



City of Huntington Beach Planning Department  
**STAFF REPORT**

**TO:** Planning Commission  
**FROM:** Scott Hess, AICP, Director of Planning &  
Stanley Smalewitz, Director of Economic Development  
**BY:** Jennifer Villasenor, Associate Planner *JV*  
**DATE:** October 6, 2009  
**SUBJECT:** GENERAL PLAN AMENDMENT NO. 08-007/LOCAL COASTAL PROGRAM  
NO. 08-002/ZONING TEXT AMENDMENT NO. 08-004 (SPECIFIC PLAN NO. 5  
– DOWNTOWN SPECIFIC PLAN UPDATE)  
**APPLICANT:** City of Huntington Beach, 2000 Main Street, Huntington Beach, CA 92648  
**LOCATION:** The project site consists of the existing Downtown Specific Plan area. No changes to the  
existing specific plan boundaries are proposed.

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**STATEMENT OF ISSUE:**

- ◆ General Plan Amendment (GPA) No. 08-007 represents a request for the following:
  - To amend the General Plan Land Use Element by amending the Land Use Map and Land Use Schedule and the Community District and Subarea Schedule and Map within the 336-acre DTSP area to reflect the reconfiguration of the existing 11 districts to seven districts and revisions to development standards, notably increases in allowable building heights and densities as well as the elimination of floor area ratio (FAR) requirements as follows:
    - To increase the allowable residential density from the currently allowed 25 – 30 dwelling units per net acre (du/ac) up to a maximum 50 du/ac (with limitations based on net site area) in areas of the District 1, with the exception of certain subdistrict areas.
    - To eliminate existing floor area ratio (FAR) in District 1.
    - To increase the number of stories from the currently allowed from a maximum ranging from two stories/30 feet – 4 stories/45 feet to a maximum of four stories/45 feet or 5 stories and 55 feet with a minimum height of 25 feet required in District 1, with the exception of certain subdistrict areas.
  - To amend the General Plan Circulation Element to revise Figure CE-9: Trails and Bikeways as a result of recommendations proposed in the DTSP Update and traffic study for the project.
- ◆ Zoning Text Amendment (ZTA) No. 08-004 represents a request for the following:
  - To update and amend the text of the existing Specific Plan No. 5 – Downtown Specific Plan.
- ◆ Local Coastal Program Amendment (LCPA) No. 08-002 represents a request for the following:
  - To update and amend the text of the existing Specific Plan No. 5 – Downtown Specific Plan and the Coastal Element reflecting the changes to the Land Use and Circulation Elements in addition to clean-up items that would update the Coastal Element to reflect existing conditions and approved projects.

#B-1-b

## Staff Report Format – Text Changes (Matrix)

Subsequent to the Planning Commission study sessions, RRM, the consultant for the project, made several changes to the June 2009 draft DTSP Update. A matrix of all the recommended changes is provided as Attachment No. 1 (Matrix of Final Recommended Changes). The majority of the changes include corrections to typographical errors as well as clarifications to tables, figures and standards that would make the document easier to read and interpret. However, several changes were made as a result of comments from the Planning Commission during the six study session meetings. These changes include:

- Changes to the proposed Cultural Arts Overlay, which is now named Cultural Arts Subdistrict 1A – changes affect the level of review for permitted uses and revisions to development standards and open space requirements
- Reductions in the proposed maximum allowable density for District 1
- Changes to parking standards, including office, hotel and assembly uses and clarification of tandem parking requirements
- Clarifications of permitted uses in District 1 & District 4, specifically new requirements for multi-family residential greater than four units to be subject to a CUP
- Incorporation of the Resource Production Overlay
- Additional standards for tiered beach parking structures
- Recommendations to encourage a beach theme as an overall design theme in Chapter 4 – design Guidelines of Book II for projects in the DTSP

These changes are reflected as errata to the June 2009 draft DTSP Update (Attachment No.1 – Matrix of Final Recommended Changes) and are incorporated by reference in the recommended action on page 4. The project proposal and analysis in this staff report are written to reflect the final recommended DTSP Update, which includes the June 2009 draft DTSP Update with the errata (Attachment No. 1 – Matrix of Final Recommended Changes) incorporated.

During the study sessions, the Planning Commission requested that the consultant prepare an alternative proposal to the Cultural Arts Subdistrict 1A. The Planning Commission Alternative is also provided in Attachment No. 1 – Matrix of Final Recommended Changes and identified as Planning Commission Alternative – Subdistrict 1A Main Street Library Site. The action to approve the Planning Commission Alternative is reflected in Alternative Action No. 1 on page 4.

For the public hearing, staff will provide an outline of issues for the Planning Commission to consider when taking action on the project, specifically the zoning text amendment. This will provide a guide to breakdown the DTSP chapter by chapter and topic by topic. As an example, the first issue to consider would be Chapter 1 of Book I; next would be Chapter 2 of Book I; then Chapter 3 of Book I, which would be further broken down into sections; and so on. The main documents the Planning Commission should utilize as issues are being considered are:

- 1) The June 2009 draft DTSP Update;
- 2) The Matrix of Final Recommended Changes (Attachment No.1); and
- 3) Development Standards Matrix of Changes by District (Attachment No. 18).

It is important to understand that The Matrix of Final Recommended Changes (Attachment No. 1) and The Development Standards Matrix of Changes by District (Attachment No. 18) are separate documents with

different purposes. The Matrix of Final Recommended Changes (Attachment No.1), as mentioned previously, includes all of the changes that were made to June 2009 draft DTSP Update. They are recommended to be incorporated as errata to the June 2009 draft DTSP Update meaning that they should be construed as if the changes were made to the document itself. The reason the changes are provided in a matrix format, rather than providing an entirely new draft or new pages of the DTSP Update, is so that all of the changes can be found in one document, and the Planning Commission can see how the recommended change compares to the June 2009 draft DTSP Update as well as the existing Downtown Specific Plan. This is consistent with the way the Planning Commission requested the final changes to be presented during the study session meetings.

The Development Standards Matrix of Changes by District (Attachment No. 18) is a tool for the Planning Commission to use when considering the changes to each of the seven districts. The Development Standards Matrix of Changes by District (Attachment No. 18) includes a comparison of the development standards of the existing DTSP district or districts with the development standards of the proposed district. The proposed district standards in each matrix include the June 2009 draft DTSP Update and the final recommended changes that are included in Attachment No. 1, if any.

◆ Staff's Recommendation:

Approve General Plan Amendment No. 08-007, Local Coastal Program Amendment No. 08-002 and Zoning Text Amendment No. 08-004 with the errata to the June 2009 draft DTSP Update (Attachment No. 1) based upon the following:

- Facilitates new development in the DTSP area by proposing development standards and design guidelines that encourage development and redevelopment of underutilized parcels.
- Facilitates the creation of a healthy mix of land uses that would serve as a destination to both residents and visitors.
- Facilitates mixed use development that would increase housing opportunities in the downtown core to provide a larger population base that would utilize the businesses in the downtown on a year-round basis.
- Encourages high quality, sustainable development in the DTSP area.
- Implements the vision for the DTSP area to be a pedestrian-oriented urban village for both residents and visitors with a strong link to the ocean.
- Encourages development to build upon the "Surf City" culture by utilizing ocean themes for both private and public projects through the proposed Design Guidelines and Streetscapes.
- Compatible with existing commercial and residential uses in the DTSP area that were established under the development standards and policies of the existing DTSP.
- Provides housing opportunities at densities that would provide housing options for diverse household types and would help to meet the City's housing goals, including goals for affordable housing.

Environmental Impact Report No. 08-001 is processed concurrently with these legislative acts and is addressed under a separate staff report. It is necessary for the Planning Commission to review and act on Environmental Impact Report No. 08-001 prior to action on the project entitlements. Based on the EIR analysis, following approval of these legislative acts, the CEQA Findings of Fact with a Statement of Overriding Considerations will be required.

**RECOMMENDATION:**

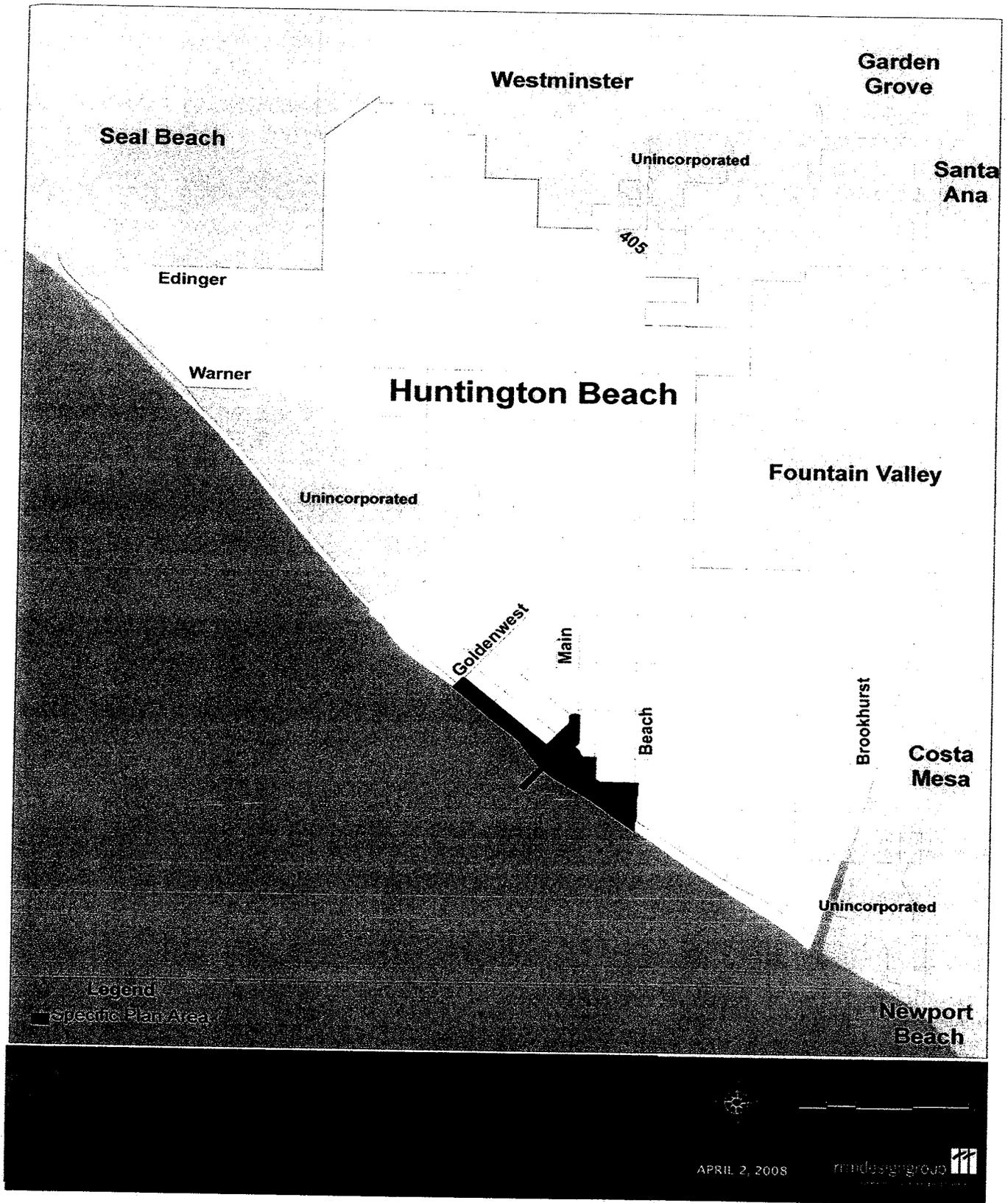
Motion to:

- A. "Approve General Plan Amendment No. 08-007 by approving draft City Council Resolution No. \_\_\_\_ (Attachment No. 4) and forward to the City Council for adoption."
- B. "Approve Local Coastal Program Amendment No. 08-002 with findings for approval (Attachment No. 3) by approving draft City Council Resolution No. \_\_\_\_ (Attachment No. 6) and forward to the City Council for adoption."
- C. "Approve Zoning Text Amendment No. 08-004 with the errata to the June 2009 draft DTSP Update (Attachment No. 1) with findings for approval (Attachment No. 2) by approving draft City Council Resolution No. \_\_\_\_ (Attachment No. 5) and forward to the City Council for adoption."
- D. "Approve CEQA Findings of Fact with a Statement of Overriding Considerations - EIR No. 08-001 (Attachment No. 15)."

**ALTERNATIVE ACTION(S):**

The Planning Commission may take alternative actions such as:

- 1. "Approve General Plan Amendment No. 08-007, Local Coastal Program Amendment No. 08-002 and Zoning Text Amendment No. 08-004 with modifications to Subdistrict 1A (**PLANNING COMMISSION ALTERNATIVE**) by approving the draft City Council Resolution Nos. \_\_\_\_ (Attachment Nos. 4, 5 and 6) and forward to the City Council for adoption."
- 2. "Continue General Plan Amendment No. 08-007, Local Coastal Program Amendment No. 08-002 and Zoning Text Amendment No. 08-004 and direct staff accordingly."
- 3. "Deny General Plan Amendment No. 08-007, Local Coastal Program Amendment No.08-002 and Zoning Text Amendment No. 08-004 with findings for denial."



**VICINITY MAP**  
**SPECIFIC PLAN NO. 5 – DOWNTOWN SPECIFIC PLAN**

## **PROJECT PROPOSAL:**

### **Project Overview**

The Downtown Specific Plan Update is a joint effort by the Economic Development and Planning Departments 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 also proposes revised parking requirements, including provisions for tiered beach parking structures, and modified parking ratios, the elimination of the Downtown Parking Master Plan, a Cultural Arts Subdistrict in the northern portion of the DTSP area on the site of the existing Main Street Branch library and a Neighborhood Subdistrict on 1st and 2nd Street between Walnut Avenue and Orange Avenue. The changes to the DTSP resulted in re-formatting the document into two books. The format of the document is described in detail on pages 8 and 9 of this report under the *Document Organization* section.

General Plan Amendment No. 08-007 represents a request to amend the Land Use and Circulation Elements to reflect the various changes in land use and development standards, including increases in allowable building heights and densities and elimination of Floor Area Ratio (FAR) requirements proposed in the DTSP Update, 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. These changes consist of revisions to the subarea map and schedule as a result of deleting, creating and re-numbering subareas. Due to these revisions, subarea 3D, located outside of the DTSP area, is also proposed to be revised. This subarea would be re-numbered only and does not propose substantive changes in terms of standards, principles or permitted uses. 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.

Zoning Text Amendment No. 08-004 represents a request to amend the existing text of the Downtown Specific Plan.

Local Coastal Program Amendment No. 08-002 represents a request 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 LCPA also includes some clean-up revisions to the text of the Coastal Element to include approved projects or changes that have occurred in the Coastal Zone but have not been updated in the Coastal Element. The proposed LCPA is also subject to certification by the California Coastal Commission.

### **Background**

The DTSP was originally adopted on November 16, 1983 to encourage revitalization of the downtown area by promoting a mix of commercial, residential and recreational uses that would be able to take advantage of the area's proximity to the ocean. At the time, the goal of the DTSP was to change the image of the downtown area and establish the framework for both public and private improvements to create a vibrant and viable downtown. 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. 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. The 1995 “Village Concept” also encouraged a balance between serving the residential uses within and surrounding the downtown while allowing for the expansion of visitor activities.

The 1995 update of the DTSP adopted the Downtown Parking Master Plan (Section 4.2.14 of the existing DTSP) 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 Downtown Parking Master Plan utilizes shared parking concepts and reduced parking ratios for the nine-block core commercial area along Main Street in the DTSP. The shared parking concept 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 that must be monitored in order for the Plan to work effectively. Initially, the Downtown Parking Master Plan 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. The Downtown Parking Master Plan is discussed further in a subsequent section of this report.

In 2006, the City Council, in accordance with adopted Strategic Plan goals and objectives (Refer to Attachment No.11), directed staff to initiate an update to the DTSP because current development in the DTSP has reached the established thresholds constraining development and redevelopment in the DTSP area. In July 2007, the Redevelopment Agency approved a contract with RRM Design Group to provide consulting services for the preparation of the DTSP Update. In addition, Kimley-Horn was contracted as the City’s parking and traffic consultant on the project. The resulting DTSP Update was prepared by RRM and includes the recommendations of RRM and Kimley-Horn for future development and redevelopment in the DTSP area to meet the goals and objectives of the Council.

### Process

A series of key stakeholder interviews and community workshops were held prior to the drafting of the proposed DTSP Update. 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.

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 Marketing and Visitors Bureau (MVB) 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 MVB
- 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 and downtown groups to discuss the proposed DTSP Update throughout the process.

The Planning Commission has conducted six study session meetings on the project to date. The study session occurred on the following dates and focused on the following topics:

- June 23, 2009 – An overview of existing conditions and reasons why an update to the Downtown Specific Plan is proposed as well as an overview of the organization of the Downtown Specific Plan document and major changes proposed in the Downtown Specific Plan Update were discussed.
- July 14, 2009 – The provisions of Book I - Chapter 2: Administration and the recommendations of Book II: Downtown Specific Plan Guidelines and Strategies were discussed.
- July 28, 2009 – The elimination of the Downtown Parking Master Plan and proposed codified parking requirements of Book I – Chapter Three and parking recommendations of Book II – Chapter Five were discussed.
- August 11, 2009 – Changes in land use and development standards in Districts 2 – 7 (Chapter 3 of Book I) of the draft DTSP Update were discussed.
- September 1, 2009 – Changes in land use and development standards in District 1 (Chapter 3 of Book I) of the draft DTSP Update were discussed.
- September 9, 2009 – The draft EIR for the project was presented to the Planning Commission.

### **Net New Development Potential**

The build-out summary presented in the following table illustrates the maximum net new development potential within the DTSP area that could potentially occur over a 20-year period. This maximum net new development potential was determined based on a study (provided to the Planning Commission with the June 23, 2009 study session report) that analyzed market demand of a range of land uses that could potentially be developed in the DTSP area within the 20-year period. Based on the market study, new development potential is anticipated to occur within the reconfigured District 1 – Downtown Core area and does not account for unique constraints on individual parcels.

**TABLE 1 – Net New Development Potential**

| <b>Land Use</b>     | <b>Maximum Development</b>              |
|---------------------|---|
| Retail              | 213,467 square feet                     |
| Restaurant          | 92,332 square feet                      |
| Office              | 92,784 square feet                      |
| Cultural Facilities | 30,000 square feet                      |
| Residential         | 648 units (minimum 324,000 square feet) |
| Hotel               | 235 rooms (approx. 160,000 square feet) |
| <b>Total</b>        | <b>912,583 s.f.</b>                     |

\*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.

The net new maximum development potential was utilized in determining reconfiguration of the districts, specifically in establishing the boundary for the proposed downtown core area (District 1), as well as appropriate densities and revised development standards that would accommodate the projected development potential. While the DTSP Update does not propose a development threshold, the identified net new development potential provided a development threshold for analyzing environmental impacts in the EIR for the project.

**Document Organization**

The document is organized into two books: Book I: Downtown Specific Plan and Book II: Downtown Specific Plan Guidelines and Strategies. The first book contains the Introduction, Administration, and Land Use and Development Standards chapters. This book outlines the required elements of the Downtown Specific Plan and provides the regulatory framework for development in the DTSP area. The chapters of Book I are described below.

**Book I**

- **Chapter 1. Introduction** provides an introduction to the Specific Plan effort and contains a summary of existing conditions, community outreach, and a vision for the future.
- **Chapter 2. Administration** gives detailed direction for the proper administration of the Specific Plan regulations and developments and provides definitions for terms used within the Specific Plan.
- **Chapter 3. Land Uses and Development Standards** sets forth general provisions for development within the Specific Plan Area and details the permitted land uses and development standards for each district within the Specific Plan Area.

Book II includes the Design Guidelines, Circulation and Parking, Streetscapes and Public Amenities, Infrastructure and Public Facilities and Implementation chapters as well as the Appendices. Book II provides guidelines and strategies to facilitate development and successful growth in the DTSP area, but does not include requirements for any particular guideline or strategy to be implemented. The chapters of Book II are described below.

## **Book II**

- **Chapter 4. Design Guidelines** gives design guidelines for development within the Specific Plan on topics such as site planning and design, landscaping, building design, utilities, signs, and special design considerations.
- **Chapter 5. Circulation and Parking** details current circulation and parking conditions within the downtown. Enhancements for all modes of transportation, including vehicles, transit, bicycles, and pedestrians, are addressed. Parking strategies for improved parking opportunities are presented.
- **Chapter 6. Streetscapes and Public Amenities** discusses streetscape improvements for all portions of the Specific Plan Area. Street and sidewalk design, paving patterns, streetscape furnishings, and landscaping materials are detailed.
- **Chapter 7. Infrastructure and Public Facilities** addresses essential infrastructure upgrades and improvements for future development within the Specific Plan Area.
- **Chapter 8. Implementation** provides implementation strategies and direction for achieving the goals set forth within this Specific Plan.
- **Appendix.** Contains supplemental documentation and technical studies.

## **Book I**

As discussed in the previous section, Book I contains the introduction to the DTSP, which includes a description of existing issues and the vision for future development in the DTSP area. Chapters 2 and 3 include the administrative provisions and regulatory framework for development in the DTSP area. The development standards of Chapter 3 are discussed in a separate section of this report.

### **Chapter 2 – Administration**

The existing DTSP requires a conditional use permit (CUP) for all new construction as well as certain uses subject to review by the Planning Commission. As discussed at the June 23 study session, the DTSP Update streamlines this requirement in District 1 by establishing a threshold for development projects subject to a CUP from the Planning Commission. The DTSP Update would require projects with 100 feet or more of street frontage to obtain a CUP from the Planning Commission. Projects with less than 100 feet of street frontage would require a Conditional Use Permit from the Zoning Administrator. Also, in 2005, the level of review for certain uses in the DTSP was reduced as part of a Citywide streamlining effort. Uses that would require a CUP from the Planning Commission such as restaurants and theaters would now require a CUP from the Zoning Administrator. The proposed DTSP Update reflects the streamlining that was done in 2005 in the permitted uses section of each district.

Chapter 2 of the proposed DTSP Update provides administrative procedures required for projects within the DTSP. The DTSP Update proposes to streamline aspects of the development review process that are established in Chapter 2. The existing DTSP requires all development proposals and improvement projects to be reviewed by the Design Review Board (DRB). The proposed DTSP Update provides some relief from this requirement for smaller projects such as additions to existing developments that do not exceed 50% of the existing floor area and signs that comply with the proposed Design Guidelines in Book II. In addition, the proposed DTSP Update establishes procedures for administrative permits to be granted for waivers of development standards, accessory dwelling units, additions (<10%) to nonconforming structures/uses and certain uses, such as personal enrichment services, as established in each proposed district. Procedures for administrative permits are established in the Huntington Beach Zoning and Subdivision Ordinance

(HBZSO), but are not currently applicable in the DTSP area. Administrative permits generally reduce processing times for applicable requests since they do not require public hearings. However, in most cases administrative permits are subject to the neighborhood notification process (minimum 300' radius).

Chapter 2 also provides definitions that are applicable to projects within the DTSP. In an effort to create a more comprehensive and up-to-date document, the definitions section has been revised to incorporate applicable definitions from the HBZSO and Design Guidelines. This section also proposes to add new definitions as well as delete existing definitions that are obsolete or no longer applicable in the DTSP and do not appear within any of the standards or provisions in the DTSP. The following terms are proposed to be deleted from the definitions section (Section 2.7) of the proposed DTSP Update: build-to line, full block, half block, physical obstruction, residual parcel, street level, timeshares and townlot.

As the DTSP Update aims to be a more comprehensive document than the current DTSP, existing City requirements and standard conditions are proposed to be incorporated into the development standards of the proposed DTSP Update. As such, new definitions have been added to define some of the terms found in those requirements. These new definitions include the following: Americans with Disabilities Act (ADA), entertainment, patron, rakers, redevelopment project area, roof scuppers, special sub-surface construction, shoring, tieback, storm water best management practices (BMPs) and storm water management. Other new definitions result from proposed new uses or requirements that are introduced in the DTSP Update. These terms include: commercial parking facility, fly tower, live/work and performing arts theater.

## **Book II**

As previously mentioned, the Downtown Specific Plan is formatted into two books. Although the recommendations in Book II do not contain standards required to be implemented for individual development projects; strategies, design guidelines and recommendations for public and private improvements are established. In addition, all future projects will be reviewed for compliance with the Design Guidelines established in Chapter 4 of Book II. The following provides an overview of some of the strategies and recommendations in Book II, some of which would result in physical changes within the DTSP area if implemented.

### **Chapter 4 – Design Guidelines**

The proposed design guidelines of the DTSP incorporate Chapter 5 – Downtown/Main Street Commercial and other applicable sections of the Citywide design guidelines, which were adopted by Council in 2000. It should be noted that design guidelines for downtown have been effective since 1985 and were incorporated into the Citywide Design Guidelines in 2000. However, some of the guidelines proposed in the DTSP Update have been modified to provide for a more practical application in the DTSP area. In addition, the proposed DTSP design guidelines provide for more flexibility in terms of architectural style and design than current design criteria. The most relevant example of this is the elimination of adherence to a Mediterranean-style architectural design in the DTSP area. In place of the Mediterranean theme, the final recommended changes to the draft DTSP Update include an overall design concept for the Downtown, which encourages the incorporation of ocean themes while building upon the “Surf City” culture. Another new feature of the design guidelines is the notation of “green” design elements. The general provisions section of Chapter 3 includes a requirement for all projects to incorporate sustainable practices or “green” elements. As such, the design guidelines note “green” design features by inserting a

leaf symbol next to the guideline. This provides a developer or architect with a menu of “green” design elements for possible inclusion in a project. It should be noted that sustainable practices would not be limited to those identified in the design guidelines.

### Chapters 5 & 6 – Parking, Circulation and Streetscapes

Chapters Five and Six of Book II propose a number of circulation and streetscape recommendations to Main Street and other downtown streets to implement streetscape improvements and circulation enhancements. The following describes the proposed circulation and streetscapes recommended for the DTSP area.

- Streetscape Improvements

The most significant changes would be on the first three blocks of Main Street, which would be maintained as a two-lane roadway through the downtown. From Pacific Coast Highway (PCH) to Orange Avenue, the DTSP Update proposes a 28-foot roadway with two 14-foot traffic lanes, and an additional 26 feet on both sides for sidewalk and outdoor dining, for a total of 80 feet of streetscape between building frontages. To achieve the additional width for wider sidewalks and to maintain the outdoor dining areas, 55 existing on-street parking spaces along Main Street would need to be removed from PCH to Orange Avenue, and additional sidewalk width would be constructed in its place. The removal of parking spaces on Main Street would be required to be replaced prior to any removal of parking at a one to one ratio in accordance with the provisions of Section 231.28 of the HBZSO.

North of Orange Avenue, the Specific Plan Update recommends retaining the existing street width, parking, and sidewalk configuration on Main Street, with 12- to 14-foot travel lanes in each direction, on-street parking in the form of parallel or angled parking on both sides of the street, and existing sidewalk widths, for a total of 75 feet of streetscape between building frontages.

The Specific Plan Update recommends widening the sidewalks along 5<sup>th</sup> Street for the two blocks between Walnut Avenue and Orange Avenue. This can be accomplished by converting the current 90-degree parking, which requires 18 feet of street width, to parallel parking, which requires eight feet, resulting in an additional 10 feet of sidewalk width on each side of the street. The reconfiguration of parking on 5<sup>th</sup> Street would result in a net loss of 50 on-street parking spaces, which would be required to be replaced prior to any removal of parking at a one to one ratio in accordance with the provisions of Section 231.28 of the HBZSO.

For other streets within the downtown core that will serve a mix of existing and new uses, the DTSP Update indicates a 60-foot cross section, with two 12-foot travel lanes, an eight-foot parallel parking lane on both sides of the street, and 10-foot sidewalks.

Recommendations for reclassifying certain roadway segments to provide two travel lanes and either bike and/or parking lanes are presented in Chapter Five. Recommendations for the total roadway width and right-of-way width needed for each segment as well as proposed streetscape recommendations are presented in Chapters Five and Six of Book II. Right-of-way widths would vary between different roadway segments, depending on the width of the travel lanes, whether the

segment is to include bike lanes and parking lanes, and the width of the sidewalk and parkway. The recommended street classifications and accompanying cross-sections would require amendments to the Master Plan of Arterial Highways (MPAH) through the Orange County Transportation Authority (OCTA) prior to changing the classification on the City's Circulation Plan.

- Roadway Realignments

- 6<sup>th</sup> Street

- If the Cultural Arts Subdistrict area is redeveloped, it may be desirable to realign 6<sup>th</sup> Street north of Orange Avenue to connect with Pecan Avenue. The existing curved segment of 6<sup>th</sup> Street between Orange Avenue and Main Street could be vacated, creating more opportunity for public open space in the area. The portion of Pecan Avenue between 6<sup>th</sup> Street and Acacia Avenue would be reopened to traffic to connect with 6<sup>th</sup> Street. The intersection of Acacia Avenue, 6<sup>th</sup> Street and Main Street would need to be reconfigured so that 6<sup>th</sup> Street would intersect Main Street at a perpendicular angle directly across from Acacia Avenue. It should be noted, however, that this realignment would not be required for implementation of a development within the Cultural Arts Subdistrict area, but could provide additional green space in the area.

- Walnut Avenue

- Walnut Avenue would be realigned to intersect with 1<sup>st</sup> Street at a right angle to align with the extension of Pacific View Avenue. This alignment is consistent with current adopted City plans. The existing diagonal portion of Walnut Avenue between 1<sup>st</sup> Street and 2<sup>nd</sup> Street would be vacated, although the City would need to acquire the land for the public right-of-way between 1<sup>st</sup> and 2<sup>nd</sup> Streets.

- Bicycle Improvements

The DTSP Update recommends the addition of bicycle lanes and/or bicycle routes on some streets in the downtown. The DTSP Update proposes to add a Class II bicycle lane to 6<sup>th</sup> Street from PCH to Main Street, connecting to the existing bicycle lane on Lake Street via Acacia Avenue. On-street parallel parking is provided along both sides of 6<sup>th</sup> Street from PCH to Main Street, and along Acacia Avenue. A recommended cross-section for 6<sup>th</sup> Street to accommodate both street parking and bike lanes is included in Chapter Five.

The DTSP Update also recommends extending the existing Class II bicycle lane on Lake Street from its current terminus near Pecan Avenue down to Orange Avenue, and then along Orange Avenue to connect with the Class II bike lane planned for Atlanta Avenue east of 1<sup>st</sup> Street. Lake Street narrows from an approximately 90-foot right-of-way to a 60-foot right-of-way between Pecan and Orange Avenues. The bicycle lane is dropped, and the on-street parking remains through the narrower section of the street. The same is true of Orange Avenue, between Lake/3<sup>rd</sup> Street and 2<sup>nd</sup> Street. East of 2<sup>nd</sup> Street, sufficient width on Orange Avenue exists to provide an on-street bicycle lane without impacting parking or requiring widening.

The DTSP Update recommends that additional bicycle racks be dispersed throughout the downtown in areas where available space permits without impeding pedestrian movement or requiring the removal of parking.

- Pedestrian Improvements

The DTSP Update provides recommendations for the implementation of pedestrian-only phases for the signal operation at the intersections of PCH at 1<sup>st</sup> Street and PCH at 6<sup>th</sup> Street to facilitate the movement of pedestrians across PCH to and from the beach. An exclusive pedestrian phase signal would stop traffic on all approaches to the intersection and allow pedestrians to cross the street in all directions at once. An exclusive pedestrian-only phase exists at the intersection of PCH and Main Street. This type of signal can provide a safer crossing zone for pedestrians as no traffic would be entering the intersection while pedestrian movement is occurring, but would also result in additional delays for vehicular traffic. These improvements were also analyzed in the traffic study for the EIR. The traffic study and EIR recommend mitigation measures if these improvements are implemented.

- Transit Improvements

PCH Bus Layover Zone

Facility improvements are planned for the bus layover zone on PCH between 1<sup>st</sup> and Huntington Street. This zone accommodates stops for all five of the existing OCTA bus routes that serve the downtown. The improvements can include street furniture amenities and trash cans.

Trolley System

A downtown trolley service may be provided to circulate between the hotel developments closer to Beach Boulevard, Pacific City, the downtown core and the residential neighborhoods surrounding downtown. The trolley is envisioned to be a bus-like vehicle that would allow nearby residents who work in or visit downtown to do so without driving and parking. It would also allow visitors to move easily between the hotels, Pacific City, the Cultural Arts area, the downtown core and the Strand, by allowing these visitors to park their vehicles once and access the other areas of the downtown through a trolley system.

- Parking Strategies

Chapter Five contains 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. 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 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.

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 Main-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.

## Chapters 7 & 8 – Public Services and Implementation

Chapter Seven (Public Services and Facilities) provides an overview of existing infrastructure and public services/facilities in the DTSP area and identifies elements of infrastructure and public facilities that would require improvements or upgrades to accommodate future development in the DTSP area. Chapter Eight (Implementation) provides a review of existing economic conditions influencing development potential in the DTSP area, a description of economic development implementation approaches available to achieve the specific plan objectives and a review of potential funding mechanisms for implementation of the DTSP. These chapters are required elements of a specific plan pursuant to Section 65451 of the California Government Code.

### Major Changes

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

General Provisions The General Provisions section of Chapter 3 of Book I includes development standards that are applicable to all districts. Major changes in this section include requirements for all development projects to incorporate sustainable/green building practices, provisions specific to mixed use projects, residential buffer requirements for projects adjacent to single-family residential uses and revised parking requirements including the elimination of the Downtown Parking Master Plan, which is discussed

in a separate section of this report, modified parking ratios for commercial uses in the expanded downtown core (District 1) and sign standards.

District 1 – Downtown Core Mixed-Use. Part of the recommendation of RRM, the consultant that prepared the DTSP Update, includes expanding the downtown core further north on Main Street as well as on the streets surrounding Main Street, particularly 5<sup>th</sup> Street. In doing so, District 1 proposes to combine Districts 1, 3, 5 and portions of Districts 4 and 6 from the existing DTSP. The purpose of this is to re-establish the area as the downtown core for the City and create a more urban atmosphere by encouraging relatively higher intensity development with viable commercial, office and residential uses. The district promotes mixed use development of visitor-serving and neighborhood-serving commercial uses as well as office and residential developments. The maximum density for District 1 is proposed to increase from 25 – 30 dwelling units per acre in most areas to 50 dwelling units per acre, for projects with a net site area of 25,000 square feet or greater and a maximum of 30 dwelling units per acre for projects with a net site area less than 25,000 square feet. Additional revisions that are proposed for District 1 include increases in allowable building heights up to 55 feet and five stories for projects with 25,000 square feet or greater of net site area, elimination of floor area ratio (FAR) requirements and streamlining the development review process by requiring a Conditional Use Permit from the Planning Commission only for new developments with 100 feet or more of street frontage. Projects with less than 100 feet of street frontage would require a Conditional Use Permit from the Zoning Administrator. However, it should be noted that certain uses and other factors may trigger review of a project by the Planning Commission even if a project does not have 100 feet of street frontage. Finally, the draft DTSP Update proposes to simplify the current requirement that establishes maximum ratios for different types of uses within a single development. For example, development in District 3 of the existing DTSP requires the following: the ground floor/street level of all buildings fronting PCH and Main St. shall be devoted to visitor-serving commercial uses; all development must include visitor-serving commercial with a minimum requirement of the entire street level or one-third of the total floor area devoted to visitor-serving commercial; residential uses are permitted only in conjunction with visitor-serving commercial developments of one block or greater and shall not exceed one-half of the total floor area. The intent of these ratios is to ensure that a sufficient amount of visitor-serving commercial is provided in each development. The draft DTSP Update proposes to require visitor-serving commercial on the ground level street frontage of all developments. Any other permitted use is allowed above or behind the ground level street frontage. This proposed change is intended to simplify the existing requirements while still ensuring that visitor-serving commercial is provided in the Downtown Core.

- Cultural Arts & Neighborhood Subdistricts

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

development such that there would be no net loss of green space from that of the existing library site. The properties within the Cultural Arts Subdistrict area are currently located in District 6 of the existing DTSP, which allows for mixed-use (commercial/office/residential) developments.

The second subdistrict area is Subdistrict 1B - Neighborhood Subdistrict, which is located on 1<sup>st</sup> and 2<sup>nd</sup> Streets, between Walnut Avenue and Orange Avenue, and is intended to provide a transition zone between the existing residential uses in this area and the commercial Main Street corridor. Properties in the Neighborhood Subdistrict are currently located in Districts 4 and 5 of the existing DTSP. The Neighborhood Subdistrict allows single- and multi-family residential uses as well as office/residential mixed use developments, similar to the permitted uses in District 4 of the existing DTSP. Permitted uses in District 5 of the existing DTSP, which is the area that encompasses properties on 1<sup>st</sup> Street within the Neighborhood Subdistrict, include mixed use (commercial/office/residential) developments. Proposed building heights in the Neighborhood Subdistrict of the draft DTSP Update are restricted to three stories and 35 feet, which is the current maximum height allowed in District 4 and District 5 of the existing DTSP, except for developments within the existing District 5 that encompass a full block or greater, which are permitted at a height of four stories and 45 feet.

▪ Permitted Uses

Permitted uses in District 1 generally reflect existing permitted uses of the consolidated districts that make up the proposed District 1 – Downtown Core. Also, in 2005, the level of review for certain uses in the DTSP was reduced as part of a citywide streamlining effort. Uses that would require a CUP from the Planning Commission such as restaurants and theaters were reduced to require a CUP from the Zoning Administrator. The proposed DTSP Update reflects the streamlining that was done in 2005 in the permitted uses section of each district, and, in some instances, further streamlines the review process for uses such as for commercial parking lots (from CUP: PC to CUP: ZA) and restaurants that do not serve alcohol (from CUP: ZA to Administrative Permit and 300-foot radius Neighborhood Notification (NN)).

The existing DTSP separately lists uses such as clothing stores, bookstores, marine supplies, drug stores, shoe stores and similar retail uses. The draft DTSP Update generally classifies these uses under retail sales and would permit these uses by right, which is how they are permitted in the existing DTSP. In addition, the proposed DTSP Update adds personal services and personal enrichment services to the list of permitted uses in District 1. Personal services generally include uses such as barber shops, nail salons, tailors, dry-cleaners, beauty salons and other similar services that are listed separately in the existing DTSP. These uses are permitted by right under the existing DTSP and are proposed to remain permitted by right in District 1. Personal enrichment services, which are not currently permitted in the existing DTSP, include instructional services such as yoga and fitness studios, music schools, martial arts studios, diet centers and other similar uses and are proposed to be subject to approval of an Administrative Permit with NN. This is the current citywide approval process for personal enrichment services in commercial districts. With respect to restaurant uses, the proposed DTSP clarifies the level of review for certain types of restaurants. Currently, the existing DTSP differentiates between restaurants and live entertainment/dancing. Restaurants are subject to a Conditional Use Permit from the Zoning Administrator, whereas requests for live entertainment and dancing are subject to a Conditional

Use Permit from the Planning Commission. The proposed DTSP Update refers to restaurants as eating and drinking establishments, which is consistent with how they are referenced in the HBZSO and differentiates the types of restaurant uses even further. For instance, eating and drinking establishments with less than 12 seats are permitted by right. This is similar to a delicatessen use, which is currently permitted by right in the existing DTSP. Eating and drinking establishments that do not propose to serve alcohol require an Administrative Permit with NN, which is consistent with current requirements of the HBZSO, while requests for eating and drinking establishments with alcohol require a Conditional Use Permit from the Zoning Administrator. Requests for dancing and live entertainment require a Conditional Use Permit from the Planning Commission, as currently required. Other uses that are introduced in District 1 include live/work units, religious assembly and cultural institutions.

District 2 – Visitor-Serving Mixed-Use. Designated as District 7 in the existing DTSP, the area of District 2 represents the visitor-serving commercial portion of the approved Pacific City project, a 31-acre mixed use project consisting of retail, office, restaurant, cultural and entertainment uses. There is also a residential component of the Pacific City project, which is designated in District 5. The principal purpose of District 2 is to provide commercial facilities to serve seasonal visitors to the beaches as well as to serve local residents on a year-round basis. This district also provides a continuous commercial link between the Downtown core and the visitor-commercial/recreation district near Beach Boulevard. The development standards of District 2 represent the approved Pacific City project and no changes are proposed for this district.

District 3 – Visitor-Serving Recreation. District 3 covers the area along Pacific Coast Highway between Huntington Street and Beach Boulevard. The area of District 3, generally referred to as the “hotel district,” consists of the Hilton Waterfront Beach Resort and Hyatt Regency Huntington Beach Resort and Spa hotels. The Waterfront site (commercial and residential) is also governed by a Development Agreement with the Robert L. Mayer Corporation that was approved in 1988 and amended in 1998.

Completed in 1990, the Hilton Waterfront is a resort hotel with ballroom and meeting space, restaurants, and a fitness center. The Hyatt Regency opened in 2003 and, in addition to hotel amenities, includes a conference center, retail and restaurant uses and a spa and fitness center. A third hotel is also planned for District 3. This district encourages large, coordinated development that is beach-oriented and open to the public for both commercial and recreational purposes. The existing developments described above are consistent with the intent and development standards for District 3. Designated as District 9 in the existing DTSP, development standards are not proposed to change with implementation of the DTSP Update.

District 4 – Established Residential. District 4 is composed entirely of established existing single and multi-family residential uses. This district includes three separate areas: the area between Pacific Coast Highway and Walnut Avenue from Seventh Street to Goldenwest Street, except for the area included in District 1; the area along Sixth Street between Walnut Avenue and Orange Avenue; and all of the area between Acacia Avenue and Palm Avenue, except for the area included in District 1. This district is proposing to allow greater densities on smaller lots. For instance, the DTSP currently allows one dwelling unit on lots with less than 50 feet of street frontage and up to four units on lots with 50 feet of street frontage. The updated DTSP would allow one dwelling unit on lots with 25 feet or less of street frontage and up to four units on lots with 26 – 50 feet of street frontage. Lots with more than 50 feet of street

frontage can be developed at a density of 30 units per net acre in both versions of the Specific Plan. While allowing higher densities, the proposed DTSP Update continues to employ requirements for upper story setbacks in this district and maximum height limits would remain 35 feet and three stories. This District allows residential development exclusively and encompasses all of District 2 and portions of District 4 and 6 that are already developed with residential uses from the existing DTSP. Development standards for this District remain relatively unchanged with the exception of the following: elimination of FAR restriction for multi-family residential, requirement for a front porch element for single-family dwellings, and minor changes in front and side yard setbacks to simplify the requirements.

District 5 – Established Multi-Family Residential. District 5 represents the Pacific City residential component and the Waterfront Residential development. The Pacific City residential component is approved for 516 condominium units and outdoor recreational amenities including a 2-acre Village Green public park. The Waterfront Residential development was constructed in 2004 and consists of 184-residential units located north of the Waterfront hotels in District 3. In addition, a portion of District 5 has been designated with a conservation overlay. This overlay is identified in the existing DTSP and reflects a designated wetlands area that was restored in 2004 in conjunction with the Waterfront Residential project. The intent of this district is to provide new residential development that will provide a population base to help support the commercial and office uses in the downtown area. This district is designated as District 8 (A & B) in the existing DTSP. No changes to the existing development standards are proposed.

District 6 – Pier. Designated as District 10 in the existing DTSP, this district is intended to continue to provide for commercial uses on and alongside the pier that will enhance and expand the public's use and enjoyment of this area. Uses that capitalize on the views available from the pier and the unique recreational and educational opportunities the pier affords are encouraged. At the same time, care must be exercised to ensure that the major portion of the pier will remain accessible to the public at no charge, for strolling, fishing, or observation. No changes to the existing development standards are proposed.

District 7 – Beach. Designated as District 11 in the existing DTSP, this district is intended to continue to preserve and protect the sandy beach area within the Downtown Specific Plan boundaries while allowing parking and auxiliary beach-related commercial and convenience uses. Approximately half of the beach frontage in the District is City beach; the remainder is owned by the State of California.

No changes to the existing development standards for the beach district are proposed. However, the DTSP Update is proposing to explicitly prohibit storage containers and similar structures from being utilized in the beach district. Also, the interpretation of an existing permitted use is proposing to change. Currently, the beach district allows parking lots provided that recreational sand area and coastal views are protected. The provisions of this district permit tiered parking such that the top of any structure (i.e. – a wall) is located a minimum of one foot below the maximum height of the adjacent bluff. One example of this would be the existing beach parking lots adjacent to Pier Plaza and the restaurants next to the Pier. These parking lots are tiered surface lots that are below the adjacent street level. In order to provide more opportunities for parking in the DTSP area, the proposed DTSP update provides a figure in District 7 that would expand the interpretation of tiered parking in the beach district to include parking structures or “tuck under” parking with the same requirements for protecting recreational sand area and coastal views as the existing DTSP. Per the final recommended errata to the draft DTSP Update, the area where this concept would be permitted is limited to the parking lot north of the pier that extends to 6<sup>th</sup> Street. The

final recommended standards for this type of parking require that views to and from Pacific Coast Highway shall be maintained. The General Provisions section, which consists of requirements applicable to all districts, establishes provisions for automated parking structures. Automated parking structures utilize automatic lift systems to store and retrieve vehicles; they allow more cars to be parked in smaller structures by eliminating the need for delineated parking spaces, ramps, driveways and vehicular back-up areas. Because the DTSP Update is clear in that parking structures would be permitted in District 7, and automated structures are included in the General Provisions section, the proposed DTSP Update would effectively permit automated parking structures in the existing parking area north of the pier within the beach district subject to a Conditional Use Permit from the Planning Commission. The final recommended standards for this type of parking would require that views to and from Pacific Coast Highway shall be maintained. Currently, there is no proposal for a tiered beach parking structure and further analysis and environmental review would be required if a tiered beach parking structure is proposed in the future.

**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, a nine-block area along Main Street from Pacific Coast Highway to Acacia Avenue. 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.

**TABLE 2 – 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.               |
| <b>Totals</b> | <b>500,000 s.f.</b>        | <b>715,000 s.f.</b>        |

### Parking in the 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. in March 2009 and subsequently revised in September 2009. The study provides background information on existing parking supply, an analysis of existing parking demand, and recommendations for codified parking standards and requirements, 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 3 of Book I as codified parking requirements and Chapter 5 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 1) 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.

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 5 of Book II. These strategies represent recommendations to increase and manage the parking supply in the DTSP area. The strategies in Chapter 5 of Book II were discussed in the Book II section of this staff report and 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 3 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 3 of Book I.

### Parking Requirements of Chapter 3

The current Downtown Parking Master Plan encompasses an area that is generally regarded as the existing downtown core, a nine-block area along Main Street from Pacific Coast Highway to Acacia Avenue. As stated on page one of this report, the recommendation by RRM was to expand the downtown core north on Main Street and on the outlying streets such as 3<sup>rd</sup> and 5<sup>th</sup> Streets. 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. 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 expanded downtown core area. 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 Subdistrict shall be underground.

The table below shows a comparison of existing DTSP Downtown Parking Master Plan ratios, ratios specified in the HBZSO and the proposed District 1 parking reduced parking ratios.

**TABLE 3 - COMPARISON OF PARKING RATIOS**

| Use                      | Proposed Parking Standard (DISTRICT 1)  | Existing DTSP Standards (Downtown 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 + 1 space per passenger transport vehicle + 2 spaces for any manager's unit | 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 + 1 guest space and 1 manager/owner space                                   | Not specified (subject to HBZSO)        | 1.1 spaces per room + 1 guest space and 1 manager/owner space  |
| Cultural Arts Facilities | 1 space per 300 s.f.  | Not specified (subject to HBZSO)        | 1 space per 300 s.f.   |
| Assembly Uses*           | subject to HBZSO  | 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 |

\* The final recommended changes to the June 2009 Draft DTSP Update revise the standards for hotel/motel, bed & breakfast and assembly uses to be consistent with the existing parking standards of the DTSP and HBZSO.

The reduced parking ratios would be applicable in the reconfigured District 1 (Downtown Core), with the exception of the subdistrict zones. Other districts within the DTSP area are subject to the same parking requirements specified in the HBZSO. The proposed parking requirements of Chapter 3 that are applicable in all districts 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 an attendant subject to a Conditional Use Permit.

**ISSUES:**

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

The 336-acre DTSP area is zoned SP5-CZ (Specific Plan No. 5 – Coastal Zone) and consists of 11 districts within the specific plan area. The General Plan land use designations for the existing 11 districts are shown on Attachment No. 9 and listed in Table 4 as follows:

**TABLE 4 – Existing DTSP General Plan Land Use Designations**

| <b>Existing DTSP District</b>                         | <b>General Plan Land Use Designation</b>  |
|---|---|
| District 1 – Visitor-serving Commercial               | Mixed Use Vertical - 1.5 FAR (MU)-0.35(C)/25 du/acre – design overlay – specific plan overlay (MV-F8-d-sp)            |
| District 2 – Residential                              | Residential High Density – 30 units per acre – design overlay – specific plan overlay (RH-30-d-sp)                    |
| District 3 – Visitor-serving Commercial               | Mixed Use Vertical - 3.0 FAR (MU)-3.0 (C)/30 du/acre – specific plan overlay – pedestrian overlay (MV-F12-sp-pd)      |
| District 4 – Mixed-Use; Office Residential            | Mixed Use Horizontal - 1.25 FAR – 30 du/acre – specific plan overlay – pedestrian overlay (MH-F4/30-sp-pd)            |
| District 5 – Mixed-Use; Commercial/Office/Residential | Mixed Use Vertical - 2.0 FAR – 25 du/acre – specific plan overlay – pedestrian overlay (MV-F6/25-sp-pd)               |
| District 6 – Mixed-Use; Commercial/Office/Residential | Mixed Use - 2.0 FAR (MU)-2.0 (C)/25 du/acre – specific plan overlay – pedestrian overlay (M-F11/25-sp-pd); Public (P) |
| District 7 – Visitor-serving Commercial               | Commercial Visitor – 3.0 Floor Area Ratio (FAR) – specific plan overlay (CV-F7-sp)                                    |
| District 8 – High Density Residential                 | Residential High Density – 30 units per acre – specific plan overlay (RH-30-sp)                                       |
| District 9 – Commercial/Recreation                    | Commercial Visitor – 3.0 Floor Area Ratio (FAR) – specific plan overlay (CV-F7-sp)                                    |
| District 10 – Pier-related Commercial                 | Commercial Visitor-design overlay (CV-d)  |
| District 11 – Beach Open Space                        | Open Space – Shore (OS-S)   |

## General Plan Conformance:

The current General Plan Land Use Map designations within the DTSP area are shown in Table 4 above. The proposed project includes General Plan, Local Coastal Program and Zoning Text Amendments that would change the land use designations to reflect the reconfiguration of the existing 11 districts to seven districts and changes to the development standards such as increases in allowable densities and building heights as well as the elimination of FAR requirements in the reconfigured District 1. The proposed General Plan Amendment, Local Coastal Program Amendment and Zoning Text Amendment are consistent with the goals and objectives of the City's General Plan as follows:

### A. Circulation Element

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 DTSP Update project includes recommendations for transit improvements in the DTSP area to facilitate and improve upon circulation throughout the downtown area. The recommended improvements include a bus layover zone on PCH between 1<sup>st</sup> and Huntington Street. This zone accommodates stops for all five of the existing OCTA bus routes that serve the downtown. A downtown trolley service may be provided to circulate between the hotel developments closer to Beach Boulevard, Pacific City, the downtown core and the residential neighborhoods surrounding downtown. It would also allow visitors to move easily between the hotels, Pacific City, the Cultural Arts area, the downtown core and the Strand, by allowing these visitors to park their vehicles once and access the other areas of the downtown through a trolley system.

The DTSP update also recommends pedestrian improvements through proposed streetscapes that would provide for greater sidewalk widths to encourage and enhance pedestrian activity. Pedestrian-only phased signalized intersections are also recommended as another option to enhance pedestrian circulation at the intersections of PCH and 1<sup>st</sup> Street and PCH and 6<sup>th</sup> Street. Finally, the DTSP Update includes bicycle parking requirements for all commercial and multi-family developments as currently required by the HBZSO. Potential bicycle parking locations are provided in chapter 5 of Book II. In addition, Chapter 5 of the Book II recommends the addition of bicycle lanes, which are included in the general plan amendment request.

### B. Coastal Element

Goal C 1: Develop a land use plan for the Coastal Zone that protects and enhances coastal resources, promotes public access and balances development with facility needs.

Objective C 1.1: Ensure that adverse impacts associated with coastal zone development are mitigated or minimized to the greatest extent feasible.

Policy C 1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Goal C 3: Provide a variety of recreational and visitor commercial serving uses for a range of cost and market preferences.

Objective C 3.2.4: Encourage the provision of a variety of visitor-serving commercial establishments within the Coastal Zone, including, but not limited to, shops, restaurants, hotels and motels, and day spas.

The proposed LCPA reflects the changes to the Land Use and Circulation Elements as a result of changes that are proposed in the DTSP Update. The changes proposed in the DTSP Update would not substantially alter the existing land use pattern of the area and would encourage the same type of uses that are currently permitted in the DTSP, including provisions that require visitor-serving commercial uses in accordance with Coastal Element goals and objectives. The proposed development standards would incentivize development and redevelopment, which would result in the continuation and intensification of visitor-serving uses in the DTSP area.

The reconfiguration of the districts results in changes to the Land Use Plan that would amend the land use designation on approximately four acres within the DTSP from mixed-use to high density residential in areas that include properties on 6<sup>th</sup> Street from Walnut Avenue to Orange Avenue and properties on Main Street and Lake Street north of Acacia Avenue. Although these areas carry mixed use designations, the district provisions in which they are located currently allow for neighborhood commercial and office uses in conjunction with residential uses as well as single-family residential uses rather than mixed use developments that integrate visitor-serving commercial with residential uses. In addition, the change from mixed use to high density residential is more reflective of the current residential uses in these areas. These areas include residential uses that include relatively newer units that are unlikely to redevelop under the proposed DTSP Update.

The DTSP Update does not propose changes to the existing districts of the DTSP that encompass the beach and pier. However, the DTSP does propose to allow a tiered beach parking structure, or “tuck-under” parking on the existing beach surface parking lot north of the pier. The provisions of the DTSP require that 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 to ensure that coastal resources are protected.

The EIR for the DTSP Update, which is described in detail in a companion report, concludes that incorporation of mitigation measures would reduce potential impacts to less than significant levels for the majority of the issues analyzed. The EIR identifies four areas in which impacts, with mitigation, would be significant and unavoidable. The EIR recommends mitigation measures that would reduce adverse impacts to the greatest extent feasible in accordance with Coastal Element Objective C1.1.

However, the EIR identifies four areas in which impacts, with mitigation, would be significant and unavoidable.

The EIR analyzes environmental impacts from net new development that is anticipated to occur over a 20-year period. The DTSP area is generally built-out and net new development would occur on scattered vacant lots, underutilized parcels and redevelopment of existing parcels. Based on the conclusions of the EIR that was prepared for the project adequate public services would be available to serve the new development that is anticipated, with the exception of Fire services, which may require upgrades to existing facilities and staffing levels as new development occurs. Because the extent of needed upgrades is unknown at this time, impacts to Fire services were determined to be significant and unavoidable. In addition, future projects would be required to connect to existing infrastructure and, if necessary, upgrades would be required at the time development is proposed. Each project would be reviewed to determine if upgrades or improvements would be required. Finally, a water supply assessment was prepared for the DTSP Update, which concluded that water supply is available to accommodate the net new development anticipated in the DTSP area.

C. Historic and Cultural Resources Element

Objective HCR 1.1: Identify all the historically and archeologically significant resources in Huntington Beach.

Policy HCR 1.3.7: Explore alternatives that enable a property owner to sensitively add to the existing structure, or develop an accompanying building on site that allows property development rights to be realized. Deviation to setbacks, heights and parking requirements should be considered to make the preservation of an existing historic building feasible when no other feasible alternative exists.

Goal HCR 5: Establish a wide range of arts and cultural programs and facilities that address the needs and interest of residents, workers, and visitors.

Objective HCR 5.2: Facilitate the growth of the arts and cultural community.

The proposed DTSP Update includes a Cultural Arts Subdistrict that includes the Main Street Library site and the Huntington Beach Art Center in addition to properties north of Acacia Avenue. The subdistrict promotes the establishment of cultural institutions, such as libraries, museums and art galleries in the northern area of the DTSP by limiting the allowable uses while maintaining allowances for the continuation of existing uses in the subdistrict including the library. The Cultural Arts Subdistrict reduces the number and type of uses that are currently permitted in this area to ensure that cultural arts uses would be implemented in this area in the future. The library site as well as 23 other sites in the DTSP area is identified in the Historic and Cultural Resources Element as a local landmark and would require further study by an architectural historian in the event a development is proposed for the site. The required study would determine the historical significance of the structure and provide recommendations for further treatment of the structure such as preservation or restoration as appropriate.

#### D. Economic Development Element

Goal ED 2: Aggressively retain and enhance the existing commercial, industrial, and visitor-serving uses while attracting new uses to Huntington Beach.

Objective ED 3.2: Maximize the environmental quality and recreational opportunity of the beach visitor destination to continue to attract conference attendees and visitors.

Policy ED 3.2.2: Encourage mixed-use (retail/office/residential) structures in the downtown area and at the visitor-serving nodes along Pacific Coast Highway.

The DTSP Update would encourage and facilitate future development in the downtown area through the recommended changes to the development standards, including proposed increases in allowable densities and building heights. The proposed increase in allowable residential densities also encourages mixed-use projects in the downtown core area. The DTSP Update requires that all ground-level street frontage in District 1, the downtown core, provide visitor-serving commercial uses. In addition, the DTSP Update provides recommendations for streetscape and public amenity improvements, which would provide a quality environment to continue to attract visitors to the downtown area. Implementation of the recommendations in Chapter 5 of Book II for parking and circulation strategies would enhance the visitor experience by providing better management of parking facilities for visitors and residents.

#### E. 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.

The DTSP Update would continue to allow mixed use developments in the DTSP area, and further facilitates the development of mixed use projects through the proposed changes to the specific plan. These changes include increases in allowable building heights and residential densities, elimination of FAR requirements and the continuation of reduced parking ratios and the parking in-lieu fee program for the downtown core area, which is proposed to be expanded.

All projects would be required to provide affordable housing pursuant to existing City requirements. These requirements include the provision of 10 percent of the units, or 15 percent if proposed in a redevelopment area, in a project to be provided to low and moderate income households.

F. Land Use Element

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

Policy LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.

The DTSP Update proposes development standards, design guidelines and streetscapes that, if and when implemented, would enhance the visual image of the downtown. The design guidelines and recommended streetscapes encourage public and private projects to promote the “ocean” theme and build upon the “Surf City” culture. Public open space is required for all commercial and mixed use projects and would include, but not be limited to, a combination of landscaping, shade trees, planters, water features, decorative paving and seating areas. Public art would also be required for commercial and mixed use projects meeting certain criteria. All development would be required to meet the requirements of the DTSP Update, which includes provisions for access, parking and utilitarian aspects.

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.

Objective LU 8.1: Maintain the pattern of land uses while providing opportunities for the evolution, including intensification and re-use, of selected subareas in order to improve their character and identity.

The DTSP Update will accommodate new development and redevelopment in the DTSP area through changes proposed to existing development standards. These changes include increases in allowable building heights and residential densities, elimination of FAR requirements and the continuation of reduced parking ratios and the parking in-lieu program in the expanded downtown core (District 1). The proposed changes would facilitate development and redevelopment in the downtown area over the next 20 years. Although the DTSP Update would allow more intense development in the downtown area, the land uses that would be permitted are similar to those that are currently permitted. In addition, residential buffer requirements, upper story setbacks and standards for mixed use development would ensure that new development is compatible with the scale and character of existing development in the DTSP area.

The range of permitted uses would serve the existing residential base in and around the downtown, by allowing uses such as personal services and retail stores, while required visitor-serving uses would further ensure the economic viability of the downtown area. As new development occurs in the downtown, the proposed design guidelines encourage project design that would utilize “ocean” themes and build upon the “Surf City” culture creating a stronger connection to the beach and ocean.

Therefore, the resulting land use pattern as development moves forward under the DTSP Update would preserve and enhance the identity of downtown.

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 11.1.4: 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.

Preparation of the DTSP Update was based on design concepts such as smart growth and sustainable design. The DTSP Update would allow for mixed use, high density development thereby increasing housing options, promoting alternative modes of transportation, creating a local sense of place and allowing for more efficient use of land resources. The DTSP area has a variety of existing uses that are complementary to the proposed update such as commercial and office uses, recreational opportunities at the beach and Pier Plaza, an arts center, hotels and restaurants. In addition, the DTSP Update would add to the concentration of living, shopping, entertainment, and employment opportunities within the existing DTSP area. Because the DTSP area combines different activities and uses in close proximity to one another, the DTSP Update will provide more opportunities and convenience for many households to use alternate travel modes such as walking and biking to complete their daily routines and errands as well as access existing recreational resources such as the beach.

The DTSP Update proposes separate standards for mixed use development to ensure that the commercial and residential components will be compatible. The requirements for mixed use projects require all buildings to be sited such that odor, noise, light and glare and other conflicts are reduced between commercial and residential uses. Mixed use developments require public open space, but also require private open space for the residential portion. Loading areas and trash enclosures are required to be located away from residential uses. In addition, parking for the residential portion must be distinguished from commercial uses.

#### G. 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.

In addition to mitigation measures that are required to be implemented to mitigate noise impacts for projects in the DTSP area, Chapter 3 of Book I contains requirements that would ensure that projects are designed to reduce noise and vibration from adjacent commercial uses and commercial components of mixed use developments. The requirements include locating noise generating equipment such as refrigeration and air conditioning units, trash enclosures and loading areas away from residential uses. The requirements also require noise-reducing screens and insulation if equipment has the potential to create a negative impact on residential uses.

#### H. Urban Design Element

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

The DTSP Update proposes development standards, design guidelines and streetscapes that, if and when implemented, would enhance the visual image of the downtown. The design guidelines and recommended streetscapes encourage public and private projects to promote the “ocean” theme and build upon the “Surf City” culture. The recommended streetscapes call for wider sidewalks to enhance and improve the pedestrian experience. The design guidelines help ensure maximum compatibility of design within the DTSP area, promote pedestrian-friendly development, and promote the use of high quality exterior materials. Structures within the DTSP area would vary in height depending on use and site area in order to provide variety in rooflines and building form. Development standards ensure that form, height, and treatment of future developments convey an overall high level of quality with minimal interference on existing and surrounding uses. The requirements of the DTSP Update also include provisions for public art and public open space in projects.

##### Zoning Compliance:

The proposed zoning text amendment associated with this project is to amend the current development standards of the DTSP. One of the efforts of the proposed zoning text amendment is to incorporate, where applicable, references to other documents such as the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) and Urban Design Guidelines so that the DTSP will be a more all-inclusive document. Future development will be required to comply with the adopted changes to the DTSP.

##### Urban Design Guidelines Conformance:

The project is proposing to incorporate design guidelines as Chapter 4 of Book II. The proposed design guidelines of the DTSP incorporate Chapter 5 – Downtown/Main Street Commercial and other applicable sections of the Citywide Urban Design Guidelines, which were adopted by Council in 2000. However, some of the guidelines proposed in the DTSP Update have been modified or updated to provide for a more practical application in the DTSP area.

##### Environmental Status:

The project’s potential environmental impacts are analyzed and discussed in a separate staff report. Prior to any action on General Plan Amendment No. 08-007, Local Coastal Program Amendment No. 08-002

and Zoning Text Amendment No. 08-004 it is necessary for the Planning Commission to review and act on Environmental Impact Report No. 08-001. Staff, in its initial study of the project, is recommending that Environmental Impact Report No. 08-001 be certified as adequate and complete with mitigation measures, findings of fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program.

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, and Public Services. The adverse impacts are unavoidable because it has been determined that no feasible mitigation is available or the mitigation that could be implemented at this time.

Currently, development in the DTSP area is primarily constrained by the development cap of the Downtown Parking Master Plan of the existing DTSP. Approval of the project would provide more opportunities for future development and redevelopment in the DTSP area. In addition, the project would have the following benefits:

1. The project would create a healthy mix of land uses that are geared toward creating an urban village that serves as a destination to both residents and visitors.
2. The project would involve the implementation of development standards and design guidelines necessary to develop of underused parcels with a mix of uses and unique architecture.
3. The project would involve the incorporation of environmentally sustainable development practices into new development proposals, including those recommended by the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program Certification, or Build it Green's Guidelines and Rating Systems.
4. The project provides for a diversity of transportation opportunities, such as walking, bicycling and expanded transit use.
5. The project would result in the incorporation of more public open space areas in key locations and in conjunction with new development.
6. The project will maintain and enhance the community image of Huntington Beach through the design and construction of high quality development consistent with the Urban Design Element of the City's General Plan
7. The project will provide the equivalent of 10 – 15 percent of new residential units as affordable housing, consistent with City requirements and California Redevelopment Law.

Following approval of the General Plan, Local Coastal Program and zoning text amendments the Planning Commission must approve the CEQA Findings of Fact with a Statement of Overriding Considerations (Attachment No. 15).

**Coastal Status:**

The entire DTSP area is in the Coastal Zone. The entitlement requests for the DTSP Update include Local Coastal Program Amendment No. 08-002, which is analyzed as part of the project in this staff report. Upon final local action by the City Council, the Local Coastal Program Amendments, which include the subject General Plan and Zoning Text Amendments will be forwarded to the California Coastal Commission for final action and certification. The changes proposed in the DTSP Update will not be effective until the Coastal Commission takes action on the project.

**Redevelopment Status:**

The majority of the DTSP area is located in the Main-Pier Redevelopment Project area. The Economic Development Department is the lead department and co-applicant of the project and has reviewed and recommended the changes proposed in the DTSP Update. In addition, the Economic Development Department has forwarded recommendations from the Downtown Image Ad Hoc Committee for consideration. The recommendations are included in Attachment No. 22.

**Design Review Board:**

The Design Review Board (DRB) held a special meeting on January 15, 2009 in which the proposed Design Guidelines (Chapter 4) and Streetscapes (Chapter 6) were reviewed. The DRB had the following recommendations:

**Design Guidelines**

- A design guideline should be incorporated to encourage minimizing the amount of lettering on monument/multi-tenant signs. ***This was incorporated as a development standard in Book I, Chapter 3, Section 3.2.22.2 – Monument Signs.***
- A design guideline or development standard should be incorporated, as appropriate, to require that all monument signs have one uniform background color for sign panels. ***This was incorporated as a development standard in Book I, Chapter 3, Section 3.2.22.2 – Monument Signs.***
- A development standard should be incorporated to either increase the minimum 10' wide pedestrian walkway requirement or require that the required walkway remain free from obstructions including street trees, outdoor displays and signage. ***This is addressed in several sections: Book I, Chapter 3, Section 3.2.24.2 (3 & 4) – Outdoor Dining and Section 3.2.25 (11) Outdoor Display Areas and Sales.***

### Streetscapes & Public Amenities

- The newsrack image in Chapter 6 should be updated to reflect the approved design for Downtown. *This is incorporated in the sample streetscape furnishings table in Chapter Six (Figure 6-19).*
- Street tree specifications should be reconsidered based on recommendations submitted by the DRB. *This is incorporated in the street trees section of Chapter Six (Figure 6-20).*
- Specifications for streetscape furnishings should be revised to include the following details:
  - Trash receptacles: aluminum and powder-coated;
  - Bicycle racks: stainless steel and powder-coated; and
  - Bus shelters: stainless steel and powder-coated. *Although the specifications in Chapter Six are provided only as examples, these recommendations are incorporated into the streetscape furnishings table in Chapter Six (Figure 6-19).*

The six DRB recommendations were incorporated into the June 2009 draft DTSP Update. Therefore, the DTSP Update as proposed is consistent with the recommendations of the DRB.

**Subdivision Committee:** Not applicable.

### **Other Departments Concerns and Requirements:**

The Departments of Public Works, Fire, Building and Safety, Community Services, Police and Economic Development have reviewed the project and recommended approval. Some of the applicable standard code requirements have been identified in EIR No. 07-003. As the DTSP Update does not propose development, there are no unique conditions of approval or code requirements to identify.

### **Public Notification:**

Legal notice was published in the Huntington Beach Independent on September 24, 2009, and notices were sent to property owners of record and occupants within the DTSP area and a 1,000 ft. radius of the boundary of the DTSP, individuals/organizations requesting notification (Planning Department's Notification Matrix), interested parties, and individuals/organizations that commented on the environmental document.

The Planning Commission has received all public comments on the DTSP Update as attachments to the study session reports or late communications. Several public comments have been received since September 1, 2009, the last Planning Commission study session on the project. All public comment letters received as of September 29, 2009 are included in Attachment No. 14. All public comments received prior to September 1, 2009 are on file and available for review at the Planning Department.

**Application Processing Dates:**

**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

**ANALYSIS:**

Although the DTSP Update proposes many changes to the existing DTSP, many of these changes are consistent with existing standards of the HBZSO, project code requirements, existing DTSP policies and recently approved projects. The primary factors to consider when analyzing the proposed changes to the General Plan and DTSP are the increase in allowable residential density in District 1 and District 4, increase in allowable building height in District 1, the elimination of the Downtown Parking Master Plan (DPMP), land use compatibility and the Cultural Arts Subdistrict 1A. The following is a detailed discussion of these issues.

***Increase in Allowable Densities***

**District 1**

The existing permitted density for the districts that make up the reconfigured District 1 ranges from 25 – 30 dwelling units per acre. Per the final recommended errata to the June 2009 draft DTSP Update, the proposed amendments would allow a density of up to 50 units per acre for projects with 25,000 square feet or greater of site area. Projects with less than 25,000 square feet of site area would be permitted to develop at a maximum density of 30 dwelling units per acre. In addition, projects within Subdistrict 1B - Neighborhood Subdistrict and projects that are proposed with only residential uses would be limited to a maximum density of 30 dwelling units per acre.

The proposed increase in maximum allowable density for District 1 is consistent with the intent of the specific plan and the following goals, policies and objectives (Attachment No. 11) adopted by the Council for the DTSP Update:

- Goal 1: Establish the vision and create a land use plan for reuse of critical parcels so that the next phase of community investment and improvements can begin.
- Objective 1: Create a healthy mix of land uses that are geared toward creating an urban village that serves as a destination to both residents and visitors.
- Objective 2: Implement development standards and design guidelines that encourage development of underutilized parcels with a mix of uses and unique architecture.
- Policy 2.a.: Implement development standards that encourage mixed-use development
- Policy 2.b.: Establish standards and design guidelines that encourage upgrading/redevelopment of existing properties.

Similar to the proposed increase in maximum allowable building heights, the proposed increase in allowable density in District 1 would facilitate development in the downtown core and incentivize lot consolidation. Project applicants would be able to take advantage of the increased density to maximize development opportunities on their sites, which would create an incentive to redevelopment or improve their properties. The increased maximum densities would also encourage development of mixed-use projects to further the objective for the downtown to become an “urban village”.

The increase in density would be greater than currently permitted and developed densities throughout the DTSP, which range from approximately 13 dwelling units per acre to 35 dwelling units per acre. However, the increased density is consistent with the “urban village” objective of the Council goals, objectives and policies for the DTSP Update. An increase in housing units in the downtown core would provide a larger population base that would utilize the attractions and services in the downtown on a year-round basis. The increased density would also contribute to the pedestrian environment of the downtown core since residents of future residential units would be able to walk to shops, restaurants, cultural facilities, services, the beach, and possibly work. The increase in density is also consistent with the design concepts that were utilized in preparation of the DTSP Update such as smart growth and sustainable design. Citywide, there has been a shift toward allowing higher densities as part of mixed-use developments in urban areas as evidenced by the recently approved Amstar/Red Oak (formerly Ripcurl) and Village at Bella Terra projects. Based on the above analysis, staff supports the recommendations of RRM to increase maximum densities in Districts 1 and 4.

#### District 4

The provisions of District 4 would allow a slight increase in density for lots ranging from 26 – 50 feet in frontage. Currently a maximum of two units is permitted for lots within this range of frontage in the existing DTSP. The proposed DTSP Update would allow up to four units to be developed on properties within this range of lot frontages. This would allow more opportunity for residential infill development on smaller lots and create turnover of older housing units. During the August 11 Study Session on Districts 2 – 7, the Planning Commission expressed some concern that allowing four units on lots with frontages within the lower end of this range would result in poorly designed projects. However, staff reviewed the lots widths within District 4 and, in general, lots are either 25 feet wide or 50 feet wide and greater. Therefore, the increase in density of up to four units would really only be applicable on 50-foot wide lots. Given that lots within District 4 have an average depth of 115 feet, the resulting density on a 50-foot wide lot with four units would be approximately one unit for every 1,437 square feet of lot area, which equates to approximately 30 dwelling units per acre. The allowable density per the existing and proposed DTSP for District 4 on lots greater than 50 feet wide is 30 dwelling units per acre. If a lot were less than 50 feet wide, the density would incrementally increase as lot width decreases. However, based on a review of existing lot widths, it is unrealistic that this condition would occur. Also, it is unlikely that a project would be able to get four units on a less than 50-foot wide lot and meet all of the development standards and parking requirements without design measures that may be cost prohibitive. According to RRM, the proposed increase in allowable density in District 4 would provide an incentive for property owners to consolidate 25-foot wide lots to take advantage of the increase in the number of units that could be constructed on 50-foot wide lots from two units to a maximum of four units.

## ***Increase in Building Height***

The changes to the DTSP include an increase in allowable building height to a maximum of 55 feet and five stories in District 1. This building height would be permitted for sites that have 25,000 square feet or more (equivalent to approximately ten 25-foot wide lots). Current maximum building heights would permit 35 feet and three stories or 45 feet and four stories depending on street frontage and whether the project consists of a full or half block. The most substantial change in allowable building heights would occur on PCH from 6th Street to 9th Street where maximum building heights are 35 feet and three stories. However, the maximum building height could only be achieved if all of the lots along the PCH street frontage from street to street were consolidated.

The proposed increase in allowable building height for District 1 is consistent with the intent of the specific plan and the following goals, policies and objectives (Attachment No. 11) adopted by the Council for the DTSP Update:

- Goal 1: Establish the vision and create a land use plan for reuse of critical parcels so that the next phase of community investment and improvements can begin.
- Goal 2: Create an environment that promotes tourism to increase revenues to support community services and transform the City's economy into a destination.
- Objective 2: Implement development standards and design guidelines that encourage development of underutilized parcels with a mix of uses and unique architecture.
- Policy 2.a.: Implement development standards that encourage mixed-use development
- Policy 2.b.: Establish standards and design guidelines that encourage upgrading/redevelopment of existing properties.

The decision to eliminate the full and half block requirements was to allow maximum building heights to be achieved with different potential lot consolidations and site layouts. The proposed increase in allowable building height is one of the important revisions to the DTSP that would facilitate development in the DTSP area and incentivize lot consolidation to get larger more cohesive development projects. Conversely, projects with site areas less than 25,000 square feet would be permitted at a maximum building height of 45 feet and four stories, which would facilitate development for potential projects that are unable to consolidate many parcels. The increased building height would allow projects to maximize development opportunities on the site. The increased building height would also encourage mixed-use development since project applicants could design projects to achieve the maximum residential densities permitted.

In terms of compatibility, the proposed increase in building height would be consistent with other large-scale developments in the DTSP area. Examples of existing building heights in the downtown core are listed below.

### Plaza Almeria

- 54 feet to the highest average roof pitch
- 64 feet to the peak of the highest tower

### Second Block Parking Structure

- 35 feet to the highest average roof pitch
- 60 feet to the peak of the highest towers

### Pierside Pavilion

- 71 feet to the highest average roof pitch
- 84.5 feet to the top of the tower

### Oceanview Promenade (Abdelmuti Project)

- 67 feet to the peak of the fourth floor
- 85 feet to the top of the clock tower

### The Strand

- 49.5 feet for hotel
- 70 feet to the top of the architectural tower

These projects were granted special permits to increase the allowed height in the Downtown, in addition to Town Square, Main Street Promenade, and the Team (Starbucks) building. The proposed maximum building height of 55 feet would be within the range of existing building heights listed above. To ensure that the proposed building height increase would not impact adjacent residential uses, or existing one-, two- and three-story buildings, projects would be required to provide upper-story setbacks on the fourth and fifth floors and comply with the design guidelines of Chapter 4, Book II. The design guidelines encourage preservation of view corridors, variation in wall planes and rooflines, articulation and architectural treatments at building facades and design details that would make structures appear to have a more pedestrian scale.

Although the most substantial increase in allowable building height will occur on PCH from 6<sup>th</sup> Street to 9<sup>th</sup> Street where the existing maximum allowable building height is 35 feet and three stories, this increase would be consistent with the existing development pattern along PCH. Existing projects in the DTSP along PCH include large-scale developments such as the Waterfront hotels, the approved Pacific City project, Pierside Pavilion, Oceanview Promenade and The Strand. Building heights reaching up to an average of 55 feet would be compatible with the existing building heights along PCH. Residential uses north of these properties would be afforded protection from shade/shadow impacts and building massing through the residential buffer requirements in Chapter 3 of Book I, which require additional upper-story setbacks from adjacent residential uses. While private views of existing residential uses north of these properties may be affected by potential increases in building heights, neither the Coastal Act nor the Coastal Element protect private views. However, the proposed design guidelines encourage new structures to be designed to respect the views of existing buildings when possible.

Over the next 20 years, building heights in the DTSP area will increase as properties are developed and redeveloped. Future projects will take advantage of the allowable increased heights and, overall, structures will be taller. However, compliance with the development standards and design guidelines will result in high quality, attractive projects that are compatible with existing surrounding building heights. That being said, the analysis above substantiates the increase in building height as a development standard for District 1 in the DTSP. Each project should be reviewed based on the specific site layout, design details, location and nature of the particular project. Given that all projects would require a conditional use permit (CUP), the opportunity to conduct this type of review is afforded through the CUP process. Therefore, staff supports the recommendations of RRM to allow increases in maximum building heights in District 1.

## ***Elimination of the Downtown Parking Master Plan***

The proposed DTSP Update proposes to eliminate the Downtown Parking Master Plan (DPMP), which is described in detail in a previous section of this report. The DPMP utilizes shared parking concepts and reduced parking ratios for the core commercial area in the DTSP. The shared parking concept 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.

The City Council goals, policies and objectives of the DTSP Update include the following statements related to parking in the downtown area:

- Objective 3: Ensure that adequate parking is available and is integrated into the framework of pedestrian pathways within the downtown, taking into account Pacific City and the Strand.
- Policy 3.b: Expand boundaries of the DPMP to encourage consolidation and development of underutilized parcels.
- Policy 3.c: Consider all available options for additional parking within the downtown core.
- Policy 3.d: Enhance directional signage to inform motorists of available public parking structures.
- Policy 3.e: DPMP shall be simplified to be easily understood by decision-makers, the public, and development community.
- Policy 3.f: Development of a tracking mechanism that can be modified to track shifts in land use that affect the parking model.

The DPMP, which was adopted in 1995, is a cumbersome document to implement because it requires close monitoring of development and uses in the DPMP area on a block and parcel level. The DTSP Update provides an opportunity to eliminate the cumbersome DPMP and implement new parking strategies and requirements.

A Downtown Parking Study was prepared by Kimley-Horn and Associates in March 2009 and revised in September 2009. Revisions to the parking study that were done in September 2009 do not change the recommendations of the study but provide more analysis on the utilization of shared/reduced parking ratios, incorporate data for The Strand development and clarify the existing issues related to parking conditions in the downtown. The results of the Parking Study indicate that the downtown and beach

parking demand are seasonal in nature with significant fluctuations throughout the year. According to the parking study, a parking deficiency occurs when there are special events at the beach or downtown. The special event parking demand encroaches into the downtown parking supply as well as the surrounding residential neighborhoods. To this end, parking measures to manage the parking demand during special events and summer holidays are recommended in the Parking Study. These measures were also described in a previous section of this report. The parking study also states that the shared parking supply currently serving the existing downtown core accommodates the typical parking demand for the downtown businesses. As such, the study recommends the continuation of reduced parking ratios and the in-lieu fee program in the expanded downtown core.

Chapter 3 of Book I includes parking standards that are required of all development projects. The parking requirements for District 1 represent standards for parking that are at reduced ratios from the parking requirements for the HBZSO, similar to the DPMP. These reduced ratios are applicable to restaurants, retail uses and office uses. The DTSP Update proposes to utilize the same reduced ratios that currently exist for the DPMP for retail and office uses, but restaurant ratios are proposed to be further reduced from ten spaces per 1,000 square feet to eight spaces per 1,000 square feet of gross floor area. According to the parking study analysis, the anticipated peak summer season parking requirement for the existing DPMP area plus the net new development potential that was identified for the DTSP Update would be 4,291 spaces. It should be noted that this analysis only addresses the peak demand for development and does not address the identified shortages during beach events and summer holidays. The parking supply that would be provided, based on existing parking inventory plus parking required for the net new development at the proposed reduced ratios, is 4,508 spaces. This indicates the proposed continuation and further reduction of reduced parking ratios would adequately meet the parking needs of new development in the downtown core.

Another important aspect of the existing DPMP is the in-lieu fee program. Development and uses that cannot provide all the required parking on-site may pay in-lieu fees to pay for the cost to provide those spaces elsewhere in the DPMP area. Participation in the in-lieu fee program requires a conditional use permit from the Planning Commission. Per the recommendations of the parking study, the DTSP Update proposes to continue the in-lieu fee program in District 1 (downtown core), which is an expansion of the DPMP (existing downtown core).

The parking requirements of the DTSP Update are consistent with the Council goals, objectives and policies for the DTSP Update as listed above because reduced parking ratios and in-lieu fee program would be applicable in the District 1, the expanded downtown core area. The utilization of reduced parking ratios and in-lieu fees would incentivize development and redevelopment in the DTSP area. Also, the parking study does not recommend a development cap or close monitoring of parcels. Instead, the parking study recommends monitoring the parking supply within District 1 as a whole and adjusting policies and implementing parking strategies as needed based on parking conditions as development moves forward. The elimination of the DPMP would simplify the process for decision-makers, the public and development community to understand as well as implement parking strategies and requirements in the downtown.

## *Compatibility with Surrounding Land Uses*

### Reconfiguration of DTSP Districts

The issue of land use compatibility is primarily a consequence of the proposed reconfiguration of the 11 existing specific plan districts into seven districts. The reconfiguration is largely due to the consolidation/reconfiguration of existing Districts 1, 3, 5 and portions of 4 and 6 to create one large District 1. The purpose of the consolidation/reconfiguration of these districts is primarily to expand the existing downtown core area. The most significant changes in development standards, i.e. – increases in maximum allowable building height and residential density, parking standards, and permitted uses occur in District 1 so that the expansion of the downtown core area, through new development and redevelopment, may be realized. As discussed in the various sections of this analysis, the reconfiguration of the districts is necessary to meet the goals and objectives that were adopted by the City Council for the DTSP Update as well as to implement the vision for the DTSP.

### General Plan Land Use Designations

The proposed land use designations would revise land use designations for District 1 (downtown core) and District 4 (established residential). Currently, the proposed District 1 is subject to six different land use designations mostly consisting of various ranges of mixed use designations, floor area ratios and densities, except for the Main Street Library site, which is part of the proposed Cultural Arts Subdistrict and currently has a P (Public) land use designation. The Public land use designation is reflective of the existing use of the site as a public library. The proposed land use designation for District 1 would consolidate the various mixed use designations and one public designation into one mixed use designation, although the existing District 6 designation for the site allows mixed use developments. Revisions to the land use designations in the proposed District 4 would revise existing mixed use and residential-high density designations to residential high density. This revision would reflect the existing land uses that are currently developed and would be consistent with the permitted land uses and development standards of the proposed District 4. The land use designations for the remaining districts are not proposed to change from current designations.

The changes proposed to the subarea designations reflect the consolidation of the DTSP districts and the resulting General Plan Land Use designations. The changes are largely a result of re-numbering and re-organizing the subareas. There are no significant changes in the principles or permitted uses proposed in the subareas since there are no major differences in proposed land uses for the DTSP area.



### Permitted Uses

The land uses proposed in the DTSP Update will not substantially change from the permitted and specified land uses of the existing DTSP. Permitted uses are only proposed to change for the reconfigured District 1, which includes Districts 1, 3, 5 and portions of 4 and 6 from the existing DTSP. The changes in District 1 are reflective of uses that are currently permitted in each of the existing districts and the consolidation of use classifications consistent with the HBZSO. For instance, the existing DTSP lists individual retail uses separately such as bookstores and clothing stores. The DTSP Update consolidates those uses under one retail classification. These changes would not alter the established land use pattern in that visitor-serving commercial and mixed use developments would continue to be permitted and the primarily developed uses in these areas. No changes to the permitted uses in Districts 2 – 7 are proposed, with the exception of tiered-beach parking structures or “tuck-under” parking, which is described in a previous section.

The reconfiguration of the districts, including the changes to the permitted land uses as well as the allowance for tiered beach parking structures or “tuck-under” parking, are consistent with the intent of the specific plan and the following goals, policies and objectives (Attachment No. 11) adopted by the Council for the DTSP Update:

- Goal 1: Establish the vision and create a land use plan for reuse of critical parcels so that the next phase of community investment and improvements can begin.
- Goal 2: Create an environment that promotes tourism to increase revenues to support community services and transform the City’s economy into a destination economy.
- Objective 1: Create a healthy mix of land uses that are geared toward creating an urban village that serves as a destination to both residents and visitors.
- Objective 2: Implement development standards and design guidelines that encourage development of underutilized parcels with a mix of uses and unique architecture.
- Policy 3.c: Consider all available options for additional parking within the downtown core.

The proposed permitted land uses would continue to require visitor-serving commercial as a priority land use in the DTSP area. The flexibility in proposed development and parking standards, which are analyzed in subsequent sections of this report, would encourage development and redevelopment of the DTSP, resulting in further development and intensification of the established land uses. The allowance for mixed-use development at higher densities within the reconfigured District 1 - Downtown Core, would achieve a healthy balance of land uses so that the downtown would be a destination for residents as well as visitors. The allowance for tiered parking structures or “tuck-under” parking on the north side of the pier in District 7 would provide more beach parking for visitors and residents as well as potentially free up parking in the downtown core area that is utilized by beach-goers. By providing more parking opportunities, more residents and visitors can continue to take advantage of the all that downtown has to offer as a destination place with the beach and downtown businesses, events and attractions. However, any future proposals to implement a tiered parking structure or “tuck-under” parking should be analyzed carefully to ensure that the beach as a coastal resource is not adversely impacted. Therefore, staff supports the recommendations of RRM for permitted land uses in the DTSP.

**Cultural Arts Subdistrict**

The Cultural Arts Subdistrict (Subdistrict 1A) consists of the Main Street Library site, the Huntington Beach Art Center and properties north of Acacia Avenue. The proposed development standards for this subdistrict, with the recommended errata to the June 2009 draft DTSP Update incorporated, establish separate standards for the Main Street Library site. The separate standards require substantial green space that currently exists on the site to be maintained if a development is proposed on the site in the future. As requested by the Planning Commission, an alternative to the proposed Cultural Arts Subdistrict has been prepared by the consultant. The alternative would delete the Cultural Arts Subdistrict and instead, would establish separate standards for the Main Street Library site and would result in the potential for less development and change from the existing use of the site. In either case, the type and amount of permitted uses for the site would be substantially reduced from the current DTSP. Table 6 below provides a summary of the development standards for the Main Street library site under the proposed Cultural Arts Subdistrict and the Planning Commission Alternative.

**TABLE 6 – Development Standards Comparison**

| <b>Standard</b>                 | <b>Existing District #6 (Main St. north of Orange)</b>  | <b>Subdistrict 1A – Proposed Cultural Arts Subdistrict Recommended Action</b> | <b>Subdistrict 1A – Main St. Library Site PC Alternative Action</b>   |
|---------------------------------|---|---|---|
| Minimum Parcel Size             | Min. 25' street frontage and 2,500 s.f. net site area   | N/A   | N/A   |
| Maximum Lot coverage            | None  | Max. 50%  | Max. 50%  |
| Maximum Density                 | Max. 25 du/ac   | N/A (residential not permitted)   | 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'  | Max. 35'  |
| Minimum Front Setback           | 15'; 5' on 5 <sup>th</sup> , 3 <sup>rd</sup> and Main Streets                                       | None  | None  |
| Minimum Side Setback - Interior | 10'; non-residential: none  | 20' from adjacent residential   | 20' from adjacent residential   |
| Minimum Side Setback - Exterior | 15' from ROW  | None  | None  |
| Minimum Rear Setback            | 3'  | None  | None  |
| Permitted Uses                  | Mixed Use:<br>Commercial/Office/Residential   | Cultural Arts related uses  | 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)              | None (residential buffer requirements adjacent to single-family)      |
| Maximum FAR                     | <half block: 1.5; ≥half block: 2.0  | None  | 0.6   |
| Minimum Open Space              | ≥ 100' frontage; non-residential uses - 5% net site area; Full block – public plaza req.            | No net loss of green space (equivalent to approx. 27,944 square feet)         | No net loss of green space (equivalent to approx. 27,944 square feet) |

The changes to the development standards that are identified in the errata (Attachment No. 1) were refined based on the Planning Commissioners concerns at the September 1 study session on District 1 that the open space requirements were editorialized and inconsistent with one another. To that end, the requirement for 30 percent of the site area to be open space with 70% of the open space area to be

landscaped has been deleted. This is due to the fact that the requirement for no net loss of green space would result in substantially more open space than those provisions, even if the reconfiguration of 6<sup>th</sup> Street were to occur. The language requiring a cultural arts plaza and asserting that it would become the largest public open space in the downtown has also been deleted. The other properties in the Cultural Arts Subdistrict would be subject to the development standards for District 1, which allows cultural institutions.

The Planning Commission alternative includes essentially the same development standards as the Cultural Arts Subdistrict, but proposes a FAR requirement to limit the square footage of development on the site. The Planning Commission alternative also deletes the concept of a Cultural Arts Subdistrict entirely and is geared more toward development standards and permitted uses that would result in minimal changes to the existing library site in the future. A comparison of potential development scenarios under both actions is provided below for informational purposes only.

Subdistrict 1A – Proposed Cultural Arts Subdistrict  
(Recommended Action)

Subdistrict 1A – Main St. Library Site  
(PC Alternative Action)

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>▪ Site Area: approx. 41,000 square feet (s.f.)</li> <li>▪ Maximum Building Area: approx. 39,168 s.f.</li> <li>▪ Net New Building Area: approx. 29,268 s.f.</li> <li>▪ Building Footprint: approx. 13,056 s.f (32% of site area)</li> <li>▪ Green/Open Space: approx. 27,944 s.f. (68% of site area)</li> </ul> | <ul style="list-style-type: none"> <li>▪ Site area: approx. 41,000 square feet</li> <li>▪ Maximum Building Area: approx. 25,000 s.f.</li> <li>▪ Net New Building Area: approx. 15,100 s.f.</li> <li>▪ Building Footprint: approx. 13,056 s.f (32% of site area)</li> <li>▪ Green/Open Space: approx. 27,944 s.f. (68% of site area)</li> </ul> |
|---|--|

It should be noted that the scenarios above assume the reconfiguration of 6<sup>th</sup> Street would not occur. As such, the building footprint in both scenarios would be limited to the existing building footprint plus paved areas on the existing library site to achieve the requirement for no net loss of green space. However, if the reconfiguration of 6<sup>th</sup> Street were implemented, the site area would increase to approximately 62,609 square feet (1.44 acres). In both scenarios, the development footprint could increase, although there would not be a difference in the maximum building area as listed above. The amount of green/open space that would be required to achieve no net loss of green space if the 6<sup>th</sup> Street reconfiguration were implemented would be equivalent to approximately 44 percent of the site area. Since the nature and type of a future development proposal on the site is not known, the reconfiguration of 6<sup>th</sup> Street is a valuable option in Chapter 5 of Book II that would allow more flexibility in site layout and building design that could potentially achieve a more compatible project in the future.

The permitted uses have also been refined in the recommended errata to the June 2009 draft DTSP Update. Table 7 provides a summary of the permitted uses under both the recommended action and the Planning Commission alternative.

**TABLE 7 – Permitted Uses on Main Street Library Site**

| Use  | Subdistrict 1A – Proposed Cultural Arts Subdistrict Recommended Action | Subdistrict 1A – Main St. Library Site - PC Alternative Action |
|--|--|--|
| Carts & Kiosks*  | Admin. Permit  | Admin. Permit  |
| Cultural Insitutions                                     | CUP (PC)   | CUP (PC)   |
| Library  | CUP (PC)   | CUP (PC)   |
| Museums  | CUP (PC)   | CUP (PC)   |
| Performing Arts Center**                                 | CUP (PC)   | Not permitted  |
| Art Gallery  | CUP (PC)   | CUP (PC)   |
| Accessory Uses*  | CUP (PC)   | CUP (PC)   |
| Eating and Drinking Establishments w/ less than 12 seats | Admin Permit.  | Not permitted  |
| Eating and Drinking Establishments                       | CUP (PC)   | Not permitted  |

\*These uses must be accessory to the primary use and associated with cultural arts uses.

\*\*Although the Planning Commission alternative would not allow a performing arts center, a community theater would be permitted as an accessory use to the existing or proposed cultural institution, i.e. – library.

The recommended changes require that the majority of the uses obtain a CUP from the Planning Commission, whereas the June 2009 draft DTSP Update, prior to the Planning Commission study sessions, permitted most of the uses by right. In addition, eating and drinking establishments with alcohol service have been deleted from the list of permitted uses. The Planning Commission alternative reduces the permitted uses even further in that eating and drinking establishments and a performing arts center would not be permitted, although carts and kiosks and accessory uses would still be permitted so that a coffee cart, gift shop or other ancillary use could operate at a future development/use or within the existing library use.

Improvements for the area surrounding the Main Street Library site have been contemplated since the late 1970's prior to implementation of the DTSP. A concept to have a cultural arts node at the north end of Main Street in the DTSP area was contemplated in the early 1990's when the Huntington Beach Art Center was constructed. The concept included facade improvements at the existing library, the Art Center and Celebration Plaza. The Celebration Plaza project was proposed to enhance and highlight the corner of Main Street and Acacia Avenue as an entry node to downtown as well as provide a link for cultural facilities in this area. Celebration Plaza envisioned a public plaza and outdoor amphitheater that included new landscaping, lighting, water features and public art.

The Cultural Arts Subdistrict is consistent with the intent of the specific plan and the following goals, policies and objectives (Attachment No. 11) adopted by the Council for the DTSP Update:

- Goal 1: Establish the vision and create a land use plan for reuse of critical parcels so that the next phase of community investment and improvements can begin.
- Goal 2: Create an environment that promotes tourism to increase revenues to support community services and transform the City's economy into a destination economy.
- Objective 1: Create a healthy mix of land uses that are geared toward creating an urban village that serves as a destination to both residents and visitors.
- Objective 2: Implement development standards and design guidelines that encourage development of underutilized parcels with a mix of uses and unique architecture.

The proposed Cultural Arts Subdistrict would function to build upon existing cultural arts uses in the area and provides an opportunity to enhance the north end of Main Street and create an entry node to the downtown from the north, which is consistent with the vision of the DTSP Update. Implementation of the Cultural Arts Subdistrict would be a draw for both residents and visitors and could be a catalyst for redevelopment of Main Street, north of Orange Avenue. Cultural Arts uses would contribute to the existing commercial core, which consists primarily of retail, restaurant and office uses in achieving a healthy mix of land uses for residents and visitors.

In terms of land use compatibility, the proposed Cultural Arts Subdistrict proposes development standards that would reduce impacts to surrounding residential uses as well as preserve significant green space on the Main Street library site. The no net loss of green space standard would result in a development site with 40 – 68 percent open space, which is significantly greater than existing standards that require five percent open space area and other open space requirements in the DTSP and throughout the City. The 35-foot maximum building height is compatible with the existing three-story Townsquare development and maximum 35-foot building height allowances for adjacent residential uses to the east and northeast. The uses that would be permitted are limited to cultural arts related uses that would be compatible with the existing library use. The potential for a performance center at the site would likely be the most intense use of the site and could result in intermittent traffic and noise impacts from people entering and exiting an event. Parking proposed for this site would be required to be underground to minimize parking lot noise and allow preservation of green space. Finally, any future development would require a conditional use permit (CUP) from the Planning Commission as well as additional environmental review, depending on the nature of the project proposed, that would analyze specific project details and environmental impacts of the particular project. Therefore, staff supports RRM's recommendations for a Cultural Arts Subdistrict in the DTSP.

### **SUMMARY:**

Staff recommends approval of the DTSP Update (General Plan Amendment No. 08-007, Local Coastal Program Amendment No. 08-002 and Zoning Text Amendment No. 08-004) with the recommended errata to the June 2009 draft DTSP Update incorporated therein because it would encourage and facilitate development in the downtown and carry out the goals, policies and objectives that were directed by Council for the update to the DTSP. With implementation, the vision for the DTSP area to be a pedestrian-oriented urban village for both residents and visitors with a strong link to the ocean can be achieved. Projects under the DTSP Update would be high quality, aesthetically appealing projects with sustainable design features that are compatible with existing uses and structures. The proposed amendments will ensure the continued success of DTSP area as a destination place for residents and visitors.

### **ATTACHMENTS:**

1. Errata to June 2009 Draft DTSP Update, dated October 6, 2009
2. Suggested Findings for Zoning Text Amendment No. 08-004
3. Suggested Findings for Local Coastal Program Amendment No. 08-002
4. Draft City Council Resolution No. \_\_\_\_ for General Plan Amendment No. 08-007
5. Draft City Council Resolution No. \_\_\_\_ for Zoning Text Amendment No. 08-004

6. Draft City Council Resolution No. \_\_\_\_ for Local Coastal Program Amendment No. 08-002
7. Map of existing DTSP districts
8. Map of proposed DTSP districts
9. Map of existing General Plan Land Use designations
10. Map of proposed General Plan Land Use designations
11. City Council Goals and Objectives, dated August 15, 2007
12. Project Objectives - Excerpt from EIR No. 08-001 (page 6-1 of the Draft EIR)
13. City Attorney's position letter on the status of Main Street Library site, dated September 14, 2009  
**(all documents available for public review at the City Attorney's office – 4<sup>th</sup> Floor, City Hall)**
14. Public Comments received since September 1, 2009 **(all public comments received prior to September 1, 2009 are on file at the Planning Department)**
15. CEQA Findings of Fact with Statement of Overriding Considerations – EIR No. 08-001
16. Mitigation Monitoring and Reporting Program – EIR No. 08-001
17. Environmental Impact Report No. 08-001 – not attached, previously provided under separate cover  
**(available for public review at the Planning and Zoning Counter – 3<sup>rd</sup> Floor, City Hall)**
18. Development Standards Matrix of Changes by District, dated September 29, 2009
19. Parking In-lieu Fee Information
20. Natelson Dale Market Study, dated July 23, 2008 – not attached, previously provided under separate cover **(available for public review at the Planning and Zoning Counter – 3<sup>rd</sup> Floor, City Hall)**
21. Downtown Parking Study, revised September 2009 – not attached, previously provided under separate cover **(available for public review at the Planning and Zoning Counter – 3<sup>rd</sup> Floor, City Hall)**
22. Downtown Image Ad Hoc Committee Downtown Specific Plan Recommendations, dated September 28, 2009

SH:HF:MBB:jv

DTSP Update – Final Recommended Changes – Errata to the June 2009 draft DTSP Update  
 10/06/09  
 Attachment No. 1

| Issue                                 | Existing DTSP   | June 2009 draft DTSP Update   | Final draft DTSP Update Errata<br>(Recommended changes)   |
|---------------------------------------|---|---|---|
| <b>Chapter 1</b>                      |   |   |   |
| Specific Plan Boundary                | Page 1 – Boundary in existing DTSP is a legal description   | Page 1-1 Section 1.2 – Project Boundary – “... where it connects over to Main Street and Pacific View Avenue...”                        | Page 1-1 Section 1.2 – Project Boundary - “... where it connects over to Main Street and along <u>Pecan Avenue</u> to link down along 6 <sup>th</sup> Street.” (correction)               |
| <b>Chapter 2</b>                      |   |   |   |
| Definitions                           | Page 5 – Ultimate Right-of-Way: The most lateral edge of the area dedicated for streets, utilities or alley purposes.                         | Ultimate Right-of-Way DELETED   | Page 2-19 – <u>ADD: “Ultimate Right-of-Way: The most lateral edge of the area dedicated for streets, utilities or alley purposes.”</u> (correction – added previously deleted definition) |
| <b>Chapter 3 – General Provisions</b> |   |   |   |
| Encroachments                         | N/A (not addressed existing DTSP)   | Page 3-4 Section 3.2.4 – Encroachments – “No private encroachments shall occur...”  | Page 3-4 Section 3.2.4 – Encroachments – “No <u>permanent</u> private encroachments shall occur...” (clarified)   |
| Vacations                             | Page 17 Section 4.2.16 - Street Vacations - “The following conditions will apply to City vacation of streets and alleys for consolidation...” | Page 3-4 Section 3.2.5 – Street Vacations – The following conditions will apply to City vacation of streets due to lot consolidations.” | Page 3-4 Section 3.2.5 – Street Vacations – The following conditions will apply to City vacation of streets <u>and alleys</u> due to lot consolidations.” (consistent with existing DTSP) |
| Vacations                             | N/A (not addressed existing DTSP)   | Page 3-4 Section 3.2.5 – Street Vacations – 2. “A General Plan conformance analysis shall be completed and submitted to the City.”      | Page 3-4 Section 3.2.5 – Street Vacations – 2. “A General Plan conformance analysis shall be completed.” (delete: “and submitted to the City”)  |
| Alleys/Access Ways                    | Page 18 Section 4.2.17 – Access Ways  | Page 3-4 Section 3.2.6 Alleys   | Page 3-4 Section 3.2.6 Alleys <u>and Access Ways</u> (combines existing and proposed DTSP)  |

ATTACHMENT NO. 1.1

DTSP Update – Final Recommended Changes – Errata to the June 2009 draft DTSP Update  
 10/06/09  
 Attachment No. 1

| Issue                                  | Existing DTSP   | June 2009 draft DTSP Update  | Final draft DTSP Update Errata<br>(Recommended changes)   |
|--|---|--|---|
| Alleys Vacations                       | N/A (not addressed existing DTSP)   | Page 3-6 Section 3.2.6.1 – Alley Vacation/Relocation – 2. “A General Plan conformance analysis shall be completed and submitted to the City.”  | Page 3-6 Section 3.2.6.1 – Alley Vacation/Relocation – 2. “A General Plan conformance analysis shall be completed.” (delete: “and submitted to the City”)   |
| Neighborhood Subdistrict – 1B Boundary | N/A (not required in existing DTSP)   | Page 3-15 Figure 3-9 – dashed line on 3 <sup>rd</sup> Street   | Page 3-15 Figure 3-9 – relocate dashed line to alley between 2 <sup>nd</sup> and 3 <sup>rd</sup> Streets (correction)   |
| Outdoor Dining Parking                 | Page 23 Outdoor Dining - 3) Parking – “Any outdoor dining area which exceeds these standards shall provide 100% of the required parking for the entire area.” | Page 3-23 Section 3.2.24.4 – Parking for Outdoor Dining – “Any outdoor dining that exceeds these standards shall provide 100% of the required parking for the area in excess of the above standard. Parking shall be provided at a ratio of one space per 100 square feet of restaurant area.” | Page 3-23 Section 3.2.24.4 – Parking for Outdoor Dining – “Any outdoor dining that exceeds these standards shall provide 100% of the required parking for the area in excess of the above standard. Parking shall be provided at a ratio of one space per <u>125</u> square feet of restaurant area.” (corrected to reflect proposed restaurant ratio of 8 spaces/1,000 s.f.) |
| Parking Requirement for Office         | N/A – parking requirements of HBZSO referenced  | Page 3-27 Figure 3-15 – “Office – All Other Districts – Business & Professional: 3 spaces per 1,000 s.f.; Medical/Dental: 4 spaces per 1,000 s.f.”   | Page 3-27 Figure 3-15 – “Office – All Other Districts – Business & Professional: <u>4</u> spaces per 1,000 s.f.” (correction -- intended to reflect HBZSO office requirement; delete Medical/Dental requirement – use not permitted in All Other Districts)   |

DTSP Update – Final Recommended Changes – Errata to the June 2009 draft DTSP Update  
 10/06/09  
 Attachment No. 1

| Issue                               | Existing DTSP                                  | June 2009 draft DTSP Update   | Final draft DTSP Update Errata (Recommended changes)  |
|-------------------------------------|--|---|---|
| Parking Requirement for Hotel/Motel | N/A – parking requirements of HBZSO referenced | Page 3-27 Figure 3-15 – “Hotel/Motel – District 1: 1.1 spaces per room; All Other Districts – 1.1 spaces per room, plus 1 space per passenger transport vehicle (minimum of 2 stalls) and 2 spaces for any manager’s unit and parking for other uses as required by this Section” | Page 3-27 Figure 3-15 – “Hotel/Motel – <u>All Districts - 1.1 spaces per room, plus 1 space per passenger transport vehicle (minimum of 2 stalls) and 2 spaces for any manager’s unit and parking for other uses as required by this Section</u> ” (new standard – no reduction in hotel/motel parking requirement in District 1) |
| Parking Requirements for Assembly   | N/A – parking requirements of HBZSO referenced | Page 3-27 Figure 3-15 – “Assembly Uses – All Districts – 10 spaces per 1,000 s.f.”  | Page 3-27 Figure 3-15 – “Assembly Uses – All Districts – <u>per ZSO</u> ” (correction)  |
| Parking for Subdistricts            | N/A (not addressed in existing DTSP)           | Page 3-27 Figure 3-15 “*Excluding Overlay Zones”  | Page 3-27 Figure 3-15 “*Excluding <u>Subdistricts</u> ” (Neighborhood and Cultural overlays changed to subdistricts throughout document)  |
| Tandem Parking                      | N/A (not addressed in existing DTSP)           | Page 3-29 Section 3.2.26.7 – Tandem Parking – 1) “Up to 40% of the required on-site commercial parking may be provided as a tandem parking upon approval of a Conditional Use Permit...”  | Page 3-29 Section 3.2.26.7 – Tandem Parking – 1) “Up to 40% of the required on-site commercial parking may be provided as a tandem parking <u>with an attendant</u> upon approval of a Conditional Use Permit...” (new standard)  |
| Parking Structures                  | N/A (not addressed in existing DTSP)           | Page 3-31 –#13) “Where subterranean parking occurs, antennas shall be installed...structure.”   | Page 3-31 – #13) “Where subterranean parking occurs, antennas shall be installed...structure. <u>Developer/Applicant shall coordinate installation with public safety departments and shall be responsible for installation and maintenance.</u> ” (new standard)   |

ATTACHMENT NO. 1.3

DTSP Update – Final Recommended Changes – Errata to the June 2009 draft DTSP Update  
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| Issue                           | Existing DTSP  | June 2009 draft DTSP Update   | Final draft DTSP Update Errata<br>(Recommended changes)   |
|---------------------------------|--|---|---|
| District 1 Parking Requirements | N/A (not addressed in existing DTSP)   | Page 3-32 – Section 3.2.26.11 – District 1 Special Parking Standards – 6) “In the Cultural Arts Overlay area, all parking shall be provided underground.” | Page 3-32 – Section 3.2.26.11 – District 1 Special Parking Standards – 6) “ <u>All</u> parking shall be provided underground <u>on the Main Street library property.</u> ” (correction – other properties in Cultural Arts Subdistrict would not require parking underground)   |
| Resource Production Overlay     | Page 67 – 69 – Resource Production Overlay (entire section)  | Page 3-35 Section 3.2.20 – Resource Production (overlay was deleted and new provisions were placed in this section)                                       | Page 3-35 section 3.2.20 – Resource Production – delete entire section and include Resource Production Overlay as currently exists as new section “ <u>3.3.8 Resource Production Overlay</u> ” after District 7   |
| <b>Chapter 3 – District 1</b>   |  |   |   |
| Permitted Uses                  | Page 47 Section 4.8.01 – District 6 – Permitted Uses – Commercial, Office, Mixed Use, Residential on 3 <sup>rd</sup> and Lake Street | Page 3-39 Section 3.3.1.3 Permitted Uses – a) “Lake Avenue where single-family residential, multi-family residential...”                                  | Page 3-39 Section 3.3.1.3 Permitted Uses – a) <u>Within the Lake Street overlay, all uses are allowed. In addition, single-family residential, multi-family residential...</u> (clean-up of language, no major changes in permitted uses from existing DTSP and June '09 draft) |
| Permitted Uses                  | Page 47 Section 4.8.01 – District 6 – Permitted Uses – Commercial, Office, Mixed Use, Residential on 3 <sup>rd</sup> and Lake Street | Page 3-39 Section 3.3.1.3 Permitted Uses – b) “Within the Cultural Arts Overlay...”   | Page 3-39 Section 3.3.1.3 Permitted Uses – b) “ <u>Within Cultural Arts Subdistrict 1A...</u> ” (changed overlay to subdistrict)  |

ATTACHMENT NO. 1.4

DTSP Update – Final Recommended Changes – Errata to the June 2009 draft DTSP Update  
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 Attachment No. 1

| Issue                       | Existing DTSP  | June 2009 draft DTSP Update  | Final draft DTSP Update Errata (Recommended changes)   |
|-----------------------------|--|--|--|
| Permitted Uses              | Page 38 Section 4.6.01 District 4 – Permitted Uses – Residential & Mixed Use: Office/Residential       | Page 3-39 Section 3.3.1.3 Permitted Uses – c) “Within the Neighborhood Overlay – Office, single-family residential and multi-family uses are permitted at ground floor.” | Page 3-39 Section 3.3.1.3 Permitted Uses – c) “Within <u>Neighborhood Subdistrict 1B – Permitted Uses are limited to residential, office, personal enrichment and personal service.</u> ” (clarified)  |
| Permitted Uses              | N/A (not applicable to existing DTSP)  | Page 3-39 Section 3.3.1.3 Permitted Uses – 2) “...above the ground floor in any portion of District 1.”  | Page 3-39 Section 3.3.1.3 Permitted Uses – 2) “...above the ground floor in any portion of District 1 <u>except Subdistricts 1A and 1B.</u> ” (clarified)  |
| Permitted Uses              | Various pages – residential uses subject to CUP, except single-family residential in certain districts | Page 3-41 Figure 3-24 Permitted Uses District 1 – “Residential Uses – <i>permitted</i> ”   | Page 3-41 Figure 3-24 Permitted Uses District 1 – “ <u>Multi-family housing, apartments, condominiums, and stock cooperatives (up to 4 units) – permitted; Multi-family housing, apartments, condominiums, and stock cooperatives (more than 4 units) – CUP from ZA</u> ” (new standard - reclassified residential uses to require CUP for more than 4 units)                                |
| Development Standards Table | N/A – (not applicable to existing DTSP)  | Page 3-43 Figure 3-25 – 1 <sup>st</sup> column: “Commercial Mixed Use/All District” 1; 2 <sup>nd</sup> column: “Residential Only/Lake”                                   | Page 3-43 Figure 3-25 – 1 <sup>st</sup> column: “ <u>All District 1</u> ”; 2 <sup>nd</sup> column “ <u>Lake St.</u> ” new 1 <sup>st</sup> row: “Allowable Uses” – 1 <sup>st</sup> column under All District 1: “ <u>See Figure 3-24</u> ”; 2 <sup>nd</sup> column under Lake St.: “ <u>See Figure 3-24 plus Residential/Office on ground floor</u> ” (clarified development standards table) |

ATTACHMENT NO. 1.5

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| Issue                                | Existing DTSP   | June 2009 draft DTSP Update  | Final draft DTSP Update Errata<br>(Recommended changes)  |
|--------------------------------------|---|--|--|
| Residential Density                  | Varies upon district 25 – 30 du/acre                        | Page 3-43 Figure 3-25 – 3 <sup>rd</sup> row Maximum Density – 1 <sup>st</sup> column: 60 du/ac; 2 <sup>nd</sup> column: 60 du/ac | Page 3-43 Figure 3-25 – 1 <sup>st</sup> column under All District 1: “<u>25,000 s.f. net site area – 30 du/ac; >25,000 s.f. net site area – 50 du/ac</u>”; 2 <sup>nd</sup> column under Lake St. – “30 du/ac” (new standard – reduced density in District 1)                   |
| Building Height                      | N/A - (not applicable to existing DTSP)                     | Page 3-44 Figure 3-26 – reference to building height standard  | Page 3-44 Figure 3-26 – <b>DELETE figure 3-26</b> (error in figure does not reflect proposed DTSP building height standards for District 1) Existing Figure 3-27 shall be re-numbered Figure 3-26  |
| Front Yard Setbacks for Parking Lots | Page 17 - 10' landscaped incorporated by reference to HBZSO | Page 3-45 Section 3.3.1.10 Front Yard Setback #5) “10’ minimum setback for parking lots.”  | Page 3-45 Section 3.3.1.10 Front Yard Setback #5) “A 10’ minimum landscaped setback <u>shall be required where a parking lot is adjacent to a public right of way.</u> ” <b>ADD: Figure 3-27 to depict this standard.</b> (new standard to reflect existing HBZSO requirement) |
| <b>Cultural Arts Subdistrict 1A</b>  |   |  |  |
| Name                                 | N/A (not applicable to existing DTSP)                       | Page 3-50 Section 3.3.1.20 “Cultural Arts Overlay”   | Page 3-50 Section 3.3.1.20 “Cultural Arts <b>Subdistrict 1A</b> ” (changed overlay to subdistrict)   |

ATTACHMENT NO. 1.6

DTSP Update – Final Recommended Changes – Errata to the June 2009 draft DTSP Update  
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| Issue                | Existing DTSP                         | June 2009 draft DTSP Update  | Final draft DTSP Update Errata (Recommended changes)  |
|----------------------|---------------------------------------|--|---|
| Purpose              | N/A (not applicable to existing DTSP) | Page 3-50 Section 3.3.1.20 #1) Purpose – “The purpose of the Cultural Arts Overlay...”; “The Cultural Arts Overlay area currently contains the Main Street Branch...”; “This overlay provides the potential to implement underground parking.”; “This portion of District 1...that will make the overlay area a public space...” | Page 3-50 Section 3.3.1.20 #1) Purpose – “The purpose of the Cultural Arts <u>Subdistrict 1A...</u> ”; “ <u>Uses within this area include the Main Street Branch...</u> ”; “ <u>This subdistrict requires parking on the Main Street library site to be provided underground.</u> ”; This portion of District 1...that will make the <u>subdistrict</u> area a public space...” (changed overlay to subdistrict, clarified parking requirements for Main St. library site, not applicable to other properties in subdistrict) |
| Boundary             | N/A (not applicable to existing DTSP) | Page 3-51 Figure 3-35 – shows overlay area   | Page 3-51 Figure 3-35 – <u>ADD identification of Main Street Library site on figure</u>   |
| Permitted Uses Table | N/A (not applicable to existing DTSP) | Page 3-51 Permitted Uses b) “Figure 3-36 presents uses permitted with the Cultural Arts Overlay of District 1.”  | Page 3-51 Permitted Uses b) “Figure 3-36 presents uses permitted within <u>the Cultural Arts Subdistrict 1A.</u> ” (changed overlay to subdistrict)   |

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| Issue  | Existing DTSP   | June 2009 draft DTSP Update  | Final draft DTSP Update Errata<br>(Recommended changes)  |
|--|---|--|--|
| Permitted Uses                                 | Page 47 Section 4.8.01 - Permitted uses of District 6 – commercial/office/residential | Page 3-52 Figure 3-36 – library, museum, performing arts center, art gallery, eating and drinking establishments with less than 12 seats – shown as <i>permitted</i> ; eating and drinking establishments – shown as <i>admin permit</i> ; eating and drinking establishments with alcohol shown as <i>CUP from ZA</i>   | Page 3-52 Figure 3-36 – library, museum, performing arts center, art gallery, eating and drinking establishments <b>ADD: cultural institutions, accessory uses</b> – shown as <b><u>CUP from PC</u></b> ; eating and drinking establishments with less than 12 seats – shown as <b><u>admin permit</u></b> ; <b>DELETE: eating and drinking establishments with alcohol</b> ; <b>ADD: footnote 3 – “accessory uses to primary use such as gift shop or retail uses”</b>  |
| Development Standards on Main St. library site | Pages 48 & 49 - Development standards of District 6 applicable to site                | Page 3-52 #4) Summary of Development Standards – “Figure 3-37 presents a summary of the development standards for the Main Street library site within the Cultural Arts Overlay portion of District 1. This figure is only a summary...requirements of each standard” “All other properties within the Cultural Arts Overlay district shall ...standards of District 1 and all other applicable sections of this Specific Plan.” | Page 3-52 #4) Summary of Development Standards – “a) <b><u>All properties with the Cultural Arts Subdistrict 1A excluding the Main Street Library site shall be subject to the commercial and mixed-use development standards of District 1 and all other applicable sections of this Specific Plan.</u></b> b) Figure 3-37 presents a summary of the development standards for the Main Street Library <b>property only</b> . This figure is only a summary...requirements of each standard.” (clarified applicability of standards in this section to Main Street library site only) |

ATTACHMENT NO. 1.8

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| Issue                               | Existing DTSP  | June 2009 draft DTSP Update   | Final draft DTSP Update Errata (Recommended changes)   |
|-------------------------------------|--|---|--|
| Parking on Main St. library site    | Page 1 - Section 4.2.13 - Parking permitted on grade | Page 3-52 - 5) Maximum Site Coverage 6) Maximum Building Height 7) Setbacks   | Page 3-52 – indent and change numbers 1) Maximum Site Coverage 2) Maximum Building Height 3) Setbacks <b>ADD: 4) Parking a) Shall be provided below grade.</b> (new standard – previously included only in General Provisions)   |
| Open Space on Main St. library site | Page 49 Section 4.8.10 - 5% open space required      | Page 3-53 – 8) Public Open Space - “a) 30% minimum of the net site area...” “b) The Cultural Arts Overlay shall have no net loss of green space” “c) 70% minimum of the public open space area shall be landscaped with drought tolerant landscaping.” “d) 1,000 s.f. cultural arts plaza will serve as the primary...a destination for the downtown.” “e) Shall incorporate the following amenities: open green space for pedestrian uses...a variety of public art elements.” | Page 3-53 <b>5) Public Open Space – “a) Shall have no net loss of green space equivalent to approximately 27,944 s.f.” b) Shall incorporate the following amenities: open green space for pedestrian uses and public events; shade and accent trees; benches; trash receptacles; decorative lighting; bicycle parking; and a variety of public art elements.” DELETE: a, c, d, revise e</b> (new standards to clarify open space requirements) |
| Development Standards Table         | N/A (not applicable to existing DTSP)                | Page 3-53 Figure 3-37 “Summary of Development Standards Cultural Arts Overlay of District 1”; “Cultural Arts Overlay”   | Page 3-53 Figure 3-37 “Summary of Development Standards for the <b>Main Street Library Site</b> ” “Cultural Arts <b>Subdistrict 1A</b> ” (changed overlay to subdistrict)  |

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| Issue                              | Existing DTSP  | June 2009 draft DTSP Update   | Final draft DTSP Update Errata (Recommended changes)  |
|------------------------------------|--|---|---|
| <b>Neighborhood Subdistrict 1B</b> |  |   |   |
| Name & Purpose                     | N/A (not applicable to existing DTSP)  | Page 3-54 Section 3.3.1.21 “Neighborhood Overlay”   | Page 3-54 Section 3.3.1.21 “Neighborhood <b>Subdistrict 1B</b> ” (changed overlay to subdistrict throughout page)   |
| Permitted Uses - Office            | Permitted Uses - District #4 (2 <sup>nd</sup> Street) - Mixed Use: Office/Residential, Single-family residential; District 5 (1 <sup>st</sup> Street) – Mixed Use: Commercial/Office/Residential | Page 3-55 Figure 3-38 – “General Business Office” “Non-profit Office” “Professional Office” all listed separately as <i>permitted</i>                                   | Page 3-55 Figure 3-38 “ <b>Office</b> ” (combined all three descriptions of use – still listed as <i>permitted</i> )  |
| Permitted Uses - Residential       | Permitted Uses - District #4 (2 <sup>nd</sup> Street) - Mixed Use: Office/Residential, Single-family residential; District 5 (1 <sup>st</sup> Street) – Mixed Use: Commercial/Office/Residential | Page 3-55 Figure 3-38 “Residential Uses” listed as one combined category as <i>permitted</i> ; footnote 4 – “Pursuant to Section 3.3.1.3 Permitted Uses items 1) and 3) | Page 3-55 Figure 3-38 <b>ADD: “Multi-family housing, apartments, condominiums, and stock cooperatives (up to 4 units) – <u>permitted</u>; Multi-family housing, apartments, condominiums, and stock cooperatives (more than 4 units) – <u>CUP from ZA</u>”</b> (new standard - reclassified residential uses to require CUP for more than 4 units);<br><b>ADD: “single-family detached dwellings – <u>permitted</u>” with footnote 4 – “That comply with the standards provided in Section 3.3.4 District 4 – Established Residential and the standards contained in the Residential Infill Lot Developments Ordinance in Section 230.22 of the HBZSO”</b> (clarified single-family as a permitted use consistent with existing policy and add infill language) |

ATTACHMENT NO. 1.10

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| Issue                           | Existing DTSP  | June 2009 draft DTSP Update   | Final draft DTSP Update Errata<br>(Recommended changes)  |
|---------------------------------|--|---|--|
| <b>Chapter 3 - District 2</b>   |  |   |  |
| Purpose                         | N/A – reconfigured district description reflects approved Pacific City development             | Page 3-59 Section 3.3.2.1 “Pacific City is a 31-acre mixed use project consisting of seven commercial buildings with retail...”   | Page 3-59 section 3.3.2.1 “Pacific City is a 31-acre mixed use project consisting of <b>516 residential units and</b> seven commercial buildings with retail...” (clarified that entire Pacific City is within 31 acres not just commercial portion)   |
| <b>Chapter 3 – District 4</b>   |  |   |  |
| Street frontage – porch element | N/A – not required in existing DTSP  | Page 3-83 Section 3.3.4.15 #1) “Single-family dwelling units shall have a front porch element that faces onto the primary street frontage. The front porch shall be allowed to encroach into the front setback area.” | Page 3-83 Section 3.3.4.15 #1) “Single-family dwelling units <b>not fronting Pacific Coast Highway</b> shall have a front porch element that faces onto the primary street frontage. The front porch shall be allowed to encroach <b>5'</b> into the front setback area.” (clarified- Single-family on PCH required to have front setback landscaped; 2 <sup>nd</sup> sentenced - clarified maximum of encroachment) |
| <b>Chapter 3 – District 5</b>   |  |   |  |
| Purpose                         | N/A – reconfigured district description reflects approved Pacific City residential development | Page 3-85 Section 3.3.5.1 “The Pacific City residential component is approved for 516 condominium units and outdoor recreational amenities including a 2-acre Village Green public park.”                             | Page 3-85 Section 3.3.5.1 “The Pacific City residential component is approved for 516 condominium units and outdoor recreational amenities including a 2-acre Village Green park.” (deleted: public)   |

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| Issue  | Existing DTSP  | June 2009 draft DTSP Update   | Final draft DTSP Update Errata (Recommended changes)  |
|--|--|---|---|
| <p><b>Chapter 3 – District 7</b><br/>                     Tiered Parking</p> | <p>Page 64 Section 4.13.01 Permitted Uses – “Parking lots that will not result in the loss of recreational sand area. Tiered parking is permitted within the Downtown Specific Plan area on existing lots seaward of Pacific Coast Highway provided the parking is designed so that the top of the structures including wall, etc., are located a minimum of one foot below the maximum height of the adjacent bluff”.</p> | <p>Page 3-96 Section 3.3.7.5 Tiered Parking<br/>                     “#1) Tiered parking shall be limited to the area identified in Figure 3-63”. (Figure 3-63 identifies existing beach parking lots north and south of the pier.)<br/>                     “#2) Parking shall not result in the loss of recreational sand area. The top of parking structures shall be at the same elevation of the Pacific Coast Highway sidewalk or located one foot below the maximum height of the adjacent bluff”.</p> | <p>Page 3-96 Section 3.3.7.5 Tiered Parking<br/> <u>“Enhancement of existing parking capacity located north of the pier between PCH and the beach is intended to enhance the pedestrian connectivity and experience along the west side of PCH and provide additional “tuck-under” parking opportunities. An expansion of the existing landscaped parkway reflecting similar design concepts and amenities found north of this area could be created by covering the existing upper tier of parking. In addition, “tuck-under” parking opportunities may exist by excavating versus expansion of the existing tiered parking height.”</u></p> <p><u>“The precise design of additional “tuck-under” parking must adhere to the following standards:</u></p> <ul style="list-style-type: none"> <li>a) <u>Tiered parking shall be limited to the area identified in Figure 3-62.” (Figure 3-62 identifies the existing beach parking lot north of the pier.)</u></li> <li>b) <u>Parking shall not result in the loss of recreational sand area.</u></li> <li>c) <u>The top of parking structures shall be at the same elevation of the Pacific</u></li> </ul> |

| Issue  | Existing DTSP                         | June 2009 draft DTSP Update  | Final draft DTSP Update Errata<br>(Recommended changes)  |
|--|---------------------------------------|--|--|
|  |                                       |  | <p><u>Coast Highway sidewalk or located one foot below the maximum height of the adjacent bluff.</u></p> <p>d) <u>Views from and toward PCH shall be maintained.</u></p> <p><u>ADD: Figures 3-63 &amp; 3-64 to show existing tiered surface parking condition and potential "tuck-under" parking configuration</u></p>   |
| <b>Planning Commission Alternative - Subdistrict 1A Main Street Library Site</b> |                                       |  |  |
| Name   | N/A (not applicable to existing DTSP) | Page 3-50 Section 3.3.1.20 "Cultural Arts Overlay"   | Page 3-50 Section 3.3.1.20 " <u>Subdistrict 1A</u> " (changed overlay to subdistrict throughout)   |
| Purpose  | N/A (not applicable to existing DTSP) | Page 3-50 Section 3.3.1.20 #1) Purpose - "The purpose of the Cultural Arts Overlay..."; "The Cultural Arts Overlay area currently contains the Main Street Branch..."; "This overlay provides the potential to implement underground parking."; "This portion of District 1...that will make the overlay area a public space..." | Page 3-50 Section 3.3.1.20 #1) Purpose - "The purpose of the <u>Subdistrict 1A is to provide uses that are compatible with existing and surrounding uses on and surrounding the Main Street Library site while promoting the enhancement of the cultural arts within Huntington Beach by building on existing cultural facilities within the downtown. Uses within this area include the Main Street Branch of the Huntington Beach Public Library.</u> "; "This portion of District 1...that will make the <u>subdistrict</u> area a public space..." (changed overlay to subdistrict, removed cultural arts subdistrict and create standards for Main Street library site) |

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| Issue                | Existing DTSP  | June 2009 draft DTSP Update   | Final draft DTSP Update Errata<br>(Recommended changes)  |
|----------------------|--|---|--|
| Boundary             | N/A (not applicable to existing DTSP)  | Page 3-51 Figure 3-35 – shows overlay area  | Page 3-51 #2) Boundary – <u>“Subdistrict 1A consists of the triangular-shaped area bound by Main Street and 6<sup>th</sup> Street, as illustrated in Figure 3-35.”</u><br>Figure 3-35 – <u>DELETE</u> all areas other than Main Street Library site on figure  |
| Permitted Uses Table | N/A (not applicable to existing DTSP)  | Page 3-51 Permitted Uses b)<br>“Figure 3-36 presents uses permitted with the Cultural Arts Overlay of District 1.”  | Page 3-51 Permitted Uses - <u>DELETE</u> a)<br>“Cultural facilities are required at the ground floor...” a) “Figure 3-36 presents uses permitted within <u>Subdistrict 1A.</u> ” (changed overlay to subdistrict)  |
| Permitted Uses       | Page 47 Section 4.8.01- Permitted uses of District 6 – commercial/office/residential | Page 3-52 Figure 3-36 – library, museum, art gallery, performing arts center, art gallery, eating and drinking establishments with less than 12 seats – shown as <i>permitted</i> ; eating and drinking establishments – shown as <i>admin permit</i> ; eating and drinking establishments with alcohol shown as <i>CUP from ZA</i> | Page 3-52 Figure 3-36 – library, museum, art gallery <u>ADD: cultural institutions, accessory uses, community theater</u> – shown as <u><i>CUP from PC</i></u> ; <u>DELETE: performing arts center, eating and drinking establishments (including less than 12 seats), eating and drinking establishments with alcohol</u> ; <u>ADD: footnote 1 to accessory uses</u> – “accessory uses to primary use such as <u>gift shop or retail uses</u> ”; <u>footnote 2 to community theater</u> – “ <u>must be associated with a cultural institution which includes libraries, museums and art galleries</u> ” |

ATTACHMENT NO. 1.14

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| Issue  | Existing DTSP  | June 2009 draft DTSP Update  | Final draft DTSP Update Errata (Recommended changes)  |
|--|--|--|---|
| Development Standards on Main St. library site | Pages 48 & 49 - Development standards of District 6 applicable to site | Page 3-52 #4) Summary of Development Standards - "Figure 3-37 presents a summary of the development standards for the Main Street library site within the Cultural Arts Overlay portion of District 1. This figure is only a summary...requirements of each standard" "All other properties within the Cultural Arts Overlay district shall ...standards of District 1 and all other applicable sections of this Specific Plan." | Page 3-52 #4) Summary of Development Standards - "Figure 3-37 presents a summary of the development standards for <b>Subdistrict 1A</b> . This figure is only a summary...requirements of each standard." (changed overlay to subdistrict, removed cultural arts reference) |
| Parking on Main St. library site               | Page 1- Section 4.2.13 - Parking permitted on grade                    | Page 3-52 - 5) Maximum Site Coverage 6) Maximum Building Height 7) Setbacks  | Page 3-52 - indent and change numbers 1) Maximum Site Coverage 2) <b>Floor Area ratio - 0.6 maximum</b> 3) Maximum Building Height 4) Setbacks <b>ADD: 5) Parking a) Shall be provided below grade.</b> (new standard for FAR and parking)                                  |

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| Issue                               | Existing DTSP   | June 2009 draft DTSP Update   | Final draft DTSP Update Errata (Recommended changes)   |
|-------------------------------------|---|---|--|
| Open Space on Main St. library site | Page 49 Section 4.8.10 - 5% open space required                                   | Page 3-53 - 8) Public Open Space - "a) 30% minimum of the net site area..." "b) The Cultural Arts Overlay shall have no net loss of green space" "c) 70% minimum of the public open space area shall be landscaped with drought tolerant landscaping." "d) 1,000 s.f. cultural arts plaza will serve as the primary...a destination for the downtown." "e) Shall incorporate the following amenities: open green space for pedestrian uses...a variety of public art elements." | Page 3-53 <b>6)</b> Public Open Space - "a) Shall have no net loss of green space <b>equivalent to approximately 27,944 s.f.</b> " <b>b)</b> Shall incorporate the following amenities: open green space for pedestrian uses and public events; shade and accent trees; benches; trash receptacles; decorative lighting; bicycle parking; and a variety of public art elements." <b>DELETE: a, c, d, revise e</b> (new standards to clarify open space requirements) |
| Development Standards Table         | N/A (not applicable to existing DTSP)   | Page 3-53 Figure 3-37 "Summary of Development Standards Cultural Arts Overlay of District 1"; "Cultural Arts Overlay"   | Page 3-53 Figure 3-37 "Summary of Development Standards for the <b>Main Street Library Site</b> " " <b>Subdistrict 1A</b> " (changed overlay to subdistrict)   |
| <b>Book II -- Chapter 4</b>         |   |   |  |
| Downtown Design Theme               | Chapter 5 -- Citywide Design Guidelines call for Mediterranean-style architecture | Chapter 4 Page 4-1 -- No design theme is called for.  | Chapter 4 Page 4-1 " <b>Incorporating an ocean theme into projects will unify the downtown and create a visual reminder of the City's "Surf City" culture and create an iconic downtown environment</b> " (new guideline to encourage ocean/beach theme in project design)   |

ATTACHMENT NO. 1.16

| Issue                          | Existing DTSP   | June 2009 draft DTSP Update  | Final draft DTSP Update Errata<br>(Recommended changes)  |
|--------------------------------|---|--|--|
| Trash and Recycling Enclosures | Page 4-8 – General Commercial – general guidelines do not address coordination of businesses with service providers   | Page 4-66 Section 4.4.4.2 Trash and Recycling Enclosures – does not address coordination of businesses with service providers  | Page 4-66 Section 4.4.4.2 Trash and Recycling Enclosures – “3) <u>The Huntington Beach Business Improvement District should help to facilitate coordination between the Downtown business owners and commercial trash service providers to ensure placement and size of bins and level of service provides for a safe and clean environment downtown.</u> ” (new guideline – re-number from 4 – 9)   |
| <b>Book II - Chapter 5</b>     |   |  |  |
| Introduction                   | N/A – not applicable to existing DTSP   | Page 5-1 Section 5.1 Introduction – “Improvements will include...strategies to better manage the parking demand and increase the parking supply.” (correction – delete double period at end of sentence)   | Page 5-1 Section 5.1 Introduction – “Improvements will include...strategies to better manage the parking demand and increase the parking supply.” (correction – delete double period at end of sentence)   |
| Tiered Beach Parking           | Page 64 Section 4.13.01 Permitted Uses – “Parking lots that will not result in the loss of recreational sand area. Tiered parking is permitted within the Downtown Specific Plan area on existing lots seaward of Pacific Coast Highway provided the parking is designed so that the top of the structures including wall, etc., are located a minimum of one foot below the maximum height of the adjacent bluff”. | Page 5-24 Section 5.6.3.9 – Tiered Beach Parking – “Additional parking could be provided in an automated lot or as <u>“tuck-under”</u> parking on the seaward side of Pacific Coast Highway in the existing beach parking lots.”<br>“All parking would be located below the adjacent height of Pacific Coast Highway.” | Page 5-24 Section 5.6.3.9 – Tiered Beach Parking – “Additional parking could be provided in an automated lot or as <u>“tuck-under”</u> parking on the seaward side of Pacific Coast Highway in the existing beach parking lots.”<br>“All parking would be located below the adjacent height of Pacific Coast Highway. Refer to <u>Section 3.3.7.5.</u> ” (deleted podium and added “tuck-under”, referenced codified section in Chapter 3 of Book I) |

DTSP Update – Final Recommended Changes – Errata to the June 2009 draft DTSP Update  
 10/06/09  
 Attachment No. 1

| Issue                      | Existing DTSP                        | June 2009 draft DTSP Update  | Final draft DTSP Update Errata<br>(Recommended changes)   |
|----------------------------|--------------------------------------|--|---|
| <b>Book II – Chapter 7</b> |                                      |  |   |
| Water Supply               | N/A (not addressed in existing DTSP) | Page 7-2 Section 7.2.1.1 Water Supply (continued from page 7-1) – “The wells have a total pumping capacity of 25,050 gallons (gpm) and normally supply 21,400gpm...”   | Page 7-2 Section 7.2.1.1 Water Supply (continued from page 7-1) – “The wells have a total pumping capacity of 25,050 gallons (gpm) and <u>could</u> normally supply 21,400gpm...” (correction)  |
| Water Supply               | N/A (not addressed in existing DTSP) | Page 7-2 Section 7.2.1.1 Water Supply (continued from page 7-1) – “The combined capacity of the service connections is 22,000 gpm. Recent statewide initiatives... 30 percent in the near future.”   | Page 7-2 Section 7.2.1.1 Water Supply (continued from page 7-1) – “The combined capacity of the service connections is 22,000 gpm.” (deleted sentence starting with “Recent statewide initiatives – already stated in next paragraph)   |
| Water Demand               | N/A (not addressed in existing DTSP) | Page 7-2 Section 7.2.1.2 Water Demand – “The water supply availability for the project will be based on...recently adopted UWMP.”<br>“The water supply analysis will be analyzed under the Water Supply Assessment and Wet Utilities Study.”<br>“In addition, the City shall...can be provided as development proceeds.” | Page 7-2 Section 7.2.1.2 Water Demand – “The water supply availability for <u>each</u> project will be based on...recently adopted UWMP.”<br>“The water supply analysis <u>has been</u> analyzed under the Water Supply Assessment and Wet Utilities Study.”<br>“In addition, the City shall...can be provided as <u>each</u> development proceeds.” (clarification – this section has applicability to each project that is developed under DTSP Update) |

ATTACHMENT NO. 1.18