



City of Huntington Beach Planning and Building Department
STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Jennifer Villasenor, Senior Planner *JV*
DATE: February 8, 2011

SUBJECT: SITE PLAN REVIEW NO. 10-004 (BOARDWALK MIXED USE PROJECT)

APPLICANT: Sares-Regis Group, 18825 Bardeen Avenue, Irvine, CA 92714

PROPERTY

OWNER: Freeway Industrial Park, 2032 La Colina Drive, Santa Ana, CA 92705

LOCATION: 7441 Edinger Avenue, Huntington Beach, CA 92647 (northeast corner of Edinger Avenue and Gothard Street – former Levitz Furniture site)

STATEMENT OF ISSUE:

- ◆ Site Plan Review No. 10-004 represents a request for the following:
 - Develop 487 multi-family residential apartment units
 - Develop 14,500 square feet of ground floor commercial area, including a 4,500 square-foot leasing area
 - Develop 9,000 square feet of residential recreation amenities within two buildings and outdoor deck areas
 - Demolish all existing structures on-site and construct associated infrastructure to support the project

- ◆ Staff's Recommends approval of Site Plan Review No. 10-004 based upon the following:
 - Facilitates the implementation of the Beach and Edinger Corridors Specific Plan (BECSP) Town Center – Core and Town Center – Neighborhood segments by providing a mixed use development with a residential base to spark the transformation of the urban neighborhood envisioned for the area and ground level commercial shops to supplement existing and future regional commercial uses.
 - Facilitates mixed use development that produces an environment which is both attractive and sustainable by providing pedestrian-scaled blocks with building massing and architecture that emphasizes variety and visual interest, pedestrian connectivity between Goldenwest College, the commercial core and the Goldenwest transit center, and community re-investment with new and upgraded infrastructure.
 - Consistent with good zoning practice and implements the goals of the BECSP while conforming to the standards and regulations set forth in the development code.
 - Compatible with existing surrounding commercial, educational, and transportation uses, and anticipated residential land uses.

- Serves affordable housing needs of the community by providing 57 on-site affordable housing units, including 10 very-low income units.
- Provides a 0.5-acre public open space area with dedicated on-street parking spaces and public directional and wayfinding signage.
- Provides new publicly accessible streets including a new frontage road with angled parking spaces and pedestrian walkways along Edinger Avenue.
- Incorporates sustainable building practices and provides a GreenPoint Rated Certified project consistent with California's Build It Green Program.
- Requires the irrevocable offer of a reciprocal pedestrian and bicycle access easement with the Bella Terra property to the east and the Red Oak property to the north.

RECOMMENDATION:

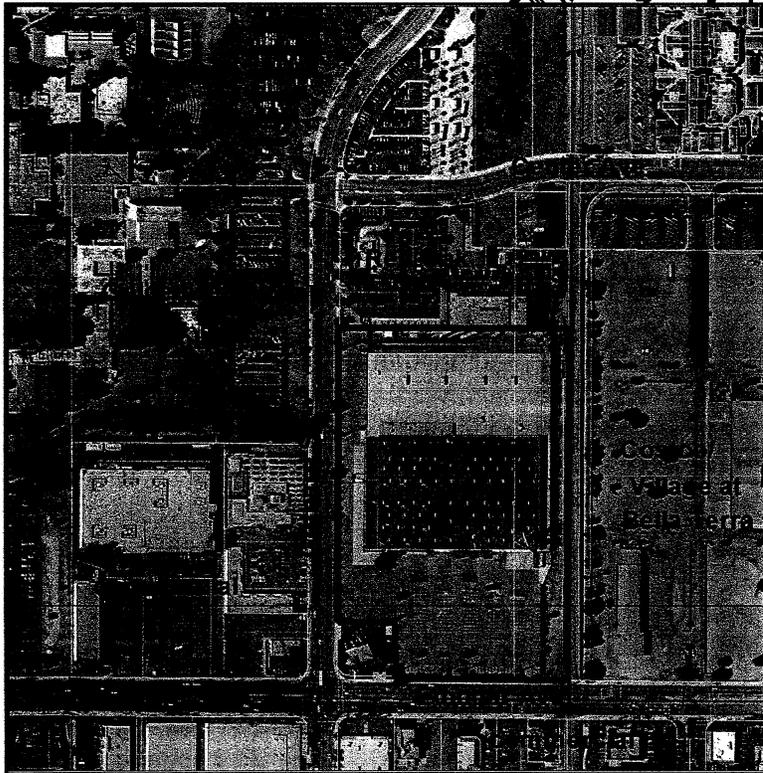
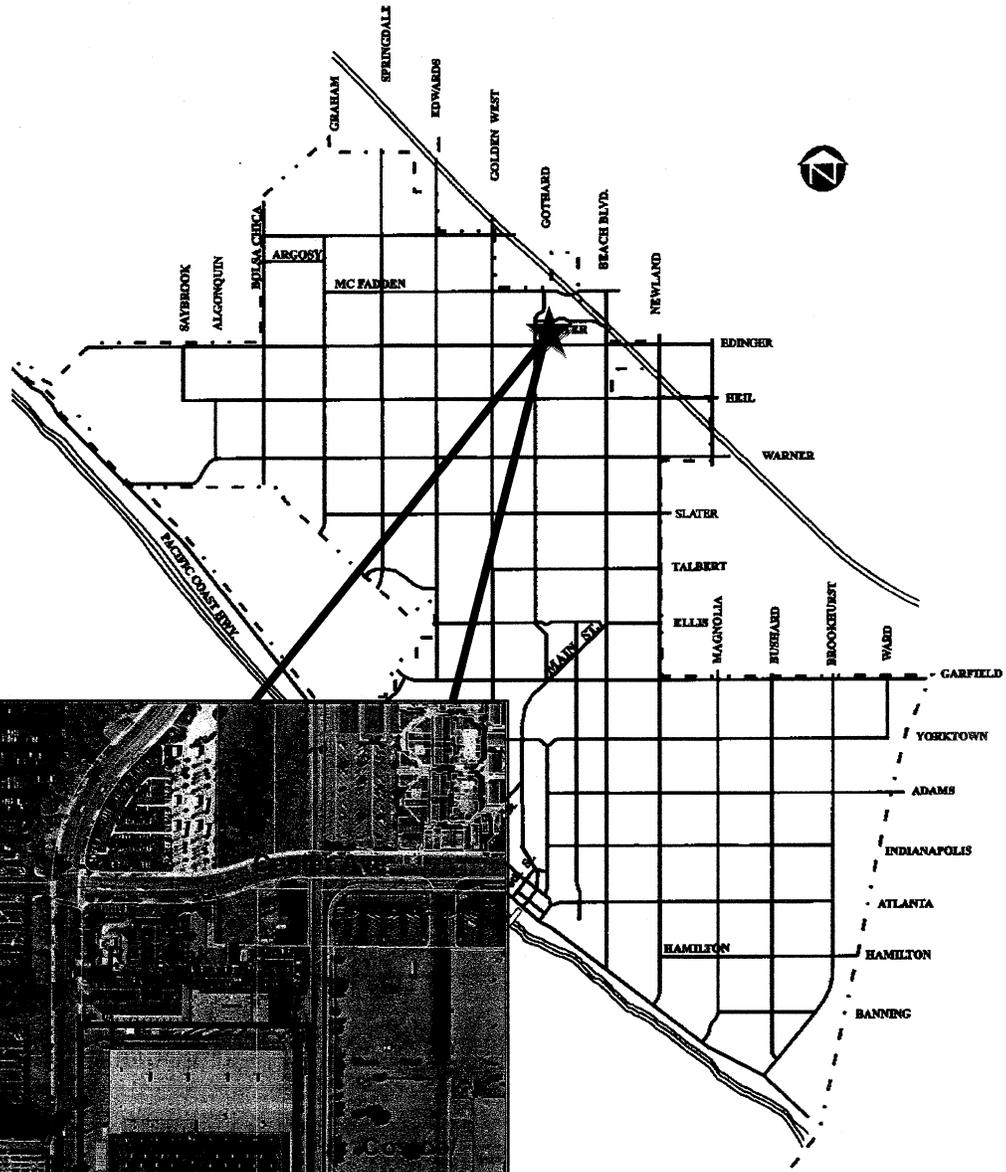
Motion to:

- A. "Approve Site Plan Review No. 10-004 subject to the suggested findings and conditions for approval (Attachment No. 1)."
- B. "Approve CEQA Findings of Fact with a Statement of Overriding Considerations - EIR No. 10-002 (Attachment No. 5)."

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

- A. "Continue Site Plan Review No. 10-004 and direct staff accordingly."
- B. "Deny Site Plan Review No. 10-004 with findings for denial."



VICINITY MAP
SITE PLAN REVIEW NO. 10-004
SARES-REGIS GROUP MIXED USE PROJECT

PROJECT PROPOSAL:

Site Plan Review No. 10-004 represents a request to develop a mixed use project consisting of 487 multi-family apartment units, 10,000 square feet of ground floor leasable commercial area and 4,500 square feet of leasing office area pursuant to the Beach and Edinger Corridors Specific Plan (BECSP). The project also proposes to provide a 0.5-acre public open space area, two private recreation buildings totaling 9,000 square feet of building and outdoor deck area, and a private pool area. New publicly accessible streets, improvements to and access from the Edinger Avenue and Gothard Street rights-of-way, utility infrastructure and 803 parking spaces provided in at-grade tuck-under parking garages and surface lots, one-car garages and on-street angled and parallel parking spaces are also proposed.

The project would construct 10 residential buildings four stories in height plus a mezzanine in some areas on the approximately 12-acre site. The existing approximately 240,000 square-foot former Levitz furniture building would be demolished. The commercial component would be on the ground level of Buildings 1A and 1B (refer to Attachment No. 2) fronting Edinger Avenue with three floors of residential units above. The eight remaining residential buildings are located throughout the project site fronting onto Gothard Street, the new publicly accessible streets and the public open space. Private outdoor amenities include a pool and spa area situated between two private recreation buildings, which include a fitness center, lounge, clubhouse and outdoor decks. The composition of residential units is as follows: 54 studio units, 211 one-bedroom units and 222 two-bedroom units. The average unit size is 937 square feet and the majority are garden-style flats; however, 59 units feature second level mezzanine areas and four units are designed as two-story townhomes. The range of unit sizes is summarized below:

TABLE 1

Residential Unit Type	Number of Units	Size Range
Studio	54	594 sq. ft. to 700 sq. ft.
One-Bedroom	211	724 sq. ft. to 919 sq. ft.
Two-Bedroom	222	1034 sq. ft. to 1,357 sq. ft.
All Units	487	594 sq. ft. to 1,357 sq. ft.

The 0.5-acre public open space area is provided in accordance with the BECSP and centrally located within the project site adjacent to the private recreation area. The public open space area is designed as an active recreation space with a sand volleyball court, paddle tennis courts, fitness stations, a tot lot/climbing toys, seating areas and a climbing rock wall. It should be noted that the final design of the public open space area is subject to review by the Community Services Commission and final design approval by the Community Services Department. The project is also proposing to provide 57 affordable housing units in accordance with City requirements and incorporate sustainable building features in accordance with the Cal Green Building Code and the Build It Green program. The project is designed to accommodate reciprocal pedestrian and bicycle access to the Red Oak property north of the project site and the Village at Bella Terra property east of the project site across the railroad tracks. The project is also designed to integrate the corner “EZ Lube” parcel should it become available in the future.

Study Session:

The Planning Commission held a study session on the project on January 25, 2011. The Planning Commission requested that a digital copy of the project plans be provided on the website and requested the address and photos of another project that the applicant has recently developed. An electronic copy of

the project plans was posted to the City's website on Tuesday February 1, 2011 and information related to a previous project developed by the applicant was provided to the Planning Commission on Friday January 28, 2011 via email. The Planning Commission asked if parking would be provided for the open space area and how those spaces would be enforced. The Planning Commission also asked how the project would address potential compatibility issues with residential units adjacent to the existing EZ Lube business. Staff confirmed that the project would be conditioned to provide parking spaces for the public open space area and would be enforced through the project's parking management plan. Issues related to residential units adjacent to the EZ Lube would be addressed through the project's noise mitigation measures, which require noise attenuation features to obtain acceptable noise levels for units where the existing noise level exceeds City standards. The areas that exceed established noise standards would generally be the units that are closest to Edinger Avenue, Gothard Street, the railroad tracks and the EZ Lube business. The overall land use compatibility and setback requirements of the project are discussed in the Zoning Conformance and Analysis sections of this report. The applicant and project design team attended the study session. No other members of the public were present.

ISSUES:

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

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	M-sp-d (Mixed Use – Specific Plan Overlay – Design Overlay)	SP-14 (Beach and Edinger Corridors Specific Plan)	Vacant Levitz furniture store
North of Subject Property:	M-sp-d	SP-14	General Commercial Uses (A mixed use residential/commercial project is approved)
East of Subject Property (across railroad tracks):	CR-F2-sp-mu-F14 (Commercial Regional – 0.50 Floor Area Ratio (FAR) – Specific Plan Overlay – Mixed Use Overlay – 1.75 Mixed Use FAR: 0.2 Commercial FAR/45 dwelling units/acre)	SP-13 (Bella Terra)	Costco (under construction); Village at Bella Terra Mixed Use Commercial/Residential project (pending approval of Entitlement Plan Amendment)
South of Subject Property (across Edinger Avenue):	M-sp-d	SP-14	General Commercial uses
West of Subject Property (across Gothard Street):	P(RL) Public (Residential Low Density – underlying designation)	PS (Public/Semi-Public)	Goldenwest College

The project site consists of approximately 12 acres located on the north side of Edinger Avenue immediately east of Gothard Street. The site is currently developed with the approximately 240,000 square foot former Levitz furniture store constructed in 1969. It should be noted that a 0.50-acre parcel located immediately on the northeast corner of Edinger Avenue and Gothard Street is developed with an existing auto service business (EZ Lube) and is not included in the project (refer to Attachment No.1). The project site is located within the Town Center Core and Town Center Neighborhood segments of the Beach and Edinger Corridors Specific Plan.

General Plan Conformance:

The project site is located within the Town Center Core and Town Center Neighborhood segments of the Beach and Edinger Corridors Specific Plan. The General Plan land use designation is Mixed Use - Specific Plan Overlay - Design Overlay (M-sp-d). The project is consistent with the following General Plan goals, policies and objectives:

A. Air Quality Element

Goal AQ 1: Improve regional air quality by a) decreasing reliance on single occupancy vehicular trips, b) increasing efficiency of transit, c) shortening vehicle trips through a more efficient jobs-housing balance and a more efficient land use pattern, and d) increasing energy efficiency.

Policy AQ 1.10.1: Continue to require the utilization and installation of energy conservation features in all new construction.

B. Circulation Element

Goal CE 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

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.

C. Growth Management Element

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

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

D. Housing Element

Goal H 2: Provide adequate housing sites to accommodate regional housing needs.

Goal H 3: Assist in development of affordable housing.

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.

E. Land Use Element

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

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

Goal LU 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.

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

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

- a. Not applicable
- b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard.
- c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
- e. Intermix uses and densities in large-scale development projects.
- f. Site development to capitalize upon potential long-term transit improvements.
- g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions, in form, scale, and density of development, and other elements.

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

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

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

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

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

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

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

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

- a. Visual and physical integration among the commercial and residential uses (Plates LU-3 and LU-4);
- b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units

F. Noise Element

Policy N 1.2.1: Require, in areas where noise levels exceed an exterior L_{dn} of 60 dB(A) and an interior L_{dn} of 45 dB(A), that all new development of “noise sensitive” land uses, such as housing, health care facilities, schools, libraries, and religious facilities, include appropriate buffering and/or construction mitigation measures that will reduce noise exposure to levels within acceptable limits.

Policy N 1.2.3: Require development, in all areas where the ambient noise level exceeds an L_{dn} of 60 dB(A), to conduct an acoustical analysis and incorporate special design measures in their construction, thereby, reducing interior noise levels to the 45 dB (A) L_{dn} level.

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.

G. Recreation and Community Services Element

Policy RCS 2.1.1: Maintain the current park per capita ratio of 5.0 acres per 1,000 persons, which includes the beach in the calculation.

H. Urban Design Element

Goal UD 1: Enhance the visual image of the City of Huntington Beach.

Objective UD 1.3: Strengthen the visual character of the City's street hierarchy in order to clarify the City's structure and improve Citywide identity.

Policy UD 1.1.3: Require a consistent design theme and/or landscape design character along the community's corridors that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.

I. Utilities Element

Objective U 1.2: Ensure that existing and new development does not degrade the City's surface waters and groundwater basins.

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

Policy U 1.3.2: Continue to require the incorporation of water conservation features in the design of all new and existing uses such as the use of native plants, low flow toilets and water efficient appliances.

The project would provide a mixed use, urban infill development with 487 rental units increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources. The area has a variety of complementary uses that are critical to any vibrant community such as regional commercial and entertainment uses, employment centers, a transit hub, a community college. Because of its location and unique features, the site would be appropriate in accommodating an infill development that provides almost 500 residential units to support and promote these existing uses in a compact design compatible with the surrounding area. In doing so, multiple sustainable development principles are achieved, resulting in the social and economic well-being of the area. The project provides a housing choice for residents seeking to be within walking distance of school, work, services or entertainment, reduce dependency on their automobile, have access to multiple amenities for an active and mobile lifestyle, or live in an environmentally-conscious development that decreases pollution and environmental degradation.

The proposed project would accommodate and is designed to appeal to different age groups, income levels, and household types. The project is required to meet the City's affordable housing obligations

providing 57 on-site affordable units, including 10 very-low income units. The development promotes the use of transit services as an alternative to reliance on the automobile as the primary mode of transportation. Because the project is located in close proximity to different activities and uses, it provides opportunities and convenience for many households to use alternate travel modes such as walking and biking to complete their daily routines and run errands. The structures of the proposed project are designed to convey a high quality visual image and character and ensure compatibility of residential and commercial uses. The project is designed with retail storefronts on the ground level and residential units above, incorporating design elements, building materials, and colors to differentiate and complement the residential and commercial components of the project. The project site provides the ideal location for the project to incorporate connectivity elements and public amenities within the proposed mix of retail and residential uses to activate and integrate the urban environment and revitalize community life in the surrounding area.

The proposed project incorporates architectural and design principles to provide a pedestrian-oriented scale and ensure maximum design compatibility with existing and proposed developments, including the Village at Bella Terra and the Red Oak mixed use project. Structures on the project site utilize high quality exterior materials, articulated building volumes, and variety in building composition through the use of enhanced colors and materials, balconies, building recesses, awnings and cantilevered decks. The project complies with the development standards and design guidelines of the BECSP, which ensure that form, height, and treatment convey an overall high level of quality. Project buildings are sited close to streets with building entries and stoops fronting onto the public sidewalk. The project also provides a 0.5-acre public open space programmed for active users and public gatherings large enough to accommodate the needs of residents of the proposed and surrounding developments.

The project has been designed to be sensitive to issues related to mixed use developments. The project proposes to attenuate noise from HVAC systems and existing and proposed commercial uses as well as roadway noise. The project provides new streets and drive aisles that meet Fire code standards for emergency access. Laundry areas are located inside the residential units and trash rooms are located within the interior tuck-under parking garages. Residential parking areas would be well-lit and secured from public and commercial parking areas. In addition, the project would comply with California's recently adopted Cal Green Building Code and proposes to exceed Title 24 energy performance standards by 15 percent through installation of efficient heating and cooling systems, Energy Star-rated bathroom ventilation, energy efficient windows and lighting as part of the project's green building/sustainable features. The project would comply with the BECSP and other City codes to reduce water consumption and stormwater runoff. A preliminary Water Quality Management Plan (WQMP) has been reviewed by Public Works staff. A final WQMP is required to be submitted for review and approval prior to grading permit issuance. Finally, the project will incorporate sustainable site development strategies, utilize water savings features, emphasize recycling of resources and materials and maximize indoor environmental quality through design features and community policies.

Zoning Compliance:

This project is located within Specific Plan No. 14 Beach and Edinger Corridors Specific Plan and complies with the requirements of the Town Center – Core and Town Center – Neighborhood segments.

The portion of the site fronting Edinger Avenue is designated within the Town Center – Core segment; the remainder of the site is located with the Town Center – Neighborhood segment. The table below provides an overview of the project’s conformance to the significant development standards of the BECSP. A more detailed zoning conformance matrix is provided in Attachment No. 2 to this staff report. In addition, a list of City Code Requirements of the applicable provisions of the BECSP and the Huntington Beach Zoning and Subdivision Ordinance (HBZSO) and Municipal Code has been provided to the applicant and attached to this report (Attachment No. 4) for informational purposes only.

TABLE 2			
Provision	Town Center – Core (TCC)	Town Center – Neighborhood (TCN)	Proposed Project
2.2 Use Regulations	Various commercial use types permitted including retail, restaurant, specialty; multi-family res. – upper floors only	Multi-family residential	Ground floor commercial; Multi-family Residential
2.2.2 Special Retail Configuration	n/a	n/a	n/a
2.2.3 Affordable Housing	Required over 3 units	Required over 3 units	57 units provided
2.3.1 & 2.3.2 Height	Min. 3 stories/Max. 4 stories (Edinger)	Min. 2 stories/Max. 6 stories	4 stories
2.3.3 Building Length	Max. 300’	Max. 300’	234’ max.
2.3.4 Special Building Length	n/a	n/a	n/a
2.3.5 Building massing	3L:2H to 5L:2H	3L:2H to 5L:2H	3L:2H
2.4.1 Building orientation	Orientation to street required	Orientation to street or open space	Orientation to street or open space for all buildings
2.4.2 Private frontage	Max. length (shopfront, tenant, articulation) – Max. 50’	Required – arcade, forecourt, grand portico, stoop, terraced flush permitted	Max. shopfront – 49’; Stoops with flush treatment
2.4.3 Front setback	0 min./5’ max.	0’ min./15’ max.	0’-2’ – Edinger 0’- 13’ – Gothard
2.4.4 Side setback	10’ min. w/living space windows 0’ w/o living space windows	10’ min. w/ living space windows; 0’ w/o living space windows	10’
2.4.5 Rear Setback	Min. 5’	Min. 10’	Exceeds minimums – buildings buffered by rear surface parking lots
2.4.6 Alley setback	n/a	n/a	n/a

TABLE 2

Provision	Town Center – Core (TCC)	Town Center – Neighborhood (TCN)	Proposed Project
2.4.7 Frontage coverage	90%	90%	Varies – 90% to 100%
2.4.8 Space between buildings	Min. 20'	Min. 20'	30'
2.4.9 Build to corner	n/a	n/a	n/a
2.5.1 Improvements to ex. streets	Edinger – Classic Boulevard	Gothard – Neighborhood street required	Edinger – Classic Blvd. Gothard – Neighborhood St.
2.5.2 Proposed streets	Required; perpendicular to Edinger	Required	Provided
2.5.3 Maximum Block size	1900 ft.	2400 ft.	Block1 – 1731' - TCC Block 2 – 1964' Block 3 – 2180' (note combined districts allows flexibility to utilize largest block size)
2.5.4 Street Connectivity	Required	Required	Provided
2.5.5 East-West Street Connection	n/a	n/a	n/a
2.5.6 Residential Transition Boundary	n/a	n/a	n/a
2.5.7 Street types – new street design	City Streets permitted	City and Neighborhood Streets permitted	City Streets
2.6.1 Provision of public open space	n/a	See section 2.6.2 of the BECSP Special Open Space	See section 2.6.2 of the BECSP Special Open Space
2.6.2 Special Public Open Space	n/a	Required – ½ acre	½-acre public open space provided
2.6.3 Provision of Private Open Space	Attached residential: equivalent of 60 s.f./unit	Attached residential: equivalent of 60 s.f./unit	Total area required: 29,220 s.f. – 34,000 s.f. provided
2.6.4 Public Open Space Types	permitted	Park, Linear Green, Square, Plaza, Courtyard, Passage, Paseo permitted	Linear Green combined with Plaza features
2.6.5 Private Open Space Types	All permitted (except porch)	Courtyard, Private Yard, Rooftop Deck, Balcony permitted	Private recreation buildings, rooftop decks, balconies in most units
2.6.6 Stormwater mgmt.	BMPs required; priority project	BMPs required	Provided – WQMP required to ensure compliance
2.6.7 Stormwater BMP types	Source control and site design required	Source control and site design required	Provided – WQMP required to ensure

TABLE 2			
Provision	Town Center – Core (TCC)	Town Center – Neighborhood (TCN)	Proposed Project
			compliance
2.6.8 Open Space Landscaping	Required	Required	Provided – see public open space section of this report
2.6.5(9) Setback Area Landscape Types	Interior block setback areas – groundcover required	Perimeter block setback areas – sidewalk extension, neighborhood street landscaping; Interior block setback areas – groundcover required, moderate or heaving screening permitted	Complies; groundcover, wood chips, gravel mulch provided; moderate screening at interior perimeters, heavy screening along EZ Lube and railroad tracks
2.7.2 Parking Types	Surface lot – rear; Partially Submerged Podium; Structure Underground – permitted	Surface lot – rear; Partially Submerged Podium; Structure Underground; Structure wrapped – all levels and ground level –permitted	Surface lot – rear
2.8.1 Façade Height	Top and Base - required	Top and Base - required	Provided – see architecture section of this report

Urban Design Guidelines Conformance:

The project is required to comply with the architectural regulations and guidelines of the BECSP. A detailed discussion of the project’s design is provided in the Analysis section of this staff report.

Environmental Status:

Staff has reviewed the proposed development and determined that it is within the scope of development analyzed in draft EIR No. 10-002, which is scheduled for action by the Planning Commission on February 8, 2011. Additionally, the proposed project is very similar in scope and design to the reduced development alternative in the draft EIR. The impacts described as part of the reduced development alternative would provide an accurate assessment of the project’s potential environmental impacts. Therefore, if the Planning Commission certifies EIR No. 10-002, it would serve as the environmental document for CEQA compliance necessary for action on SPR No. 10-004. Below is a summary of project impacts based on the Reduced Development Alternative in EIR No. 10-002.

Summary of Project Impacts:

The majority of impacts associated with the proposed project would be less than significant with the incorporation of mitigation measures and code requirements. Construction related air quality impacts would occur during the project grading phase. In addition, significant cumulative traffic impacts would occur since the proposed project would be contributing traffic to existing or future circulation system deficiencies identified in the BECSP Program EIR. The significant adverse impacts are as follows:

■ Air Quality

- > **Project Specific and Cumulative**—Construction of the proposed project would generate emissions that expose sensitive receptors to substantial pollutant concentrations and exceed the thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD) for Fine Particulate Matter (PM_{2.5}) and Respirable Particulate Matter (PM₁₀) for a period of 40 days during grading operations.

■ Transportation/Traffic

- > **Cumulative**—Operation of the proposed project would cumulatively contribute to an unacceptable Level of Service at two BECSP study area intersections (Brookhurst St./Adams Ave. & Beach Blvd./Bolsa Ave.).
- > **Cumulative**—Operation of the proposed project would cumulatively contribute to an increase in delay at two Caltrans intersections (Beach Blvd./Warner Ave. & Beach Blvd./Garfield Ave.) and would increase traffic to the I-405 northbound loop ramp, which is currently deficient.

Notwithstanding the adoption and implementation of the recommended mitigation measures, approval of the project would require that a Statement of Overriding Considerations be adopted finding that the economic and social benefits of the proposed project outweigh its potentially adverse impacts. In addition, EIR No. 10-002 must be adopted and certified by the Planning Commission prior to any action on SPR No. 10-004. Staff, in its initial study of the project, is recommending that Environmental Impact Report No. 10-002 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 and Transportation/Traffic. The adverse Air Quality and Transportation/Traffic impacts are unavoidable because it has been determined that no feasible mitigation would reduce the impacts to a level that is less than significant.

Approval of the project results in a new, optimally located mixed-use development that is consistent with the BECSP and General Plan and begins the transformation of the Edinger Avenue Corridor as envisioned in the BECSP. In addition, the project would have the following benefits:

- The project would promote new investment that supports the growth and success of Bella Terra and Goldenwest College.
- The project would instigate the development of a network of pedestrian-oriented streets and public open space and accessways that encourage walking, and ultimately walking in conjunction with transit ridership.

- The project would enhance pedestrian, bicycle, and vehicular connections between Goldenwest College, Bella Terra, the Goldenwest Transit Center, and development along Edinger Avenue.
- The project creates a development that is compatible with and sensitive to the existing land uses in the project area.
- The project provides residential and commercial buildings that convey a high quality visual image and character.
- The project provides a mixed use community consistent with the policies and development framework of the BECSP to maximize land use opportunities.
- The project creates a community that enables residents to live in proximity to jobs, education, commercial services, and entertainment uses and reduces the need for automobile use.
- The project includes sustainable design features that build toward a more environmentally sustainable future for the City and region.

Following approval of the Site Plan Review, the Planning Commission must approve a CEQA Statement of Findings and Fact with a Statement of Overriding Considerations (Attachment No. 5).

Environmental Board:

The City's Environmental Board reviewed the EIR and provided a comment letter during the DEIR process. A summary of the Environmental Board's comments is provided in the staff report for EIR No. 10-002. In addition, the Environmental Board noted their preference for the Reduced Development Alternative analyzed in the EIR, which is very similar in development scope and site layout to the proposed project.

Coastal Status: Not applicable

Redevelopment Status:

A portion of the project area along the eastern boundary is within a redevelopment project area. The City's Economic Development Department has reviewed the project to ensure that affordable housing requirements applicable in the redevelopment area are included in the project. Essentially, the project requires 15 percent of the units that are within the redevelopment area portion of the project site to be affordable and include a very-low income component.

Design Review Board: Not applicable

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

The Departments of Public Works, Fire, Community Services, Police and Planning and Building have reviewed the proposed project and provided comments and recommendations. Any recommended conditions of approval are incorporated into the suggested conditions provided in Attachment No.1. In

addition, the identified departments were actively involved in the formulation of the BECSP development code with which the proposed project fully complies.

Public Notification:

Legal notice was published in the Huntington Beach Independent on January 27, 2011, and notices were sent to property owners of record and occupants within a 1,000 ft. radius of the project site, interested parties, and individuals/organizations that commented on the environmental document. As of February 2, 2011, no communications on Site Plan Review No. 10-004 have been received.

Application Processing Dates:

DATE OF COMPLETE APPLICATION:

November 24, 2010

MANDATORY PROCESSING DATE(S):

Within 180 days of certification of EIR: August 6, 2011 (based on EIR public hearing date of February 8, 2011)

ANALYSIS:

The BECSP was adopted in April 2010 to enhance the overall economic performance, physical beauty and functionality of the Beach Boulevard and Edinger Avenue Corridors. The BECSP is intended to guide future development and initiate the transformation of the corridors from commercial strip, in many cases underutilized and underperforming, to a pattern of centers and segments with development standards and regulations that reflect the vision of a particular area. As previously mentioned, the project site is located within the Town Center - Core and Town Center Neighborhood segments of the BECSP. The Town Center - Core segment includes the portion of the project site along Edinger Avenue between Gothard Street and the Union Pacific Railroad (UPRR) tracks that separate the project site from the Bella Terra specific plan area. Development in the Town Center - Core is intended to provide service-oriented and neighborhood commercial uses fronting Edinger Avenue on the ground level that would build upon the commercial uses anticipated by the Village at Bella Terra development and extend the commercial core to Goldenwest College, which begins at Gothard Street. The Town Center - Neighborhood segment includes the remaining portion of the project site as well as the Goldenwest Transit Center and the Red Oak property immediately north of the project site. The Town Center - Neighborhood segment is intended to form an urban neighborhood by providing the majority of residential units in the Edinger Avenue Corridor to support the Town Center - Core commercial uses and the regional commercial uses of Bella Terra and Edinger Avenue while benefiting from proximity to the Goldenwest Transit Center and Goldenwest College.

BECSP Conformance

The proposed project is consistent with the intent of the Town Center - Core and Town Center - Neighborhood segments of the BECSP as stated above and overall objective of the BECSP to improve the viability of the Edinger Avenue corridor by implementing a project that provides ground-floor commercial uses that would generate sales tax revenue and jobs for the City and 487 residential units that establish a significant population base to support the commercial opportunities existing and anticipated for the area. The subject site is the ideal location for a project to build upon the convergence of key developments surrounding the project site (i.e. - Goldenwest College, Goldenwest Transit Center, Bella Terra, Red Oak

mixed use project) and integrate these developments with vehicular, pedestrian and bicycle accessways and public open space that maximize connectivity and establish the urban neighborhood that is intended for the area. In recognition of the unique potential of the project site, the BECSP development code requires specific and detailed standards and regulations that, when implemented, achieve the objectives that are intended for the project site. In this regard, the project's compliance with the BECSP development code is of critical importance. As discussed under the Zoning Conformance section of this report, the project complies with the BECSP development code and does not include any requests to deviate from the development standards. Moreover, the project combines conformance to the BECSP with a viable financially feasible product for current market conditions.

Land Use Compatibility

In the immediate vicinity of the project site, there is an existing and anticipated mix of land uses such as commercial, service and entertainment uses (Bella Terra Mall, Costco (under construction), EZ Lube and those along Edinger Avenue), an educational use (Golden West College), a transit hub (Golden West Transportation Center), and mixed-use developments (Red Oak and Village at Bella Terra approved projects). The proposed four-story development would be compatible with the 385-unit Red Oak and 467-unit Village at Bella Terra projects, both of which are five stories in height and similar in nature to the proposed project. The commercial uses surrounding the project site include regional and neighborhood uses that would benefit from the infusion of residential units in the area. In addition, the proposed residential units would be buffered from the adjacent commercial uses through perimeter setback areas, heavy screening landscaping and parking lots. Interior noise would be minimized through noise attenuation features required by the project's mitigation measures. The project's proximity to Goldenwest College and the existing transit center enhance the land use compatibility of the project contributing to the intended land use pattern for the area. The project site is an appropriate location to combine housing and economic activity to provide both living and employment options for a wide range of people. Not only would the proposed project be compatible with the surrounding land uses, it would contribute to the synergistic mix of uses and people in creating a vibrant urban atmosphere.

Site Layout & Circulation

Access

Access to the project site is proposed via two primary entry points, one on Edinger Avenue and the other on Gothard Street. These access points connect to the new publicly accessible streets that serve the project's interior circulation plan. The primary two-way access driveway on Edinger Avenue also provides for left-turn entry into the project site. To accommodate the left turn, existing medians would be reconfigured resulting in the removal of left-turn access into existing businesses across Edinger Avenue. However, these businesses would still have access from Gothard Street. In addition, the southbound left-turn signal on Edinger Avenue at Gothard Street allows u-turns so vehicles traveling westbound on Edinger Avenue can still access the businesses from the existing Edinger Avenue driveway. In addition, the Fire Department requested the left-turn improvements given that they would be accessing the site from the Gothard Station.

There are two secondary access points on Edinger Avenue that function only to provide the Classic Boulevard configuration required by the BECSP. Vehicles would enter the site via an ingress-only driveway at the eastern end of the site. A row of angled parking is provided directly in front of the

commercial uses. At the end of the drive aisle and parking row an egress-only driveway is provided for exiting the site onto Edinger Avenue.

Secondary access points on Gothard Street include an egress-only and emergency access driveway along the northern property line and a resident-only ingress/egress driveway north of the EZ Lube parcel. Improvements to the existing Gothard Street right of way are required to implement the Neighborhood Street configuration required for Gothard Street in the BECSP. The Gothard Street improvements include a 12-foot wide public frontage or pedestrian zone with a six-foot wide sidewalk and six feet of landscaping. The six feet of landscaping flank both sides of the sidewalk with a five-foot continuous landscaped parkway provided adjacent to the curb to buffer pedestrians from vehicle traffic as required by the BECSP. Because the project proposes stoop entries to residential units and lobby areas directly from Gothard Street, ADA accessible ramps are also integrated into the pedestrian zone. Landscaping is provided in front of the ramps to provide screening and soften the appearance of the ramps.

The project's access points have been designed to comply with the requirements of the BECSP and respond to the Fire Department's request for improved emergency access in addition to staff's requests to maximize building coverage along the streets with minimal curb cuts. In addition, a condition of approval is recommended to provide an offer for reciprocal emergency vehicle access to the Red Oak property if the project is constructed as approved in 2008. The reciprocal access would provide the Fire Department with additional emergency vehicle access point between the two projects. The applicant has expressed concern with this additional condition, however, staff believes it is appropriate to include this condition and be responsive to the Fire Department's request for additional emergency vehicle access.

New Streets

The project is required to provide new streets pursuant to the BECSP development code. New streets are required when existing blocks exceed the maximums permitted by the BECSP. The objective is to provide streets and create more compact blocks to establish a public realm that focuses on pedestrians rather than vehicles. The smaller block sizes promote walkability and provide a sense of place for the user. To this end, the project provides two new publicly accessible streets. The streets are oriented north-south with access from Edinger Avenue and east-west taking access from Gothard Street. The new streets are lined with residential unit and lobby area entries directly onto the public frontage with curb cuts necessary to access the private residential parking areas. Both new streets provide on-street parking on both sides and public frontage treatments incorporating minimum six-foot wide sidewalks, street trees and planting areas. However, a condition of approval is recommended to eliminate three angled parking spaces adjacent to Building 1A at the main entrance to the north-south street. The removal of the parking spaces would provide sufficient area for four cars to stack without backing up into Edinger Avenue and still allow vehicles to safely exit the on-street parking spaces. Removal of the three parking spaces would not affect the project's overall parking requirement and is further discussed in the Parking section of this report. Although not required by the BECSP, staff requested a sidewalk along the public open space area adjacent to the parking zone along the north-south street to provide additional accessibility for pedestrians walking to and through the site. The new streets provide the envisioned streetscape for the BECSP area and are the primary project features for creating the desired public realm, combining an interesting pedestrian experience with a livable and safe resident environment. All improvements will be privately maintained and have public access easements.

In terms of overall site access and circulation, the project complies with the BECSP development code and in some cases exceeds the requirements to accommodate requests by staff and the Fire Department for additional aisle width and access particularly along the Classic Boulevard public frontage improvements. Potential for conflicts are minimized with the incorporation of vehicle round-about areas along the north-south street just north of the commercial/residential buildings and at the east-west street intersection. These roundabouts are demarcated with enhanced paving mixed with recycled glass aggregate for easy identification by motorists while allowing Fire engines and emergency vehicles to drive over them if necessary. The roundabouts will be especially important for vehicles to safely turn-around when the project is first complete as residents become familiar with the new street configurations.

Connectivity

When the Red Oak and Village at Bella Terra mixed use projects were being contemplated, one integral City Council directive was to provide connectivity amongst developments within the project area to promote walkability and use of alternate modes of transportation. The connectivity was also envisioned to make it more convenient for the residents and Goldenwest College students to access the commercial uses at Bella Terra and the mixed use project sites. Both of the projects were conditioned to provide pedestrian and bicycle reciprocal access to ensure that connectivity among the uses and project sites would occur. As such, the proposed project accommodates two points of pedestrian/bicycle connection to access the Red Oak site to the north and the Bella Terra site to the west across the railroad tracks.

The pedestrian/bicycle connection to the Red Oak site is proposed between Buildings 8 and 9 (refer to Attachment No. 2). In order to provide for the connection on the project site, the applicant would remove a parking gate that reaches across the buildings and relocate them on either side of the pedestrian connection area. An access path would be demarcated with enhanced paving and lighted and landscaped to make it a distinct pedestrian/bicycle accessway. The accessway would cross behind private one-car garages part of the way, but potential for conflict would be minimal since the one-car garages would not have a high volume of use throughout the day. Stairs and an ADA accessible ramp would be required to implement the accessway on the Red Oak site to accommodate the grade differential between the two sites. The accessway would be utilized by Red Oak residents or by pedestrians coming from Center Avenue and the Goldenwest Transit Center to access the public open space or commercial uses at the project site or Bella Terra via a required pedestrian path on the Red Oak site that would extend from Center Avenue to the proposed project accessway. Since it is not known when the approved Red Oak site would be constructed, the project is conditioned to provide an irrevocable offer to provide a reciprocal accessway and accommodate the connection on the final project plans. Implementation of the accessway would occur if and when both projects are constructed subject to an agreement between the two project developers.

A similar connection can be accommodated to access the Bella Terra project area across the railroad tracks. The Village at Bella Terra project was conditioned to provide a 10-foot wide at-grade crossing to the project site at a point between 225 feet and 655 feet along the east property line. The range was identified during the Bella Terra public hearing to capture the area located at the front of the first residential building to the area between the residential parking structure and Costco on the Bella Terra site. However, based on current plans, that point is further north at approximately 670 feet. The proposed project can accommodate the crossing at two points along the eastern project boundary and would be designed with enhanced paving, landscaping and lighting. One potential access point, located between Building 1A and Building 2, is within the specified range identified in the condition of approval for Bella

Terra. The other identified access point is located north of the range specified in the condition of approval, but could line up with the area between the residential parking structure and the back of Costco. Similar to the Bella Terra condition, a condition of approval for a similar reciprocal accessway offer is recommended for the proposed project. However, the condition has been simplified in keeping with the intent of the Bella Terra condition for the at-grade connection. In addition, the developer would be required to contribute money toward the cost of implementing the connection. Implementation of the connection at the northern location would require modification of the condition for the Bella Terra project, which has a pending application for an entitlement plan amendment.

Staff believes that the pedestrian connections envisioned for this area are vitally important to implementing a town center core and a successful mix of residential and retail uses that promote walkability and, when implemented, would encourage pedestrian connections in future development projects.

Parking

Parking for the project is provided through at-grade tuck-under and surface parking lots, single-car garages and on-street parking. Surface parking lots are provided at the rear of buildings as permitted by the BECSP development code and would be secured from public and commercial areas with resident-only accessible gates. Carports would be provided in select areas of the surface lots to provide additional covered parking. No vehicle washing areas are proposed. A total of 803 parking spaces are proposed, which exceeds the minimum (but not maximum) number of spaces required by the BECSP Development Code. Parking for the project is provided as follows:

TABLE 3

Use	Required Parking (min.)	Provided
Residential	695 spaces	
studio units	54 spaces (54 units - 1 per unit)	
one-bedroom units	211 spaces (211 units - 1 per unit)	
two-bedroom units	333 spaces (211 units - 1.5 per unit)	
guest parking	97 spaces (2 spaces per 10 units)	
Commercial	44 spaces	104 on-street open spaces 699 garaged or gated spaces
10,000 sf retail	30 spaces (3 spaces per 1,000 sf)	
4,500 sf office	11 spaces (2.5 spaces per 1,000 sf)	
Total	737 spaces	803* spaces

*As previously noted, a condition of approval is recommended to remove the first three angled parking spaces adjacent to Building 1A at the main entrance of the north-south street. The total number of parking spaces provided would be 800 and still exceed the minimum number of spaces required.

Although the project exceeds the minimum number of required parking spaces, the applicant has opted to provide additional spaces to achieve an optimal ratio of parking spaces based on the applicant's experience as a multi-family residential developer and property manager. All of the on-site parking spaces comply with the minimum dimensions required by the BECSP and Huntington Beach Zoning and Subdivision Ordinance. The project also proposes to provide bicycle parking for residents, employees and guests in accordance with the requirements of the HBZSO. In addition, the project is conditioned to provide parking spaces for the public open space area (discussed under the public open space section of this report) and would provide ADA accessible spaces as required by the Building Code. The project is required to provide a parking management plan to ensure that all of the parking spaces within the project site are adequately utilized and sufficiently serve the project's uses.

Infrastructure

The project is required to provide new and upgraded utility infrastructure and connections necessary for the project. In addition, existing on-site improvements, including a UPRR signal box, a Verizon vault, and an OCTA bus stop, may require relocation by the project. The applicant has already started working with the individual utility providers and would relocate or design around the existing structures in accordance with the requirements of the individual agency. Back-flow devices, transformers and ground-mounted mechanical equipment necessary to support infrastructure would be screened with landscaping pursuant to the BECSP development code.

Project Design

Public Open Space

In accordance with the BECSP development code, the proposed project is required to provide a minimum 0.5-acre public open space area. The public open space is centrally-located within the project site, contiguous with the private recreational amenities and accessible from the new publicly accessible streets. The public open space area is sited to provide maximum accessibility for the anticipated users, which are primarily residents of the project, residents of the Red Oak project and, to a slightly lesser extent, Goldenwest College students and the Village at Bella Terra residents. As such, it makes the most logical sense to locate the public open space at the intersection of the new north-south street and east-west street where users can conveniently locate and access the area from Gothard Street and a planned pedestrian/bicycle connection between the Red Oak site and the project site. The conceptual design of the public open space envisions a highly active user and provides amenities such as a sand volleyball court, paddle tennis court, climbing rock wall and a hybrid tot lot/seating area, additional seating and shade areas, fitness stations and publicly accessible sidewalks on three sides. The public open space will be privately maintained and have an easement recorded for public use in perpetuity. The project, through the recommended conditions of approval, would reserve four on-street parking spaces for the public open space area, including one ADA accessible space, during park hours. Residential units face directly onto the public open space area to heighten the sense of community security and deter potential crime. A key to the successful function of the public open space will be the public wayfinding signage required as part of the overall design. The project is conditioned to have the final design of the public open space area reviewed by the Community Services Commission.

Architecture

The project proposes a contemporary architectural style consistent with the guidelines set forth in the BECSP. The project provides primary building volumes, facade offsets and notches, expressed building entries and architectural base treatments that are required by the BECSP development code. The contemporary architectural style is articulated and accentuated with enhanced materials and façade treatments, variation in massing composition and color palettes, and utilization of geometric forms. The project design is a departure from the upper-story setback “wedding cake” configuration typically utilized to address massing. Instead the project design incorporates a variety of materials that provide texture and interest coupled with the public and private frontage treatments provided by residential stoops, streetscape planting material and an architectural base with differentiated materials and colors along the length of the buildings. Together, this design creates a pedestrian-scale while staying true to the contemporary architectural style. The proposed color palette is distinct for each building, which not only provides an aesthetic element but becomes an inherent wayfinding feature for the project’s future users. The image of

Huntington Beach is conveyed through the private recreation buildings. The buildings include abundant glass to create a sense of openness and merge the public and private open space areas. The glass buildings would not pose a substantial glare issue as the buildings would utilize glass coatings to minimize glare and are located within the interior of the project site adjacent to low volume streets and are lower in height (three stories). The northern recreation building includes a curved roof representing an ocean wave and a meandering boardwalk is weaved through the public and private open space areas taking inspiration from the Huntington Beach pier. The vehicle roundabouts integrate colored recycled glass in blue and green colors designed in a pattern that replicates the ocean.

Staff has worked with the applicant for many months to achieve a project that provides a high quality and compatible architectural design that is reflective of the image of Huntington Beach. In response to staff's comments throughout the project review process, the applicant has provided additional architectural features such as enhanced architecture and materials at the building corners, improved façade treatments along the sides of buildings, upgraded landscaping and architecturally integrated garage doors, improved articulation on the most visible building facades and upgraded window treatments. The project's architecture is reflective of the intent of the Town Center – Neighborhood and Town Center – Core segments in that the area is envisioned to be an urban neighborhood with the widest range of contemporary housing types within the BECSP. In addition, the contemporary architecture is compatible with the approved Red Oak and Village at Bella Terra projects while maintaining enough distinction to contribute to the urban neighborhood feel.

Affordable Housing

The proposed project is required to provide affordable housing in accordance with the BECSP. In addition, since the eastern portion of the project site is within a redevelopment project area, the project is obligated to provide affordable units consistent with California redevelopment law. Of the 487 total units, the project proposes to provide 57 affordable units on-site meeting the affordability requirement for 10 percent of the units outside of the redevelopment project area and 15 percent of the units within the redevelopment project area. 10 of the affordable units would be made available to very-low income households and the remaining 47 affordable units would be available to moderate income households. The affordable units would be dispersed throughout the 10 residential buildings and include a mix of unit types. The specific affordability terms will be set forth in a Development Agreement as required by the BECSP. The Development Agreement must be adopted by ordinance and recorded prior to issuance of building permits. The provision of on-site affordable units furthers the intent of the Town Center - Neighborhood segment envisioning a wide range of housing types. In addition, the affordable units, and the project in general, would provide needed housing for fulfilling the City's share of the Regional Housing Need for the 2008-2014 planning period.

Sustainability

The BECSP requires all projects to incorporate sustainable elements in the project design. The proposed project would provide a range of sustainable elements that incorporate all stages of the project's lifecycle from recycling building materials during construction to a community-wide no smoking policy during operation of the project. The project has been designed to comply with the Cal Green Building Code, exceed Title 24 energy performance standards by 15 percent and meet the Build It Green GreenPoint-Rated criteria for certification. Sustainable design features include the following: Energy Star appliances and bathroom fan systems, tankless hot water heaters that would achieve up to a 30 percent reduction in natural gas usage, energy efficient heating and cooling systems, windows, and lighting with occupancy

sensor switches, a cool roof membrane to cool buildings during the summer and reduce the "heat island effect," and low-flow toilets, faucets and waterless urinals. Landscaping would comply with the City's Water Efficient Landscaping Ordinance and implement water efficient techniques such as grouping plant materials by hydrozoning methods, applying thicker mulch coverage to planters and utilizing weather-based irrigation controllers to avoid overwatering during rainy and wet weather conditions. The project also proposes other strategies to promote indoor air quality and recycling through both project design features and education/policy implementation. As a condition of approval, staff is recommending that the project be certified GreenPoint-Rated and provide documented evidence of the project's sustainable design at various stages of permitting and construction. Staff is recommending the GreenPoint-Rated rating system as it is the most conducive rating system to residential projects and is consistent with the Cal Green Building Code.

SUMMARY:

Staff recommends approval of Site Plan Review No. 10-004 because the project:

- Implements the objectives of the BECSP to improve the viability of the Edinger Avenue;
- Provides a mixed use development that is consistent with the BECSP development code and compatible with the surrounding existing and anticipated land uses;
- Facilitates development that produces an environment which is both attractive and sustainable by increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources;
- Is consistent with good zoning practice and implements the goals of transforming the Edinger Avenue Corridor by providing tax-revenue generating commercial uses with 487 residential units to support the new commercial uses as well as existing surrounding commercial uses;
- Serves affordable housing needs of the community by providing on-site affordable housing units;
- Requires GreenPoint-Rated certification;
- Provides a 0.5-acre public open space;
- Accommodates pedestrian and bicycle connections to the Red Oak and Bella Terra project sites;
- Provides a housing choice for residents seeking to be within walking distance of school, work, services or entertainment, reduce dependency on their automobile, have access to multiple amenities for an active and mobile lifestyle, or live in an environmentally-conscious development that decreases pollution and environmental degradation;
- Provides a high quality architectural design integrating design elements that promote a healthy and active lifestyle as an image for Huntington Beach; and
- Reduces adverse environmental impacts to the extent feasible.

For these reasons, staff recommends the Planning Commission approve Site Plan Review No. 10-004.

ATTACHMENTS:

1. Suggested Findings and Conditions of Approval for Site Plan Review No. 10-004
2. Site Plan, Floor Plans, Elevations, and other site plan exhibits dated January 18, 2011
3. Project Narrative dated November 19, 2010

4. Code Requirements Letter dated December 13, 2010 (for information purposes only)
5. CEQA Statement of Findings and Fact with Statement of Overriding Considerations – EIR No. 10-002
6. Mitigation Monitoring and Reporting Program – EIR No. 10-002
7. Environmental Impact Report No. 10-002 – **Not Attached—(Available at City Hall—3rd Floor Planning and Building Department, City Hall - 2nd Floor City Clerk's office, the Central Library and on the City's website)**

SH:MBB:jv

ATTACHMENT NO. 1

SUGGESTED FINDINGS AND CONDITIONS OF APPROVAL

SITE PLAN REVIEW NO. 10-004

FINDINGS FOR APPROVAL – SITE PLAN REVIEW NO. 10-004:

1. Site Plan Review No. 10-004 for the construction of a mixed use development consisting of 487 multi-family residential units and 14,500 square feet of commercial area and associated improvements including a 0.5-acre public open space area, will not be detrimental to the general welfare of persons working or residing in the vicinity or detrimental to the value of the property and improvements in the neighborhood. The mixed-use residential and retail development, with the recommended conditions of approval, incorporates architectural and design elements that provide maximum compatibility of design with the existing and anticipated development surrounding the project site, promotes pedestrian accessibility, and promotes the image of the Huntington Beach “Surf City” lifestyle. Structures on the project site are four stories in height and feature enhanced building materials and colors, building recesses and façade offsets, and variation in massing composition. The project’s conformance to the Beach and Edinger Corridors Specific Plan (BECSP) further ensures that the form, height, and architectural design convey an overall high level of quality. New streetscapes that incorporate public sidewalks and landscaping areas will ensure connectivity with the adjacent developments and provides maximum accessibility to the 0.5-acre public open space area.

2. The project will not adversely affect the Circulation Plan of the BECSP. The project will provide new streets and improvements to existing streets pursuant to the BECSP development code. The improvements to Edinger Avenue and Gothard Street as well as the new streets create more compact blocks to establish a public realm that focuses on pedestrians rather than vehicles. The streets provide connectivity to the existing street network and allow for extension of vehicular and pedestrian access as future developments are proposed. The new streets provide two-way drive aisles consistent with the City standard and feature on-street parking on both sides and public frontage treatments incorporating minimum six-foot wide sidewalks, street trees and planting areas. The project also provides for pedestrian and bicycle connections to adjacent developments to the north and south and would pay fees commensurate with the project’s contribution of traffic on the area-wide roadway system.

3. The proposed mixed use development will comply with the provisions of the BECSP development code as specified in the Town Center – Core and Town Center – Neighborhood segments. In addition, the project meets all

applicable provisions of Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance. The proposed project meets code requirements in terms of building height, massing and volume, setbacks, landscaping, streetscapes, public and private open space, parking and building placement.

4. The granting of the site plan review will not adversely affect the General Plan. It is consistent with the Land Use Element designation of Mixed Use – Specific Plan Overlay – Design Overlay on the subject property. In addition, it is consistent with the following goals and policies of the General Plan:

A. Air Quality Element

Goal AQ 1: Improve regional air quality by a) decreasing reliance on single occupancy vehicular trips, b) increasing efficiency of transit, c) shortening vehicle trips through a more efficient jobs-housing balance and a more efficient land use pattern, and d) increasing energy efficiency.

Policy AQ 1.10.1: Continue to require the utilization and installation of energy conservation features in all new construction.

B. Circulation Element

Goal CE 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

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.

C. Growth Management Element

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

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

D. Housing Element

Goal H 2: Provide adequate housing sites to accommodate regional housing needs.

Goal H 3: Assist in development of affordable housing.

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.

E. Land Use Element

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

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

Goal LU 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources and scale and character.

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

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

- a. Not applicable
- b. Vary uses and densities along the City's extended commercial corridors, such as Beach Boulevard.
- c. Increase diversification of community and local commercial nodes to serve adjacent residential neighborhoods.
- e. Intermix uses and densities in large-scale development projects.
- f. Site development to capitalize upon potential long-term transit improvements.
- g. Establish linkages among community areas, which may include pedestrian and vehicular paths, landscape, signage, other streetscape elements, open space, transitions, in form, scale, and density of development, and other elements.

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

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

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

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

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

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

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

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

- a. Visual and physical integration among the commercial and residential uses (Plates LU-3 and LU-4);
- b. Architectural treatment of building elevations to convey the visual character of multiple building volumes and individual storefronts and residential units

F. Noise Element

Policy N 1.2.1: Require, in areas where noise levels exceed an exterior L_{dn} of 60 dB(A) and an interior L_{dn} of 45 dB(A), that all new development of "noise sensitive" land uses, such as housing, health care facilities, schools, libraries, and religious facilities, include appropriate buffering and/or construction mitigation measures that will reduce noise exposure to levels within acceptable limits.

Policy N 1.2.3: Require development, in all areas where the ambient noise level exceeds an L_{dn} of 60 dB(A), to conduct an acoustical analysis and incorporate special design measures in their construction, thereby, reducing interior noise levels to the 45 dB (A) L_{dn} level.

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.

G. Recreation and Community Services Element

Policy RCS 2.1.1: Maintain the current park per capita ratio of 5.0 acres per 1,000 persons, which includes the beach in the calculation.

H. Urban Design Element

Goal UD 1: Enhance the visual image of the City of Huntington Beach.

Objective UD 1.3: Strengthen the visual character of the City's street hierarchy in order to clarify the City's structure and improve Citywide identity.

Policy UD 1.1.3: Require a consistent design theme and/or landscape design character along the community's corridors that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.

I. Utilities Element

Objective U 1.2: Ensure that existing and new development does not degrade the City's surface waters and groundwater basins.

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

Policy U 1.3.2: Continue to require the incorporation of water conservation features in the design of all new and existing uses such as the use of native plants, low flow toilets and water efficient appliances.

The project would provide a mixed use, urban infill development with 487 rental units increasing housing options for diverse household types, promoting alternative modes of transportation, creating a local sense of place, reducing infrastructure and maintenance costs, and allowing for more efficient use of land resources. The area has a variety of complementary uses that are critical to any vibrant community such as regional commercial and entertainment uses, employment centers, a transit hub, a community college. Because of its location and unique features, the site would be appropriate in accommodating an infill development that provides almost 500 residential units to support and promote these existing uses in a compact design compatible with the surrounding area. In doing so, multiple sustainable development principles are achieved, resulting in the social and economic well-being of the area. The project provides a housing choice for residents seeking to be within walking distance of school, work, services or entertainment, reduce dependency on their automobile, have access to multiple amenities for an active and mobile lifestyle, or live in an environmentally-conscious development that decreases pollution and environmental degradation.

The proposed project would accommodate and is designed to appeal to different age groups, income levels, and household types. The project is required to meet the City's affordable housing obligations providing 57 on-site affordable units, including 10 very-low income units. The development promotes the use of transit services as an alternative to reliance on the automobile as the primary mode of transportation. Because the project is located in close proximity to different activities and uses, it provides opportunities and convenience for many households to use alternate travel modes such as walking and biking to complete their daily routines and run errands. The structures of the proposed project are designed to convey a high quality visual image and character and ensure compatibility of residential and commercial uses. The project is designed with retail storefronts on the ground level and residential units above, incorporating design elements, building materials, and colors to differentiate and complement the residential and commercial components of the project. The project site provides the ideal location for the project to incorporate connectivity elements and public amenities within the proposed mix of retail and residential uses to activate and integrate the urban environment and revitalize community life in the surrounding area.

The proposed project incorporates architectural and design principles to provide a pedestrian-oriented scale and ensure maximum design compatibility with existing and proposed developments, including the Village at Bella Terra and the Red Oak mixed use project. Structures on the project site utilize high quality exterior materials, articulated building volumes, and variety in building composition through the use of enhanced colors and materials, balconies, building recesses, awnings and cantilevered decks.

The project complies with the development standards and design guidelines of the BECSP, which ensure that form, height, and treatment convey an overall high level of quality. Project buildings are sited close to streets with building entries and stoops fronting onto the public sidewalk. The project also provides a 0.5-acre public open space programmed for active users and public gatherings large enough to accommodate the needs of residents of the proposed and surrounding developments.

The project has been designed to be sensitive to issues related to mixed use developments. The project proposes to attenuate noise from HVAC systems and existing and proposed commercial uses as well as roadway noise. The project provides new streets and drive aisles that meet Fire code standards for emergency access. Laundry areas are located inside the residential units and trash rooms are located within the interior tuck-under parking garages. Residential parking areas would be well-lit and secured from public and commercial parking areas. In addition, the project would comply with California's recently adopted Cal Green Building Code and proposes to exceed Title 24 energy performance standards by 15 percent through installation of efficient heating and cooling systems, Energy Star-rated bathroom ventilation, energy efficient windows and lighting as part of the project's green building/sustainable features. The project would comply with the BECSP and other City codes to reduce water consumption and stormwater runoff. Finally, the project will incorporate sustainable site development strategies, utilize water savings features, emphasize recycling of resources and materials and maximize indoor environmental quality through design features and community policies.

SUGGESTED CONDITIONS OF APPROVAL – SITE PLAN REVIEW NO. 10-004:

1. The site plan, floor plans and elevations of Site Plan Review No. 10-004 received January 18, 2011, shall be the conceptually approved design except as amended by the conditions specified herein.
2. No on-street parking spaces shall be permitted on the inbound side of the main driveway entrance on Edinger Avenue within 90 feet of the extension of the curb face along Edinger Avenue. To accommodate this requirement, the first three angled parking spaces adjacent to the west side of Building 1A shall be removed. The area shall be integrated into the project's public frontage improvements and treated with enhanced paving and landscaping.
3. Comply with all mitigation measures adopted for the project in conjunction with Environmental Impact Report No. 10-002.
4. At least 14 days prior to any grading activity, the property owner/developer shall provide notice in writing to property owners of record and tenants of properties within a 500-foot radius of the project site as noticed for the public

hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning and Building Department.

5. Prior to issuance of a precise grading permit, the following shall be completed:

- a) A sewer study shall be prepared and submitted to Public Works for review and approval. The project is proposing to sewer to the sanitary sewer system on Gothard Street. This system, which flows southerly to Heil Avenue and westerly to Goldenwest where it connects to a 36 inch OCSD trunk line, has been identified as deficient in the ultimate buildout condition of the Beach Edinger Corridor Specific Plan (BECSP). If the sewer study shows that the proposed project triggers that deficiency, the developer shall be required to upgrade the system per the recommendations of the BECSP and could be reimbursed proportionally as other future contributing developments within the corridor are developed. If the proposed development does not trigger the anticipated deficiency, the property owner/developer shall be required to pay their fair-share portion for the future upgrade of the sewer system.
- b) A street improvement plan shall be submitted to the Planning and Building and Public Works Departments for review and approval. All design and their construction shall be per the City Standard codes and street configuration and specifications of the Beach and Edinger Corridors Specific Plan. The frontage along Edinger Avenue shall comply with the "Classic Boulevard" configuration and the frontage along Gothard Street shall comply with the "Neighborhood Street" configuration.
- c) An interim parking and building materials storage plan shall be submitted to the Planning Division to assure adequate parking and restroom facilities are available for employees, customers and contractors during the project's construction phase and that adjacent properties will not be impacted by their location. The plan shall also be reviewed and approved by the Fire Department and Public Works Department. The property owner/developer shall obtain any necessary encroachment permits from the Department of Public Works.
- d) Blockwall/fencing plans (including a site plan, section drawings, and elevations depicting the height and material of all retaining walls, walls, and fences) consistent with the grading plan shall be submitted to and approved by the Planning Division. Double walls shall be prohibited. Prior to construction of any new walls, a plan must be submitted

identifying the removal of any existing walls next to the new walls, and shall include approval by property owners of adjacent properties. The plans shall identify materials, seep holes and drainage.

6. Prior to submittal for building permits, the following shall be completed:
 - a) One set of project plans and one 8 ½ inch by 11 inch set of all colored renderings, elevations, and materials sample and color palette, revised pursuant to Condition of Approvals and Code Requirements, shall be submitted for review, approval and inclusion in the entitlement file, to the Planning Division.
 - b) Zoning entitlement conditions of approval, code requirements identified herein and code requirements identified in separately transmitted memorandum from the Departments of Fire and Public Works shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
 - c) Submit three (3) copies of the site plan and floor plans and the processing fee to the Planning Division for addressing purposes after street name approval by the Fire Department.
 - d) Contact the United States Postal Service for approval of mailbox location(s).
 - e) The property owner/developer shall submit an itemized value of the half-acre public open space area including development costs subject to review by the Community Services Department.
 - f) An "Acceptance of Conditions" form shall be properly executed by the developer and an authorized representative of the owner of the property, recorded with the County Recorder's Office, and returned to the Planning Division for inclusion in the entitlement file. Conditions of approval shall remain in effect in the recorded form in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.
 - g) The property owner/developer shall submit a report, prepared by an accredited third party, that the project plans have been prepared in accordance with the criteria to achieve a Build It Green GreenPoint-Rated certification. The property owner/developer shall also provide proof of retention of a third party rater to ensure that the project is constructed according to all specifications as they relate to the criteria of the GreenPoint Rated program.
7. Prior to issuance of a building permit the following shall be completed:

- a) The property owner/developer shall provide a Landscape Maintenance License Agreement to address the continuing maintenance and liability for all landscaping, irrigation, furniture and enhanced hardscape that encroaches into the Edinger Avenue and Gothard Street Rights-of-Way. The agreement shall describe all aspects of maintenance such as enhanced sidewalk cleaning, trash cans, disposal of trash, signs, tree or palm replacement and any other aspect of maintenance that is warranted by the development plan improvements proposed. The agreement shall state that the property ownership shall be responsible for all costs associated with maintenance, repair, replacement, liability and fees.
- b) The final design of the half-acre public open space area, including a detailed, scaled site plan, including a listing and samples of the park amenities such as tot lot, shade structures, and fitness stations and public access directional signage, shall be reviewed and approved by the Community Services Commission. Any changes to the major park amenities such as tot equipment or sports courts shall be approved by the Community Services Department and may be referred back to the Community Services Commission.
- c) A Development Agreement shall be approved by the City Council and recorded. The Agreement shall provide for affordable dwelling units in accordance with the Beach and Edinger Corridors Specific Plan (BECSP) and the Huntington Beach Zoning and Subdivision Ordinance. The number and location of units and affordability terms shall be set forth in the Development Agreement.
- d) The final project plans shall be designed such that an at-grade pedestrian and bicycle connection meeting ADA access requirements can be accommodated between Buildings 8 and 9 to provide future pedestrian and bicycle access to the property to the north. The design and width of the future accessway shall be submitted to the Planning Division subject to review and approval by the Planning and Building and Public Works Departments. The property owner/developer shall provide an irrevocable offer to dedicate a reciprocal accessway between the subject site and adjacent northerly property. The property owner/developer shall be responsible for accommodating necessary improvements to implement the reciprocal accessway pursuant to an agreement with the adjacent property owner/developer. The legal instrument shall be submitted to the Planning Division a minimum of 30 days prior to building permit issuance. The document shall be approved by the Planning Division and City Attorney as to form and content and, when approved, shall be recorded with the County Recorder prior to Building final building permit approval. A copy of the recorded document shall be filed with the Planning Division for inclusion in the entitlement file prior to final building permit approval.

The recorded agreement shall remain in effect in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.

- e) The property owner/developer shall provide an irrevocable offer to dedicate a reciprocal vehicular accessway for emergency vehicle access only between the subject site and the adjacent northerly property for a length not to exceed 20 feet from the end of the parking spaces perpendicular to the easterly property line. The legal instrument shall be submitted to the Planning Division a minimum of 30 days prior to building permit issuance. The document shall be approved by the Planning Division and City Attorney as to form and content and, when approved, shall be recorded with the County Recorder prior to final building permit approval. A copy of the recorded document shall be filed with the Planning Division for inclusion in the entitlement file prior to final building permit approval. The recorded agreement shall remain in effect in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach. In the event the property north of the subject site develops pursuant to the approved site plan dated November 10, 2008, and the Fire Department determines additional access is necessary, the property owner/developer shall be responsible for accommodating the site improvements to implement the emergency vehicle access pursuant to an agreement with the adjacent northerly property owner/developer. The design, location and width of the accessway shall be reviewed and approved by the Planning Division and Fire and Public Works Departments.
- f) The property owner/developer shall provide an irrevocable offer to dedicate a reciprocal accessway between the subject site and adjacent westerly property. The design, location and width of the accessway(s) shall be reviewed and approved by the Planning Division and Public Works Department. Accessway design shall consist of vehicular, pedestrian and bicycle access and landscaping. In the event the adjacent property west of the subject site develops, pursuant to the development, zoning and design standards of the Beach and Edinger Corridors Specific Plan, the developer and future developer of the adjacent property (if the developer entity is different from the subject property) shall be responsible for making the necessary improvements to implement the reciprocal accessway. The cost of such improvements shall be shared between the developer and future developer as negotiated between the two parties. The legal instrument shall be submitted to the Planning Division a minimum of 30 days prior to building permit issuance. The document shall be approved by the Planning Division and City Attorney as to form and content and, when approved, shall be recorded with the County Recorder prior to Building final building permit approval. A copy of the recorded document shall