tourists at any expense of the residents? Is to build parking structures on our city's beaches? Is it to build a white elephant "Cultural Center" in a residential area where the Downtown Huntington Beaches residents library and park (or in some people's opinion a place for dogs to pee) currently is? Or is it to put a canyon of five story buildings downtown?

Where are the Huntington Beach residents wishes being addressed in this plan which is being rushed through? Which I assume, they also expect us to pay for? Were the designers of this plan given a budget to work within? And if so, can you direct me to where I can review that budget?

I was initially upset to hear about the proposed Cultural Center which is why I attended this meeting however, it appears that it is only the tip of the iceberg of what I really should be concerned about. To think that they are proposing this plan without a reasonable budget, any concerns to the residents, ridiculous density changes and vague parking solutions makes me question not only the qualifications as well as the integrity of our elected officials.

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**From:** Roslansky Jane  
**Sent:** Monday, July 13, 2009 1:04 PM  
**To:** 'linda.wine@surfcity-hb.org'  
**Subject:** Main Street Library and Triangle Park

As a resident near downtown, (I live off Lake Street) I was concerned about the development of a Cultural Arts Center being proposed in the location of the Main Street Library and Triangle Park. I am not opposed to the development of the Cultural Arts Center what I am opposed to is the proposed location. It seems as if a project of this size should have been incorporated in the Pacific City development site or some other site that would be a draw to tourists but away from a residential neighborhood. I am also opposed to taking a park and turning it into a commercial development and the demolition of a historical cultural building rather than the restoration/renovation of it. Our City has lost so much historical properties in the name of redevelopment it seems as if we would like to keep the few we have left to us. We are fortunate to have a City that many people would like to visit however, it should not come to the expense of our residents.

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## Wine, Linda

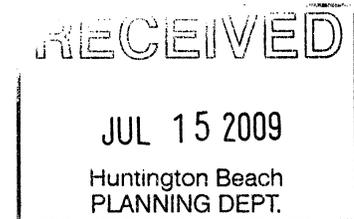
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**From:** Bob Cooke [bcooke001@socal.rr.com]  
**Sent:** Wednesday, July 15, 2009 6:42 AM  
**To:** Wine, Linda  
**Subject:** Planning meeting

Linda:

I attended last night's planning commission. It was very informative. I believe you all have an open mind on the Triangle Park subject. I am a member of the Downtown Home Owners Association. I was disappointed in Richardson Gray's aggressive comments in reference to our voting block against any council member that opposes our position on saving the library. His position on threats is not my position. I will make comment on the subject at our next association meeting.

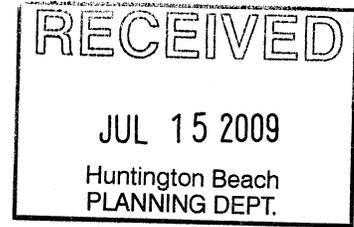
Thanks for your service  
Bob Cooke  
Townsquare



## Wine, Linda

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**From:** Debora George [customerservice@wireacake.com]  
**Sent:** Wednesday, July 15, 2009 8:21 AM  
**To:** Wine, Linda  
**Cc:** stan  
**Subject:** Triangle park



Hello Linda Wine of the Planning Commission

Thank you for the opportunity to be heard. We have seen many changes in the 5 years that we have been residents of HB. Progress & change is inevitable yet at what point do we lose the charm of our beautiful downtown HB? I believe we are at that point with the destruction of Triangle Park. The little library reminds me of when I was a kid going to school where the library was where all homework was done. The library is a piece of old history for HB and perhaps restoration is the better alternative.

To destroy the park would be a disaster for young families. The downtown skinny homes don't have yards for the kids to play in and the park is everyone's backyard!

We have seen 6th street become increasingly traveled especially now with the Strand park garage. This summer has started off badly with crowds, vehicle traffic and vandalism so much that we are starting to talk about making a move out of HB :(.

--

Dr & Mrs Stan Tsakoumakis  
316 6th Street  
Huntington Beach, CA 92648  
714-960-7034  
Fax 714-960-4185

## Wine, Linda

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**From:** Robbins, Elizabeth [elizabeth.robbs@aecom.com]  
**Sent:** Monday, July 20, 2009 6:07 AM  
**To:** Wine, Linda  
**Subject:** FW: Preservation of Triangle Park and Main Street Library

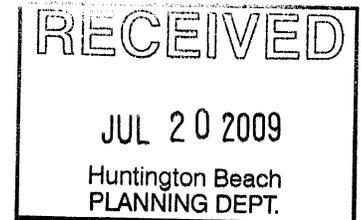
I have lived in Huntington Beach for over 20 years. I have watched all the small houses be replaced by three story mini-mansions. Every year we loose more of the history and charm that was the city be destroyed.

I will not be in town on July 28<sup>th</sup> or I would join in the meeting.

Triangle Park and the library are virtually the only traditional remnants of the original Main Street left in downtown. I can not see the benefit of destroying such a gem. Does everything have to be stucco and multistory? Can't we keep that small space to remember the history of the city.

~~~~~  
**Elizabeth Robbins**

 Please consider the environment before printing this e-mail



4.2.12 Multi-block Consolidations. Where consolidations span two (2) or more Districts, the requirements of each District shall apply to that portion of the development. Divisions between Districts shall be the center line of the vacated street. In addition, the following shall apply:

- (a) Visitor-serving commercial uses must be provided within that portion of the development designated as a visitor-serving District.
- (b) Commercial uses must be provided on the ground floor along Main Street.

4.2.13 Parking. All developments (except as provided in Section 4.2.30) will be required to meet the minimum off-street parking standards of the Huntington Beach Zoning and Subdivision Ordinance or as required by the Downtown Parking Master Plan.

Exception: Affordable housing projects may reduce the required on-site guest parking.

Residential:

All parking, as required by the Huntington Beach Zoning and Subdivision Ordinance, shall be provided on-site.

Commercial:

- (a) Parking for all commercial projects within the area of the Downtown Parking Master Plan shall be consistent with the parking requirements of the Downtown Parking Master Plan. Districts 1, 2, 4, a portion of 5, 7, 8, 9, 10 and 11 shall provide one-hundred (100) percent of the required parking on-site, pursuant to the Huntington Beach Zoning and Subdivision Ordinance.

Parking in District 3, a portion of District 5, and District 6 shall be provided on-site to the maximum extent feasible, as identified in the Parking Master Plan. The balance of any required parking shall be provided in facilities within walking distance. Any required off-site parking spaces shall be in place prior to the issuance of a Certificate of Occupancy for any development. All parking for any portion of a District which is not within the area of the Downtown Parking Master Plan shall provide one-hundred (100) percent of the required parking on-site, pursuant to the Huntington Beach Zoning and Subdivision Ordinance.

- (b) All off-street uncovered surface parking spaces shall be screened. Screening shall be a maximum of thirty-two (32) inches high as measured from the adjacent parking surface. Screening shall consist of landscaping or landscaping combined with opaque materials, and must be approved by the director.
- (c) Any commercial business (retail, office, restaurant) which requests to participate in the in-lieu parking fee program shall submit a conditional use permit application for review and approval.

#### 4.2.14 The Downtown Parking Master Plan

The Downtown Parking Master Plan is based on a shared parking concept. Shared parking in effect allows one (1) parking space to serve two (2) or more individual land uses without conflict. Shared parking relies on the variations in the peak parking demand for different uses. In other words, parking demands will fluctuate in relationship to the mix of uses by hour, day of week, and season. The proper mix will create an interrelationship among different uses and activities which results in a reduction of the demand for parking.

The Downtown core area is centered along the Main Street commercial corridor. This commercial corridor divides into two (2) distinct areas, north and south of Orange. The area which encompasses the Downtown Parking Master Plan is identified on the area map (Figure 4.1).

Area 1 - The area south of Orange Avenue along Main Street provides the greatest amount of public parking opportunities both off-street and on-street. Area 1 has the greatest number of visitor-serving and seasonal commercial uses including year round entertainment. This area also has the greatest concentration of expanded commercial, restaurant and office uses, and therefore, the majority of the public parking spaces are provided in this area.

Expanding commercial activity in this area remains the focus of the Downtown Master Plan, however, no additional parking for new or expanded commercial, restaurant and office uses should be required provided the total square footage and mix of uses do not exceed the Master Plan projections. The city shall retain the option to purchase property for a public parking facility.

Area 2 - The area north of Orange Avenue along Main Street provides limited amounts of public parking opportunities. This area is still part of the Downtown core. However, the commercial uses in Area 2 cater more to year-round residents, therefore, additional on-street short-term parking is provided. The existing Downtown public parking facilities are not conveniently located for use in this area, thus, a combination of expanded on-street and on-site parking may be necessary for new or expanded commercial uses. The commercial activity remains primarily service-related commercial; the existing supply of on-street and on-site parking should be sufficient for anticipated uses. The mix of commercial and residential activities can justify a parking reduction and additional parking may not be necessary if development does not exceed the Master Plan projections. The city shall retain the option to purchase property for a public parking facility.

City-owned and controlled public parking in the Downtown Parking Master Plan (DPMP) area shall be consistent with the City's certified land use plan. The DPMP is structured to protect beach user parking by providing adequate public parking within the Downtown area. The DPMP encourages the use of the City-owned and controlled parking sites within the DPMP area. To encourage the use of the City-owned public parking facilities, parking controls such as time limits, and parking rates may be adjusted to maintain the desired use of these spaces by patrons and employees of the downtown area. A validation program for the City-owned public parking structure has been established as an incentive for the use of the structure by the patrons and employees of the downtown area. Any changes to the program shall be submitted to the Executive Director to determine if an amendment to the Specific Plan is necessary.

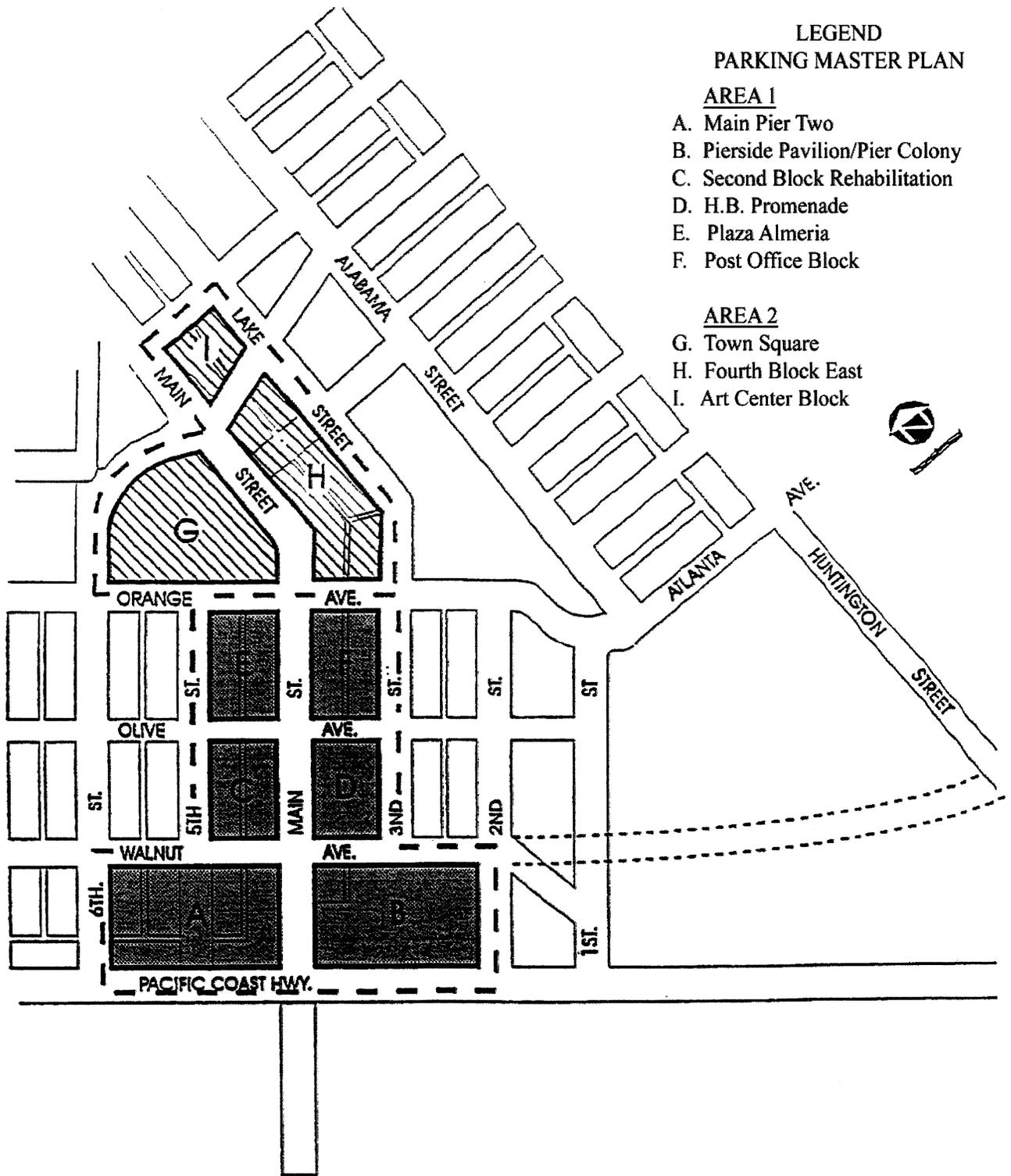
LEGEND  
PARKING MASTER PLAN

AREA 1

- A. Main Pier Two
- B. Pierside Pavilion/Pier Colony
- C. Second Block Rehabilitation
- D. H.B. Promenade
- E. Plaza Almeria
- F. Post Office Block

AREA 2

- G. Town Square
- H. Fourth Block East
- I. Art Center Block



The Downtown Parking Master Plan anticipates a total development scenario of approximately 715,000 square feet of commercial activity. The DPMP has development thresholds of 144,000 square feet for restaurant, 300,000 square feet for retail, 126,000 square feet for office and 145,000 square feet for miscellaneous development. Area 1 will contain approximately 626,000 square feet of commercial development, with the remaining 89,000 square feet in Area 2. The Planning Department shall be responsible for monitoring the development square footage per land use and the number of parking spaces within the Downtown Parking Master Plan area.

An annual review and monitoring report of the Downtown Parking Master Plan shall be prepared by the Planning Department and presented for review by the Planning Commission and City Council. Following the review by the City Council, the Downtown Parking Master Plan annual review and monitoring report shall be submitted to the Executive Director of the California Coastal Commission for review.

The Downtown Parking Master Plan annual review and monitoring report shall include, at a minimum:

- 1) amount and type of development square footage approved during the annual review period;
- 2) total amount of square footage in the Downtown Parking Master Plan area;
- 3) an inventory of existing parking spaces;
- 4) a parking utilization study;
- 5) an assessment of parking demand compared with parking supply;
- 6) a determination of whether adequate parking remains to serve development allowed up to the total development cap.

If the Downtown Parking Master Plan annual review and monitoring report indicates that the parking supply is inadequate to serve the approved level of development or if the development square footage exceeds the amount described above (up to 715,000 square feet total), all development within the Downtown Parking Master Plan area shall provide parking consistent with Off-Street Parking and Loading Provisions of the Huntington Beach Zoning and Subdivision Ordinance, unless and until new parking to meet the identified demand is approved and constructed.

Changes between one or more of the individual use categories may be allowed as long as the total square footage does not exceed 715,000 square feet, provided there are corresponding changes in the other use categories to assure adequate parking remains.

Parking shall be provided for each Area. If a project is built in Area One that requires more shared parking than is available in Area One, credit from Area Two shall not be used. If a project is built in Area Two that requires more shared parking than is available in Area Two, credit from Area One shall not be used.

Although the Downtown Parking Master Plan distinguishes between the location and type of parking resources available in Area 1 and Area 2, the adjusted parking requirement for both Area 1 and Area 2 is the same (Figure 4.2). The common parking requirement is based on the shared parking concept for the entire master plan area.

Existing and proposed building square footage and uses are parked within the DPMP parking supply as inventoried in the technical background report prepared by Kaku Associates (Sept., 2000), entitled "Downtown Parking Master Plan Update," (Appendix - Existing and Proposed Land Use Analysis Blocks A - I) (Kaku Report.).

## Downtown Parking Master Plan Codified Parking Requirements

| Land Use   | H.B. Zoning and<br>Subdivision Ordinance<br>(Citywide) | Parking Standard<br>(Percent Reduced) |
|------------|--------------------------------------------------------|---------------------------------------|
| Retail     | 1:200                                                  | 1:333<br>(60%)                        |
| Restaurant | 1:100                                                  | 1:100<br>(0%)                         |
| Office     | 1:250                                                  | 1:500<br>(50%)                        |

**Note:** At any time it deems necessary, the Planning Commission may require additional on-site parking to meet the parking demands generated by a use or development.

**Figure 4.2**

Future parking within the DPMP area shall be provided as described in Appendix A of the Kaku Report. Redevelopment of blocks that result in a loss of existing parking shall be phased with the provision of parking such that adequate parking exists within each DPMP area at all times. In the event a property owner demolishes his/her existing building, and rebuilds a new building of equal square footage and use, no additional parking shall be required. Any code required parking spaces provided on-site shall be credited for any expansion of square footage or intensification of use. All required parking shall be calculated based on the reduced requirements of the Downtown Parking Master Plan.

The Planning Commission or City Council may impose one (1), all, or a combination of the following requirements to ensure that adequate parking is provided for each development:

1. Require projects over 30,000 sq. ft. or one-half (1/2) block in size provide 50% of the code-required parking identified in Figure 4.2 on site.
2. Require that any parking in-lieu fees be full cost recovery based on the parking requirement for specific uses. However, allow that these fees be paid over an amortization period, with appropriate security provided by the applicant to guarantee payment.
3. Require valet parking once the maximum build out of restaurant activity has been obtained.
4. Commercial projects greater than 10,000 square feet in size shall be required to submit a parking management plan consistent with the Downtown Parking Master Plan.
5. Require valet and/or remote parking for special events and activities, and during the peak summer season.
6. Require the applicant to provide additional on-site and /or off-site parking for any development.
7. Develop parking options which may generate additional parking for any development.
8. Develop a sign program to direct motorists to primary parking facilities within the Downtown Parking Master Plan.

4.2.15 Landscaping. In addition to City standard landscape plans and specifications, the following shall apply:

- (a) All setback areas fronting on or visible from an adjacent public street, and all recreation, leisure and open space areas shall be landscaped and permanently maintained in an attractive manner and shall be consistent with the adopted Design Guidelines.
- (b) Permanent automatic electric irrigation facilities shall be provided in all landscaped areas.
- (c) On-site trees shall be provided in all developments as follows: One (1) thirty-six (36) inch box tree for each residential unit or for each 2,500 square feet of gross site area for commercial or office space. Alternatively, the equivalent of thirty-six (36) inch box trees may be provided where feasible (except when palm trees are required).

# ATTACHMENT NO. 7

(not attached)

AVAILABLE FOR REVIEW AT  
THE PLANNING AND ZONING  
COUNTER  
AND

ON THE WEBSITE

WWW.SURFCITY-  
HB.ORG/GOVERNMENT/DEPART  
MENTS/PLANNING/MAJOR