

**CITY OF HUNTINGTON BEACH
PLANNING COMMISSION STUDY SESSION**

**ENTITLEMENT PLAN AMENDMENT NO. 13-005/
SPECIAL PERMIT NO. 13-003
(PACIFIC CITY HOTEL)
JANUARY 28, 2014**

SUMMARY

- **Location:** 21002 Pacific Coast Highway, 92648 (bounded by Pacific Coast Highway, First Street, Pacific View Avenue, and Huntington Street)
- **Proposed Project:** The proposed project is a request to amend existing plans for the hotel portion of the mixed-use development pursuant to Section 241.18 of the Huntington Beach Zoning and Subdivision Ordinance (ZSO). The proposed modifications are to amend the site plans, floor plans, and elevations for the mixed use development by redesigning the visitor-serving hotel development.

The modifications for the hotel plans include:

- Relocating and expanding the service driveway along Huntington Street;
- Redesigning the site layout and elevations;
- Providing approximately 18% valet tandem parking spaces; and
- Special permit for electrical transformers located within street side yard setback.

- **Background:**
 - On June 7, 2004, the City Council approved Environmental Impact Report No. 02-01, Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, and Conceptual Master Plan for the Pacific City project. The approved Pacific City mixed use project allowed subdivision of the approximately 31 acre site into three parcels and permitted development of 516 condominiums, an eight story, 400 room hotel, spa and health club, and 191,100 square feet of visitor-serving commercial uses with retail, office, restaurant, cultural, and entertainment uses. The approved project was subsequently reduced through an entitlement plan amendment in 2008 to a 250 room hotel and a corresponding reduction in the parking through a revised shared parking analysis.
 - The map was recorded on August 30, 2007. The project started construction on two thirds of the subterranean parking structure along Pacific Coast Highway but ceased construction in approximately 2008 due to the downturn in the economy and market conditions. The site was acquired by new property owners, Crescent Heights and DJM Capital Partners. Crescent Heights is the owner of the residential portion of Pacific City, and DJM is the current owner of the commercial parcels. Pacific City Hotel, LLC recently acquired the hotel parcel from DJM. Subsequently, approval of EPA No. 12-005 and DA No. 12-001 amended conditions of approval related to affordable housing, park and school fees, and project phasing. Amendments to the residential site plan, floor plans, and elevations were approved by the Planning Commission via EPA No. 12-009 in 2012. The City Council approved the Entitlement Plan Amendment No. 13-001, Variance No. 13-008, and Special Permit No. 13-001 for the revised commercial plans on September 16, 2013.

□ **CEQA:**

Environmental Impact Report No. 02-01 analyzed the approximately 31 acre mixed use development consisting of 516 condominiums, 400-room hotel, and up to 240,000 sq. ft. of visitor-serving commercial uses, private and public open space and associated infrastructure.

Infrastructure improvements included the extension of Pacific View Avenue between First and Huntington Streets and improvements to Huntington and First Streets, Atlanta Avenue and Pacific Coast Highway. As noted above, the Reduced Project Alternative was approved in 2004.

The applicant is proposing to redesign the visitor-serving hotel development and remain within the scope of the EIR. The hotel is proposed with a two-level subterranean parking garage containing 358 parking spaces including valet parking. Access to the parking structure and site will be via Pacific View Avenue and via reciprocal driveway access from the commercial parcel. The service driveway off Huntington Street will also serve as employee vehicular egress. Documentation comparing the proposed project and approved project with 250-room hotel has been incorporated into the environmental review of the entitlement plan amendment.

□ **Issues**

- Site Layout and Circulation
- Architectural Design
- Vehicular Access Points
- Valet Parking
- Special Permit

□ **The Planning Commission public hearing is tentatively scheduled for February 11, 2014.**

□ **Attachments:**

1. City Council approved Notice of Action dated June 18, 2004 and Development and Use Requirements letter dated June 9, 2004
2. Entitlement Plan Amendment No. 12-005 Notice of Action for revised commercial site dated July 25, 2012
3. Excerpts of Site Plan, Floor Plan, Elevations dated December 2, 2013 – full set of plans available online



CITY OF HUNTINGTON BEACH

2000 MAIN STREET

CALIFORNIA 92648

OFFICE OF THE CITY CLERK

June 18, 2004

California Coastal Commission
South Coast Area Office
200 OceanGate, 10th Floor
Long Beach, CA 90801-4302

**RE: NOTICE OF FINAL ACTION OF HUNTINGTON BEACH CITY COUNCIL ACTION
ON APPEAL OF PLANNING COMMISSION'S APPROVAL OF COASTAL DEVELOPMENT
PERMIT NO. 02-12 WITHIN A NON-APPEALABLE AREA OF THE COASTAL ZONE
(Pacific City Mixed Use Project – 21002 Pacific Coast Highway)**

Applicant: Makallon Atlanta Huntington Beach, LLC, Ethen Thacher, 4100 MacArthur Blvd., Ste 200, Newport Beach, CA 92660

Appellants: Makar Properties, LLC, 4100 MacArthur Blvd., Ste 200, Newport Beach, CA 92660; and,
The Robert Mayer Corporation, 660 Newport Center Drive, Ste 1050, Newport Beach, CA 92658.

Coastal Development Permit No. 02-12 Request: To permit subdivision and development of a mixed-use project consisting of retail, office, restaurant, cultural, and entertainment uses (191,100 sq. ft.); a 400 room, eight-story hotel with spa and health club; 516 condominium units above subterranean parking; a 2.0-acre open space/park and public easement corridor; Pacific View Ave. extension; and associated infrastructure on a 31-acre site.

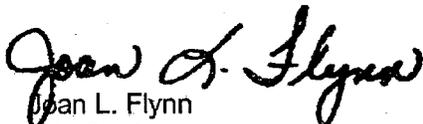
Location: 21002 Pacific Coast Highway (Inland side of Pacific Coast Highway bounded by First Street, Atlanta Avenue, and Huntington Street).

Coastal Zone Status: Non-Appealable Jurisdiction of the Coastal Zone. The City's Post-LCP Certification Commission Jurisdiction Map adopted May 24, 1985 indicates that the project site is not appealable to the Coastal Commission, and Coastal Commission Staff confirmed this in July 2003 based upon their written communication with the Coastal Commission's Mapping Division in their San Francisco Office.

Environmental Status: Environmental Impact Report No. 02-01 was prepared by EIP Associates, a consultant hired by the City to analyze the potential impacts to the project, and certified by the City Council on June 7, 2004.

Action: On June 7, 2004, after hearing a staff report presentation, conducting a public hearing, and discussion, the City of Huntington Beach City Council conditionally approved Coastal Development Permit No. 02-12 with Findings and Conditions of Approval as well as Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20 with Special Permit No. 02-04, and Conceptual Master Plan (Attachment No. 1).

Sincerely,


Joan L. Flynn
City Clerk

JF: pe

Enclosure: Amended Findings & Conditions of Approval.

cc: The Robert Mayer Corporation - Appellant
Makar Properties, LLC. - Appellant
Makallon Atlanta Huntington Beach, LLC - Applicant
Penny Culbreth-Graft, City Administrator
Jennifer McGrath, City Attorney
Howard Zelefsky, Planning Director
Scott Hess, Planning Manager
Mary Beth Broeren, Principal Planner

CITY COUNCIL APPROVED
FINDINGS AND CONDITIONS OF APPROVAL
FOR PACIFIC CITY PROJECT

**(TENTATIVE TRACT MAP NO. 16338/ CONDITIONAL USE PERMIT NO. 02-20/
SPECIAL PERMIT NO. 02-04/ COASTAL DEVELOPMENT PERMIT NO. 02-12/
MASTER PLAN -- PACIFIC CITY MIXED USE PROJECT)**

(June 14, 2004)

FINDINGS FOR APPROVAL - TENTATIVE MAP NO. 16338:

1. Tentative Tract Map No. 16338 to subdivide approximately 27.8 acres (31.5 gac) into three parcels (a 17.2 acre parcel for residential condominium purposes; a 6.47 acre parcel for retail, office, restaurant, cultural, and entertainment development; and a 4.12 acre parcel for a hotel development); dedicate a 2.03 acre easement for a Village Green Park/open space, and a 20 foot wide pedestrian corridor easement with public access; and dedicate Pacific View Avenue per the Precise Plan of Street Alignment is consistent with the General Plan Land Use Map designations on the subject site. The commercial portion of the site is designated CV-F7-sp (Commercial Visitor - Max. 3.0 Floor Area Ratio - Specific Plan Overlay) and General Plan Subarea 4C (PCH/Lake Street), and the residential portion of the site is RH-30-sp (High Density Residential - Max. 30 u/gac - Specific Plan Overlay) and General Plan Subarea 4I (Atlanta-First Street). The subdivision will provide for a mixed-use project consistent with the design concept envisioned by the Downtown Specific Plan and General Plan, and will provide for necessary public improvements around the site. In addition, the applicant will pay the full City Park Land In-Lieu Fees.
2. The site is physically suitable for the type and density of development. The 27.8-acre project site provides the necessary area for a mixed-use development (191,100 sq. ft. mixed-use project with retail, office, restaurant, cultural, and entertainment uses, a 400 room, eight story hotel, spa and health club above two levels of subterranean parking, and 516 multiple-family residential condominium units above two levels of subterranean parking) consistent with the intensity and density of the Downtown Specific Plan – District 7A (Visitor-Serving Commercial) and 8A (High Density Residential) with a Coastal Zone overlay, the General Plan designations, and with the implementation of mitigation measures.
3. The design of the subdivision or the proposed improvements will not cause serious health problems or substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. Notwithstanding the foregoing, the City Council may approve such a tentative map if an environmental impact report was prepared with respect to the project, subject to a finding being made that specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.
4. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision unless alternative easements, for access or for use, will be provided. The tentative map provides all the necessary easements and access requirements of the City for the public and provides the necessary public improvements. The improvements include

dedications, curbs, gutters, sidewalks, streets, and easements with public access through the development and to a Village Green park/open space easement to adequately serve the site and adjacent properties.

FINDINGS FOR APPROVAL - CONDITIONAL USE PERMIT NO. 02-20:

1. Conditional Use Permit No. 02-20 to construct a 191,100 sq. ft. mixed use project consisting of retail, office, restaurant, cultural, and entertainment uses and a 400 room, eight story hotel, spa and health club above two levels of subterranean parking with 1,542 spaces; construct 516 condominium units within a mix of two, three, and four story buildings above two levels of subterranean parking with 1,291 spaces; permit alcohol beverage sales, live entertainment indoors and outdoors, dancing, 10,550 sq. ft. of outdoor dining; carts and kiosks in conjunction with the mixed commercial and hotel development; permit a reduction in the number of parking spaces required for the mixed use project (1,542 spaces in lieu of min. 1,776 spaces) and for tandem parking spaces; permit valet service, parking entrance gates, attendant booths, and/or collection of fees within the subterranean parking garage; permit any additional soil remediation activities for the site to complement and complete the prior and on-going remediation activities, which may include but are not limited to excavation, temporary stockpiling, and on-site remediation; permit associated infrastructure improvements including the extension of Pacific View Avenue; permit development on a site with a grade differential of greater than three (3) feet from the low to the high point; improve a 2.03 acre Village Green Park easement; and Master Plan 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 project has been evaluated for compatibility with the surrounding neighborhood and includes perimeter buildings that provide transition and scale to adjacent properties, provides more than code required residential open space and open air commercial amenities, is designed on a pedestrian scale and character, provides the required parking to serve the uses on site, and meets the goals and policies of the General Plan.
2. The conditional use permit will be compatible with surrounding uses because the project is designed with a contemporary Mediterranean architectural theme which is compatible with the Downtown Design Guidelines and the project will provide architectural elements and features to enhance the pedestrian character and scale of the street scene surrounding the project. In addition, the project incorporates the proper massing and scale, the design features of the Mediterranean architectural style and the colors and materials recommended by the Design Guidelines for the Downtown. The project will provide public improvements to make the project compatible with other adjacent public improvements required of downtown development to provide a consistent streetscape for the project area. The project also is designed with buildings that terraces with the grade, especially along Huntington Street.
3. The conditional use permit for 1,542 parking spaces in lieu of the 1,776 spaces required per Schedule "A" in Section 231.04 of the ZSO for the Reduced Project Alternative Plan (191,100 sq. ft.) is substantiated by the Parking Demand Analysis prepared by Linscott, Law, and Greenspan dated October 15, 2003. This analysis is based on the proposed use of the buildings which will not generate additional parking demand than the proposed 1,542 spaces.

In addition, a Transportation Demand Management Plan which exceeds the minimum required by Section 230.36 of the ZSO will be submitted prior to issuance of a building permit.

4. The proposed request will comply with the provisions of the base district and other applicable provisions in the Downtown Specific Plan and Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance. The proposed project with the special permits provides a development that is consistent with the design guidelines, is compatible with the scale and transition of surrounding development, and provides consistent public improvements for the development.
5. The granting of the conditional use permit will not adversely affect the General Plan. It is consistent with the Land Use Element designation of CV-F7-sp (Commercial Visitor - Max. 3.0 Floor Area Ratio - Specific Plan Overlay) and General Plan Subarea 4C (PCH/Lake Street) for the commercial portion of the site, and RH-30-sp (High Density Residential - Max. 30 u/gac - Specific Plan Overlay) and General Plan Subarea 4I (Atlanta-First Street) for the residential portion of the site. In addition, it is consistent with the following goals and policies of the General Plan:

A. Land Use Element

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

Policy LU 1.1.2: Promote development in accordance with the Economic Development Element.

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

Policy LU 2.1.7: Ensure that development shall not occur without providing for adequate school facilities.

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

Policy LU 4.1.1: Require adherence to or consideration of the policies prescribed for Design and Development in the Huntington Beach General Plan, as appropriate.

Policy LU 4.1.2: Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.

Policy LU 4.2.1: Require that all structures be constructed in accordance with the requirements of the City's building and other pertinent codes and regulations; including new, adaptively re-used, and renovated buildings.

Policy LU 4.2.4: Require that all development be designed to provide adequate space for access and parking.

Policy LU 4.2.5: Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access and use as required by State and Federal Laws such as the American's with Disabilities Act.

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

Policy LU 7.1.2: Require that development be designed to account for the unique characteristics of project sites and objectives for community character and in accordance with the Development "Overlay" Schedule, as appropriate.

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

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

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

Policy LU 9.3.1: Permit the development of master-planned residential projects that incorporate a mix of housing types, neighborhood-serving commercial services, schools, parks, open space, and other elements in areas designated for residential on the Land Use Map.

Policy LU 9.3.2: Require the design of new residential subdivisions to consider the following:

- a. Establish a street configuration involving the interconnection of individual streets that emphasizes a pattern of "blocks" rather than cul-de-sacs.
- b. Integrate public squares, mini-parks, or other landscaped elements.
- c. Cluster residential units and, if possible, integrate small clusters of multi-family housing within single-family areas to preserve open space.
- d. Establish a common "gathering" or activity center within a reasonable walking distance of residential neighborhoods. This center may contain services, such as child or adult-care, recreation, public meeting rooms, recreational facilities, small convenience commercial uses, or similar facilities.
- e. Site common facilities around a public park or plaza to encourage a high level of community activity.
- f. Establish a continuous network of sidewalks, bicycle and pedestrian paths, and other elements that link all community areas and provide linkages to land uses in adjacent areas.
- g. Orient housing units to neighborhood and collector streets.

- h. Site and design of units and incorporate elements, such as porches, that emphasize front yards as an activity area and “outdoor living room,” by locating garages in the rear or side yards.
- i. Consider reduced street widths to achieve a more “intimate” relationship between structures, to the extent feasible and in accordance with Huntington Beach Fire Department regulations.
- j. Consider an increase in front yard setbacks, sidewalk widths, and the inclusion of landscaped parkways, especially in neighborhoods where the street width is reduced.
- k. Include alleys or other means to minimize the dominance of garages along the street frontage.
- l. Include setbacks and other design elements that buffer residential units from the impacts of abutting existing commercial and/or industrial development.

Policy LU 9.3.3: Require that nonresidential structures incorporated in residential neighborhoods be designed to be compatible with and convey the visual and physical scale and character of residential structures.

The mixed-use project consisting of retail, office, restaurant, cultural, entertainment uses and a 400 room, eight-story hotel proposed for the site represents development that would support the needs and reflect market demand of City residents and visitors. The proposed development improves the project site, much of which is currently vacant, and provides additional destination uses that would attract and complement new and existing retail, restaurant, and hotel uses.

The design of the project promotes development of commercial buildings that convey a unified, high-quality visual image and character. It is in conformance with the City’s Design Guidelines. The City’s Design Review Board has reviewed the proposed architecture, colors, and materials and recommends approval of the design concept. The project provides for adequate access along all public streets, and required parking pursuant to a parking analysis in a two-level subterranean parking structure.

The proposed multiple family residential buildings are well articulated and have enhanced building elevations along street frontages. Ground floor units along the perimeter of the residential site are oriented towards the street. The design of the residential subdivision includes four district neighborhoods emphasizing a cluster of buildings around a 2.03-acre village green park with recreational areas and a 20-foot wide pedestrian corridor. Connecting the village green park to Pacific View Avenue is a 65-foot entry corridor that is accessible to either crosswalk on Pacific View Avenue providing access to the retail promenade. With subterranean parking, there are no garages to dominate the street scene and front yard/patios become activity areas. In addition, there will be a landscaped parkway adjacent to the curb around the perimeter of the site. The residential project is separate from commercial activities by Pacific View Avenue.

There will be surplus parking for the project; a total of 1,542 commercial parking spaces and 1,291 residential parking spaces are proposed. The number of residential parking spaces is based on Schedule “A” in Section 231.04 of the ZSO, and the number of commercial/hotel parking spaces is based on a Parking Demand Analysis prepared by Linscott, Law, and Greenspan. The Analysis concluded the peak demand for the Reduced Retail Commercial

Alternative Plan would be 1,372; thus, there will be 170 surplus parking spaces for the commercial/hotel development.

There will be public improvements made in conjunction with the project to ensure that the development is adequately served with infrastructure. In addition, the developer will be paying required school fees and comply with a Mitigation Agreement with all affected school districts.

B. Coastal Element

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

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

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

Policy C 1.1.4: Where feasible, locate visitor-serving commercial uses in existing developed areas or at selected points of attraction for visitors.

Policy C 1.1.7: Encourage cluster development in areas designated for residential use within the Coastal Zone.

Objective C 1.2: Provide a land use plan that balances location, type, and amount of land use with infrastructure needs.

Policy C 1.2.1: Accommodate existing uses and new development in accordance with the Coastal Element Land Use Plan and the Development and Density Schedule, Table C-1.

Policy C 1.2.3: Prior to the issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the Coastal Element, at the time of occupancy.

Policy C 2.2.3: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments.

Policy C 2.4.1: Maintain an adequate supply of parking that supports the present level of demand and allows for the expected increase in private transportation use.

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

Objective C 3.2: Ensure that new development and uses provide a variety of recreational facilities for a range of income groups, including low-cost facilities and activities.

Policy C 3.2.3: Encourage the provision of a variety of visitor-serving commercial establishments within the Coastal Zone, including, but not limited to, shops, restaurants, hotels and motels, and day spas.

Objective C 4.1: Provide opportunities within the Coastal Zone for open space as a visual and aesthetic resource.

The proposed project would develop a mix of commercial and residential uses on parcels contiguous to similar uses in an established, urban, downtown area. Public services are currently available to the project site, as well as the surrounding parcels, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. The project includes a 2.03-acre Village Green park easement, 65-foot Village Green park entry corridor, and a 20-foot wide pedestrian easement corridor from Atlanta Avenue to PCH which will be available to the public. Residential units are designed in building clusters. Parking is provided for the residential and commercial uses in two level subterranean parking structures. With the reduced commercial retail project alternative plan (191,100 sq. ft.), there will be surplus parking spaces for the commercial/hotel uses based on a shared parking analysis that will allow for a future demand for increased parking. Views of the beach/ocean will be available from locations along the public sidewalk along the inland side of PCH and from terraced lookouts within the retail promenade walkway and the hotel.

C. Economic Development Element

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

Objective ED 2.6: Expand and enhance the existing visitor-serving uses.

Policy ED 2.6.1: Encourage the attraction of coastal and inland visitor-serving uses to offer a wider spectrum of visitor opportunities

Policy ED 2.6.2: Encourage visitor supported commercial development to concentrate in selected areas of the City, thereby creating identifiable visitor-oriented centers.

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

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

Policy ED 3.1.1: Create differentiated clusters or nodes of retail, industrial, and office uses.

Policy ED 3.2.1: Create commercial-recreation nodes along the inland side of Pacific Coast Highway.

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

Policy ED 3.2.3: Attract visitor-serving uses near the beach in order to create better linkages between the beach and visitor-supporting retail uses.

The proposed project promotes development in accordance with Huntington Beach's Economic Development Element, as retail, office, restaurant, cultural, entertainment uses, and a 400 room, eight-story hotel development will broaden and stabilize the City's economic base and further diversify the range of overnight accommodations. In addition, the visitor-serving retail and commercial uses would further support the economic needs of the City.

D. Housing Element

Policy H 3.1.1: Encourage the provision and continued availability of a range of housing types throughout the community, with variety in the number of rooms and level of amenities.

The residential portion of the project is designed for 516 residential units in four different neighborhoods. There will be 15 varied floor plans in a townhome and stacked flat design. The floor plan sizes range from an average of 850 sq. ft. to 2,450 sq. ft. with one, two, and three bedrooms. Also, 15% of the total project units will be affordable for low to moderate-income families. These units will be on-site and off-site.

E. Circulation Element

Policy CE 2.3.1: Require development projects to mitigate off-site traffic impacts and pedestrian, bicycle, and vehicular conflicts to the maximum extent feasible.

Policy CE 2.3.4: Require that new development mitigate its impact on City streets, including but not limited to, pedestrian, bicycle, and vehicular conflicts, to maintain adequate levels of service.

The applicant will be constructing Pacific View Avenue, improvements to Atlanta Ave., Huntington Street, First Street, and PCH, and a bus turnout on PCH. The EIR included a detailed traffic analysis to document potential impacts associated with the project. Mitigation would be required for the intersection of PCH and Seapoint, and PCH and Warner, as well as a traffic signal at 1st and Atlanta. Mitigation Measures TR-1 through TR-3 require the developer to contribute its fair share of the cost of these improvements and construct the signal.

F. Recreation and Community Services Element

Goal 5: Provide parks and other open space areas that are efficiently designed to maximize use while providing cost efficient maintenance and operations.

The residential portion of the project is required to provide 4.81 acres of open space area based on 25% of the total residential floor area. The proposal is for 9.28 acres of common

and private open space which represents 53.8% of the site. Some of this common area will be accessible by the public including a 2.03 acre Village Green park/open space easement, 65 foot Village Green park entry corridor, and a 20 foot wide pedestrian easement corridor from Atlanta Avenue to PCH. In addition, the applicant will be paying the full (100%) City Park Land In-Lieu Fees.

G. Subarea Schedule

Subarea 4C PCH/First Street (Commercial/Hotel Component):

- Permitted Uses: Visitor-serving and community-serving commercial uses, restaurants, entertainment, and other commercial uses.
- Density/Intensity: Maximum 3.0 FAR; maximum height of eight stories
- Establish a unified “village” character, using consistent architecture and highly articulated facades and building masses.
- Require vertical setbacks of structures above the second floor.
- Incorporate pedestrian walkways, plazas, and other common open spaces for public activity.
- Provide pedestrian linkages with surrounding residential and commercial areas.
- Establish a well-defined entry from PCH.
- Maintain views of the shoreline and ocean.

The mixed-use project consists of retail, office, restaurant, cultural, entertainment uses (live entertainment and dancing) and a 400 room, eight-story hotel. The commercial buildings are two to three stories clustered along a crescent shaped pedestrian walkway with a series of gathering areas and plazas for public activity and views to the ocean. A unified, high-quality visual image and character is created by the unique building designs and architecture. There is a 20-foot wide pedestrian walkway through the commercial project from PCH to Pacific View Avenue and then it continues through the residential area connecting Pacific View Avenue to Atlanta Avenue. Along the PCH frontage is a meandering walkway with defined entries at First Street and Huntington Street.

Subarea 4I Atlanta-First Street (Residential Component):

- Permitted Uses: Multi-family residential, parks and other recreational amenities, schools, and open spaces.
- Density/Intensity: Maximum height of four stories; Maximum 30 units per net acre.
- Requires the preparation and conformance to a specific plan or master plan.
- Establish a cohesive, integrated residential development in accordance with the policies and principles stipulated for “New Residential Subdivisions” (Policies 9.3.1 – 9.3.4).
- Allow for the clustering of mixed density residential units and integrated commercial sites.
- Require variation in building heights from two to four stories to promote visual interest and ensure compatibility with surrounding land uses.

There are 516 multiple family residential units proposed at a maximum density of 30 units per net acre in accord with the Downtown Specific Plan. The units are in two to four story, well articulated buildings with enhanced building elevations along street frontages. The

residential development is consistent with the policies of 9.3.1 to 9.3.3 as noted under the Land Use Element of this section. Incorporated into the project is a 2.03-acre Village Green park easement, 65-foot Village Green park entry corridor, and a 20-foot wide pedestrian easement corridor from Atlanta Avenue to PCH, which will be open to the public.

FINDINGS FOR APPROVAL – SPECIAL PERMIT NO. 02-04:

1. The granting of Special Permits pursuant to Section 4.1.02 of the Downtown Specific Plan in conjunction with Conditional Use Permit No. 02-20 is for the following:
 - a. Encroach into the minimum building setback along Pacific Coast Highway (30 ft. in lieu of min. 50 ft.) and along Pacific View Avenue (15 ft. in lieu of min. 20 ft.);
 - b. Exceed the maximum slope percentage for three driveway ramps into the residential below grade parking structures (15% in lieu of maximum 10%); and
 - c. Exceed the maximum height for retaining walls and private patio walls in the required perimeter residential setback areas (3.5 ft. to 6 ft. in lieu of maximum 3.5 ft.).

These Special Permits result in a greater benefit from the project and will promote a better living environment because the arrangement of structures, parking, circulation areas, and open space areas relate to the surrounding built environment in pattern, function, scale, and character. The commercial portion of the project is a blend of the reduced building setbacks along PCH north of the site and the greater setbacks of the hotels along PCH to the south of the site. The placement and design of structures along PCH and Pacific View Avenue with reduced setbacks, except for the hotel, results in a better project because it facilitates and encourages pedestrian activity and conveys a visual link to PCH and Pacific View Avenue. The reduced setbacks, except for the hotel, allow for clustering of buildings to create unique plaza areas throughout the project envisioned by the "Village Concept" of the DTSP. The hotel would not result in better land use planning so therefore it is conditioned to be redesigned to have a minimum 50 ft. setback from the PCH right of way consistent with the DTSP and the Waterfront Hilton development to the south of the subject site.

The increased ramp slope is an acceptable standard for driveways without parking on either side. The increased ramp slope allows for a more efficient use of land and more usable open space area resulting in a better project.

There will be private patio walls, retaining walls, and landscaped planters along Pacific View Ave., First Street, Atlanta Ave., and Huntington Street separating the ground floor private patios with the public sidewalks around the perimeter of the residential project site that will exceed the max. 42 inches required by up to two ft. six inches (2' 6"). This special permit is necessary due to the grade differences between the ground floor patios and adjacent public sidewalk grades, and that there is an EIR mitigation measure that requires walls and barriers around patio areas and open space areas be shielded by at least a five ft., six in. (5' 6") high block wall or Plexiglas sheets to minimize exterior noise levels to these areas.

2. The granting of Special Permits will provide better land planning techniques with maximum use of aesthetically pleasing types of architecture, landscaping, site layout and design due to the use of appropriate site planning by the arrangement of structures, parking, circulation areas, and open space areas.

3. The granting of Special Permits will not be detrimental to the general health, welfare, safety, and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general. The project has been evaluated for compatibility with the surrounding neighborhood and includes perimeter buildings that provide transition and scale to adjacent properties, provides more than code required residential open space and open air commercial amenities, is designed on a pedestrian scale and character, provides the required parking to serve the uses on site, and meets the goals and policies of the General Plan.
4. The granting of Special Permits will be consistent with objectives of the Downtown Specific Plan in achieving a development adapted to the terrain and compatible with the surrounding environment. The project does include the arrangement of structures, parking, circulation areas, and open space areas that relate to the surrounding built environment in pattern, function, scale, and character. The commercial portion of the project has varied setbacks along PCH that is similar to the existing developments to the north and south. The reduced setbacks allow for clustering of buildings to create unique plaza areas throughout the project envisioned by the "Village Concept" of the DTSP. The incorporation of the special permits into the project benefits the overall design and therefore provides a better living environment for the resident, tenant, customer, and visitor to the downtown area.
5. The granting of Special Permits is consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act. The project is consistent with the Coastal Element goals, objectives, and policies as noted under the Conditional Use Permit Findings. The proposed project would develop a mix of commercial and residential uses on parcels contiguous to similar uses in an established, urban, downtown area. Public services are currently available to the project site, as well as the surrounding parcels, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. The project includes a 2.03-acre Village Green park easement, 65-foot Village Green park entry corridor, and a 20-foot wide pedestrian easement corridor from Atlanta Avenue to PCH which will be available to the public. Residential units are designed in building clusters. Parking is provided for the residential and commercial uses in two level subterranean parking structures. With the reduced retail commercial project alternative plan (191,100 sq. ft.), there will be surplus parking spaces for the commercial/hotel uses based on a shared parking analysis that will allow for a future demand for increased parking. Views of the beach/ocean will be available from locations along the public sidewalk along the inland side of PCH and from terraced lookouts within the retail promenade walkway and the hotel. The proposed special permits in conjunction with Conditional Use Permit No. 02-20, Coastal development Permit No. 02-12, Tentative Tract Map No. 16338, and the incorporation of and implementation of adopted conditions of approval and the Mitigation Monitoring and Reporting Program of Final EIR No. 02-01 will comply with State and Federal Law.

FINDINGS FOR APPROVAL - COASTAL DEVELOPMENT PERMIT NO. 02-12:

1. Coastal Development Permit No. 02-12 for the development project conforms with the General Plan, including the Local Coastal Program. The proposed project would develop a mix of commercial and residential uses on parcels contiguous to similar uses in an established, urban, downtown area. Public services are currently available to the project site,

as well as the surrounding parcels, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. The project includes a 2.03-acre Village Green park easement, 65-foot Village Green park entry corridor, and a 20-foot wide pedestrian easement corridor from Atlanta Avenue to PCH which will be available to the public. Residential units are designed in building clusters. Parking is provided for the residential and commercial uses in two level subterranean parking structures. With the reduced project alternative plan (191,100 sq. ft.), there will be surplus parking spaces for the commercial/hotel uses based on a shared parking analysis that will allow for a future demand for increased parking. Views of the beach/ocean will be available from locations along the public sidewalk along the inland side of PCH and from terraced lookouts within the retail promenade walkway and the hotel.

2. The project is consistent with the requirements of the CZ Overlay District, the base zoning district, as well as other applicable provisions of the Municipal Code except for any special permits approved concurrently. The proposed is consistent with the design guidelines, is compatible with the scale and transition of surrounding development, and provides consistent public improvements for the development.
3. At the time of occupancy the proposed development can be provided with infrastructure in a manner that is consistent with the Local Coastal Program. The proposed project will provide all necessary infrastructures to adequately service the site and not impact adjacent development. In addition, the project provides the necessary public improvements such as dedications, curb, gutters, sidewalks, streets, easements and reciprocal access between properties to adequately serve the site and adjacent properties.
4. The development conforms to the public access and public recreation policies of Chapter 3 of the California Coastal Act. The proposed project does not conflict with any public recreation policies and it will add opportunities for access by improving the perimeter sidewalks and creating lookouts that are consistent with the City's General Plan, Coastal Element, and Downtown Specific Plan as referenced in the Conditional Use Permit Findings.

The proposed project would develop a mix of commercial and residential uses on parcels contiguous to similar uses in an established, urban, downtown area. Public services are currently available to the project site, as well as the surrounding parcels, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. The project includes a 2.03-acre Village Green park easement, 65-foot Village Green park entry corridor, and a 20-foot wide pedestrian easement corridor from Atlanta Avenue to PCH which will be available to the public. Residential units are designed in building clusters. Parking is provided for the residential and commercial uses in two level subterranean parking structures. With the reduced project alternative plan (191,100 sq. ft.), there will be surplus parking spaces for the commercial/hotel uses based on a shared parking analysis that will allow for a future demand for increased parking. Views of the beach/ocean will be available from locations along the public sidewalk along the inland side of PCH and from terraced lookouts within the retail promenade walkway and the hotel.

CONDITIONS OF APPROVAL – TENTATIVE TRACT MAP NO. 16338:

1. Tentative Tract Map No. 16338 and associated engineering exhibits received and dated February 13, 2004 for the subdivision of 34 gross acres into three lots, one of which is for condominium purposes, shall be the approved layout with the following modifications:
 - a. Identify gross and net acreages for each lot in the summary table.
 - b. Fully dimension the Village Green park area, and identify it as open to the public.
 - c. Identify Lot No. 1 as a lot for residential condominium purposes.
 - d. Meandering public sidewalks shall be provided along the perimeter of the project in lieu of the straight public sidewalks. (CC)
 - e. Traffic calming alternatives to control traffic and decrease speed along Pacific View Ave. to create a more pedestrian friendly atmosphere shall be considered and subject to review and approval by the Design Review Board. (CC)

2. Prior to submittal of the Final Tract Map to the Public Works Department for processing and approval, the following shall be required:
 - a. At least 90 days before City Council action on the final tract map, CC&Rs shall be submitted to the Planning Department for review and approval by the Community Services Department, Public Works Department, and the City Attorney. The CC&Rs shall reflect the common driveway access easements, and maintenance of all walls and common landscape areas by the Homeowners' Association. The CC&Rs must be in recordable form prior to recordation of the Final Tract Map map.
 - 1) The CC&Rs shall include language to address the right of the public to use the 2.03 acre Village Green park easement, pocket park, minimum 65 foot Village Green park entry corridor, and 20 foot wide pedestrian easement, and further that the right to meander off of the easements, and to walk over, traverse, and otherwise use, for recreational purposes, the areas identified as pedestrian public circulation areas depicted on the Wall & Fence Plan as approved by the Planning Commission, and the right for City to erect signs on the easements or pedestrian public circulation areas designating such property as being open for public use and access.
 - 2) Grantor may not make any improvements to the easements or the pedestrian public circulation areas (including, without limitation, the installation of entry gates, signs prohibiting or restricting entry, or other improvements), or take any action (excluding normal maintenance), that would affect, in any manner, the right of the public to the unimpeded use of the easements or pedestrian public circulation areas without the prior written consent of Grantee, which Grantee may give or withhold in Grantee's sole and absolute discretion. The CC&Rs shall include language that requires the Master Association to maintain the 2.03 acre park easement open space, and public access corridors as identified in the Final Tract Map and approved Improvement Plans.
 - 3) Notwithstanding anything to the contrary contained herein, Grantor shall have the right to install privacy gates to prevent public access to the portions of Lots 1, 2, and 3 which are not identified as pedestrian public circulation areas as depicted on the Wall & Fence Plan as approved by the Planning Commission.

- 4) The CC&Rs shall include the formation of a Master Association that shall govern, oversee, coordinate, and control all individual Homeowner's Associations and all Business Associations that include all areas of the proposed development for the primary purpose of coordinating and control of uniform maintenance, liability, repair of all common areas, public walkway easements and "A" Street. The Master Association shall also be solely responsible for the maintenance and replacement of the required landscaped medians in First Street, Atlanta Avenue, Huntington Street, and Pacific View Avenue, the decorative pavement within public streets adjacent to the project, and those items specified in the Maintenance License Agreement between the Master Association and the City.
 - 5) The CC&Rs shall address the maintenance of all awnings and rails for the commercial and residential portions of the project. They shall also define allowable uses and structures in the 20-foot pedestrian corridor for the commercial portion of the project; fences and other permanent and temporary barriers shall be prohibited. Exclusive use by any business, carts, kiosks, and tables are not permitted. Benches, potted plants and similar amenities may be permitted subject to the approval of the Departments of Planning and Public Works.
 - 6) The CC&Rs shall refer to the Special Utility Easement Agreement. **(PW)**
 - 7) The CC&Rs shall refer to the Maintenance License Agreement.
- b. A draft Affordable Housing Agreement Plan received and dated Dec. 23, 2003 shall be the conceptually approved plan. It shall be modified as necessary to reflect the requirements below and shall be submitted to the Planning Department for review and approval prior to recordation of the Tract Map. The agreement shall provide for affordable housing on-site, or combination of on-site and off-site. The contents of the agreement shall include the following:
- 1) Minimum 15 percent (78 units) of the total units shall be affordable to families of very low-income (less than 50% of Orange County median), low-income level (less than 80% of Orange County median), and moderate-income level (less than 100% of Orange County median) for a period of sixty years. Section 1 Requirements of the Plan is acceptable with the clarification that it shall be for a period of 60 years.
 - 2) A detailed description of the type, size, location and phasing of the affordable units, on-site and off-site.
 - 3) Off-site affordable units (new or rehabilitated) shall be proportionate in size and bedroom mix to the proposed one, two and three bedroom condominium units, and under the full control of the applicant.

- 4) The affordable units shall be constructed and/or acquired prior to or concurrent with the market rate units. The affordable units must be entitled, approved, and building permits obtained (and/or restrictive covenant recorded) concurrent with the following development phasing:

<u>PHASE</u> <u>(Exhibit D-007)</u>	<u>RESIDENTIAL</u> <u>UNITS</u>	<u>AFFORDABLE</u> <u>RESIDENTIAL UNITS</u>
IIa	68	10
III	125	20
IV	203	30
Va	120	18

As an example, concurrent with issuing permits for any of the 68 units in phase IIa, at least 10 affordable units must be identified, entitled, approved, and building permits obtained, and/or covenant recorded. All affordable units must be made available for occupancy prior to issuance of building permits for the last phase of development unless such units are included as part of that phase; or evidence of the applicant's reasonable progress towards attainment of completion of the affordable units for the respective phase.

- 5) A minimum of 50% of the required number of affordable housing units shall be on-site and the remaining number of units can be on-site or off-site. An option to the minimum 50% on-site is that the applicant may elect to build these units off-site, provided that the number of units is increased on a 2:1 basis and located within a redevelopment area. (PC)
- 6) If units are located off-site, the applicant shall consider sites located throughout the City and provide documentation thereof to the Planning Department. (PC)
- 7) Modify the Off-Site Units section of the Draft Affordable Housing Plan as follows: (PC)
- Section 2.A. (second bullet) – delete last sentence referencing Oak View area.
 - Section 2.B. – delete last sentence referencing the Center Avenue area.
 - Add Section 4. – Applicant shall notify affected school districts of all projects intended to satisfy the off-site affordable housing requirements so that the school district(s) may identify cumulative impacts. Projects will be required to mitigate impacts to affected schools districts consistent with State law.
3. The following conditions shall be completed prior to recordation of the Final Tract Map unless otherwise stated. Bonding may be substituted for construction in accordance with the provisions of the Subdivision Map Act. (PW)
- a. Dedicate a minimum 2.03 acres easement for Village Green park purposes to the City of Huntington Beach. The minimum 2.03 acres shall be inclusive of the public park entry corridor between the park and Pacific View Ave. The loop road may be private and include vehicle gates; it shall remain accessible to the public for pedestrian access. The Village Green park entry corridor shall be a minimum of 65 feet in width at its narrowest point and shall be a public easement dedicated on the Final Tract Map.

- b. An agreement shall be executed between the City and applicant prior to Final Tract Map approval that binds the Master Association and individual Associations in perpetuity for the conditions stated herein and that the Village Green Park will always be for public use and not changed to be for private use.
- c. The developer shall provide a Maintenance License Agreement to be a part of the Master Association agreement for maintenance of the medians, landscaping in the medians and adjacent to the project for Pacific View Avenue, First Street, Atlanta Avenue, Huntington Street and "A" Street if public. The agreement shall state that the Master Association shall be responsible for all costs associated with maintenance, repair, replacement, and fees imposed by County, City, and the Orange County Sanitation District for pumping, inspection, or other related fees for the dry weather flow diversion and First Flush Water Runoff Treatment Control System approved by the City. Furthermore, the Agreement shall address the Master Association's responsibility for the maintenance of the 2.03-acre park easement, all enhanced paving adjacent to public streets, "A" Street, pedestrian easements, sidewalk, parkway landscaping, Edison-owned street lighting and street furniture located behind public street curbs within the project site. Maintenance shall include but not be limited to sidewalk cleaning, trash cans, disposal of trash, signs, the regular maintenance and cleaning of all angled parking areas (i.e., markings, street sweeping) along Pacific View Avenue between First Street and Huntington Street, etc. The Master Association shall be solely responsible for paying the cost of maintenance, inspections, cleanup, operation, monitoring, replacement planting, and equipment replacement of all improvements required for this project. (PW)
- d. The sewer and portions of the storm drain systems located within private streets shall be private and maintained by the Homeowner's Association.
- e. A bond shall be posted for the potential conversion of Pacific View Avenue to a 4-lane divided roadway as dictated by the General Plan. The bond shall be maintained until such time that the roadway conversion improvements are completed and accepted by the City, or a General Plan Amendment is approved to eliminate the requirement of the conversion, or 10 years from the date of tract acceptance, whichever occurs first. The amount of the bond shall be determined by a preliminary design of full-width street improvements for Pacific View Avenue (in conformance with the Precise Plan of Street Alignment) and cost estimate prepared by the applicant and approved by the City Engineer. (PW)
- f. The two intersections of "A" Street and Pacific View shall be designed as enhanced intersections per the approved conceptual plan and shall be depicted on the Street Improvement Plans. (PW)
- g. Agreements with appropriate school districts intending to mitigate the impact on school facilities shall be executed. The Planning Department shall be provided with a copy of the agreement prior to recordation of the final tract map.
- h. A Letter of No Further Action (or Letter of Closure) shall be obtained from the Fire Department regarding the soil remediation of the entire site prior to recordation of the Final Tract Map, or issuance of any grading permits, whichever occurs first. (FD)

4. The water system for the entire project shall be a public system; except, any portion of the fire service water system that is not public shall be maintained by the HOA in accordance with the language to be provided by the Fire Department for the CC&Rs. **(FD)**
5. Prior to commencing soil remediation or grading operations, the name and phone number of an on-site field supervisor hired by the developer shall be submitted to the Departments of Planning and Public Works. In addition, clearly visible signs shall be posted on the perimeter of the site every 250 feet indicating who shall be contacted for information regarding this development and any construction/grading-related concerns. This contact person shall be available immediately to address any concerns or issues raised by adjacent property owners during the construction activity. He/She will be responsible for ensuring compliance with the conditions herein, specifically, grading activities, truck routes, construction hours, noise, etc. Signs shall include the applicant's contact number and the City's contact number regarding grading and construction activities, and "1-800-CUTSMOG" in the event there are concerns regarding fugitive dust and compliance with AQMD Rule No. 403. (PW)
6. The applicant shall notify all property owners and tenants within 500 feet of the perimeter of the property of a tentative grading schedule at least 30 days prior to such grading. The project sponsor shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints regarding construction noise; the coordinator (who may be an employee of the developer or general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented; and a telephone number for the noise disturbance coordinator shall be posted conspicuously at the construction site fence and included on the notification sent to neighbors adjacent to the site. (PW)
 - a. At least 30 days prior to grading, a notice shall be mailed to all property owners, residents and businesses located within 500 feet of the project site notifying them that the rodent population on site will be disturbed during grading and construction and may create a temporary nuisance to the neighboring area. This notice may be included in the notice of commencement of grading operations as required above.
7. A third party consultant, approved by the City, shall be responsible for monitoring on-site activities during the grading and construction phases of the project and shall serve as an agent for the City. The developer shall reimburse the City for all costs associated with this third party monitoring as determined by the City.
8. A third party remediation consultant will be retained by the City from the Fire Department's approved list of qualified consultants, for the purpose of providing review, recommendations and oversight of future remediation, sampling and closure reports. The consultant's scope shall include review of all documentation of work performed to date, review of any new reports and data, and field and laboratory oversight. The consultant shall work at the direction of the City of Huntington Beach. The applicant shall reimburse the City for all costs submitted by the third party consultant.

9. During the project construction phase, the applicant shall publish an informational newsletter annually and distribute to property owners, residents and businesses within a 1,000-foot radius of the project. (PC)
10. Final on-site grades and elevations on the grading plan may vary by no more than two (2) feet from the on-site grades and elevations, except adjacent to the perimeter of the site which shall vary by no more than one (1) foot from the street grades and elevations on the approved Tentative Map with the approval of the Planning Department.
11. Prior to approval of the Final Tract Map, 100% of the City Park Land In-Lieu Fees for the residential portion of the project shall be paid. (CC)
12. The Departments of Planning, Public Works, Fire, Building & Safety, and Community Services are responsible for compliance with all conditions of approval herein as noted after each condition. The Planning Director and Public Works Director shall be notified in writing if any changes to the Final Tract Map are proposed as a result of the plan check process. Permits shall not be issued until the Planning Director and Public Works Director have reviewed and approved the proposed changes for conformance with the intent of the City Council's action and the conditions herein. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the City Council may be required pursuant to the HBZSO.

CONDITIONS OF APPROVAL – CONDITIONAL USE PERMIT NO. 02-20 WITH SPECIAL PERMITS/ COASTAL DEVELOPMENT PERMIT NO. 02-12:

1. The conceptual site plan, floor plans, and elevations for the reduced project alternative plan received and dated December 23, 2003 shall be the conceptually approved layout, with the following modifications:
 - a. The retaining wall/fence combinations along PCH shall not exceed 42" in height.
 - b. The below grade parking structures for the residential and commercial developments shall be redesigned to address the detailed comments identified in the Parking Plan Review by International Parking Design, Inc. dated January 14, 2004. Drive aisles for parking spaces shall be minimum 26 feet in width. Signage shall be provided for residential guest parking areas and guest parking spaces shall be clearly marked and accessible. Identify electric vehicle charging station parking spaces. The redesigned parking structures shall comply with the new 2005 Title 24 regulations (and any subsequent revisions, and shall include "variable volume exhaust fans with CO₂ sensors" subject to review by the Departments of Planning, Building & Safety, Fire, and Public Works.
 - c. Revise Exhibit D-006 as follows: provide minimum 25' setback from the property lines at the intersection of PCH and First St. for carts and kiosks; provide continuous eight foot wide sidewalk along the PCH frontage without any encroachment of carts and kiosks; provide minimum 20 foot wide entryway (without any carts/kiosks) to the project from the PCH/First St. intersection; and the minimum 20 foot wide public pedestrian easement shall be consistent with the tract map without any encroachment of carts and kiosks.

- d. The outdoor deck/dining areas for the hotel restaurant along PCH between the Porte Cochere and Huntington Street shall have a minimum setback of 25' from PCH.
 - e. The hotel at the podium level shall be setback 50' from the PCH right-of-way and the hotel tower (above the podium level) shall have an upper story setback of minimum ten feet from the podium level consistent with the General Plan, Subarea Schedule.
 - f. Maintain minimum 10' free and clear (without obstruction) pedestrian path along Pacific View Ave. from First Street to the Porte Cochere entryway for the hotel.
 - g. Identify three areas for bike rack installation on the site plan subject to the review of the Planning Department; one shall be in the residential portion of the site. The number of bike racks shall be comparable to City of Irvine's standards,(CC)
2. The project shall comply with the Mitigation Measures of the Pacific City Environmental Impact Report (EIR No. 02-01).
 3. The project shall be developed in accord with the Phasing Diagram (Exhibit D-007). Phase IIa (Residential) and IIb (Commercial Parking Structure) shall be developed concurrently. Building permits for Phase III (Residential) and other residential phases shall not be issued until Phase IIb and IIc are completed, or evidence of the applicant's reasonable progress towards attainment of completion.
 4. If any environmentally sensitive habitat is found on the site it will be protected from significant disruption, and only uses dependent on those resources shall be allowed in those areas. (CC)
 5. Prior to the issuance of any grading permits, the following shall be completed:
 - a. The applicant shall submit to the Director of Public Works a project WQMP that:
 - 1) Addresses site design BMPs such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, and creating reduced or "zero discharge" areas
 - 2) Incorporates the applicable Routine Source Control BMPs
 - 3) Incorporates Treatment Control BMPs to treat all dry weather flows and the first flush of a storm event (the volume of runoff produced from a 24-hour, 85th percentile storm event)
 - 4) Generally describes the long-term operation and maintenance of the Treatment Control BMPs
 - 5) Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs
 - 6) Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs

- 7) Describes the following management of dry weather, first flush & storm flow discharges:
- Dry Weather Flows: The system shall be designed to divert all Pacific City dry weather flows into a structural filtration facility for treatment. Drainage areas A., B and the First Street watershed shall then be routed to the Atlanta Stormwater Pump Station (ASWPS) for discharge into Orange County Sanitation District's system
 - First Flush: The drainage system shall be designed to treat the first flush (the volume of runoff produced from a 24-hour, 85th percentile storm event) with a structural filtration system. Following treatment, first flush flows from drainage Area B shall then be discharged into the First Street storm drain; first flush flows from Area A will then be routed to the ASWPS for discharge into the Huntington Beach Flood Control Channel.
 - Storms Flows: Storm flows above the first flush from Area B will be discharged untreated into the First Street storm drain. Storm flows from Area A will be routed untreated to the ASWPS for discharge into the Huntington Beach Flood Control Channel.
- b. The applicant, at their expense, shall develop concept and design plans and costs estimated for a regional urban runoff treatment solution for the First Street watershed storm flows. Upon review and approval by the City, the applicant shall post a minimum 8-year bond for the equivalent of 1/7 of the capital construction cost into an Urban Runoff Treatment Trust Fund for the First Street watershed storm flows. Additionally, the applicant shall include in the Pacific City master CC&Rs that the project shall pay for 1/7 of the on-going annual operation and maintenance cost for this First Street regional treatment system. Upon implementation of this system the Pacific City Homeowners Association will be relieved of the obligation to maintain their on-site treatment system. (PC)
6. Prior to issuance of a precise grading permit, the following conditions shall be complied with:
- a. A Pedestrian Accessibility Plan for the entire project site, depicting on-site and off-site improvements, shall be submitted for review and approval by the Building & Safety and Public Works Departments and by a third party consultant. The applicant shall reimburse the City for the consultant's review. **(B & PW)**
 - b. At no additional cost to the developer, the City reserves the right to increase the water main pipe sizes necessary to support the proposed development, for the benefit of the City. For example, the City will require that the 12-inch water pipeline in Huntington Street, as required by the approved hydraulic analysis, be increased to an 18-inch pipeline. The City will pay the incremental difference in materials cost between a 12-inch and an 18-inch pipeline. **(PW)**

- c. The Village Green park area, pocket park, and entry corridor shall be designed and a detailed park improvement plan shall include typical neighborhood amenities including but not limited to tot lot play equipment, open turf play area and picnic tables and benches. All amenities must conform to current Consumer Product Safety Guidelines with certain amenities in compliance with the Americans with Disabilities Act. The entry corridor to the park (from Pacific View Ave.) and all other corridors must incorporate an architectural feature that properly identifies the area as public space. The plan shall identify play equipment, architectural features, plant material, ground cover, sidewalks, lighting, etc. and shall be reviewed and approved by the Community Services Commission, Community Services Director, and Public Works Director prior to installation. (CS/PW)
 - d. The median in Atlanta Avenue shall be designed to provide a solid landscaped median barrier through the intersection of Atlanta Avenue and Alabama Street, unless otherwise modified as determined by the Public Works Department and/or the Public Works Commission.
 - e. The project WQMP shall be reviewed and approved by the City Council. (CC)
 - f. The landscape plans shall incorporate native and/or drought-resistant plants consistent with what is permitted by the City of Huntington Beach Design Guidelines and Downtown Specific Plan.
7. During grading activities, the following shall be adhered to:
- a. The project developer(s) shall require contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment to the extent that the equipment is readily available in the Southern California area and cost effective. Contract specification language shall be reviewed by the City prior to issuance of a grading permit. (PC)
 - b. All trucks hauling dirt, sand, soil onto or off the project site are to be covered. (PC)
8. The following conditions shall be completed prior to final building permit inspection, or occupancy, of the first residential unit:
- a. All existing *Washingtonia robusta* located along Pacific Coast Highway within the existing Caltrans right-of-way shall be relocated or replaced with an equivalent total trunk height either within the project, or relocated off-site as approved by the City Landscape Architect. (PW)
 - b. The applicant shall satisfy the project's fair share contribution of 22 percent of the cost of the installation of a third northbound through lane on Pacific Coast Highway at the Warner Avenue intersection. The County of Orange and Caltrans will be responsible to complete this improvement. The costs will be based on estimates prepared by the County of Orange for completion of the project or through a separate preliminary design and cost estimate prepared by the applicant to specifically address the requirements of this condition. (PW)

- c. The applicant shall satisfy the project's fair share contribution of 26 percent of the cost of the installation of a second westbound right turn lane at the intersection on Seapoint Avenue at Pacific Coast Highway. The City shall ensure completion of this improvement by providing funds for the balance of the cost of the improvement. The applicant shall prepare plans and obtain appropriate permits for the installation, including obtaining encroachment permits from Caltrans, as needed. Final determination of fair share contribution shall be based on the actual design and construction of the improvement. The City shall complete the improvement as a capital project. (PW)
 - d. The applicant shall construct a new traffic signal at the intersection of First Street and Atlanta Avenue unless an alternative intersection design including traffic calming measures, which achieves the same objective as Mitigation Measure TR-3, is reviewed and approved by the Public Works Department and/or Public Works Commission. The applicant shall enter into an agreement with the City to clearly indicate the applicant's responsibility to fund 57% of commitment to the cost of the improvement and the City's reimbursement to the applicant for the balance of the costs. (PW)
 - e. The applicant shall construct a new traffic signal at the intersection of Huntington Street and Atlanta Avenue unless modified to include traffic calming measures such as a roundabout as reviewed and approved by the Public Works Department and/or Public Works Commission. The applicant shall enter into an agreement with the City to clearly indicate the applicant's responsibility to fund 59% of the commitment to the cost of the improvement and the City's reimbursement to applicant for the balance of the costs. (PW)
 - f. The Village Green park, pocket park, and corridor shall be improved prior to the occupancy of the first residential unit (other than the model homes). (PW)
 - g. The applicant shall be responsible for 59% of the costs to improve street and sidewalk conditions on the south side of Atlanta Avenue within the existing right-of-way, between Huntington and Delaware Streets to improve pedestrian and vehicular safety conditions. (PC)
9. Submit detailed plans of the following for final review and approval by the Design Review Board:
- a. Elevations, colors and materials of the hotel.
 - b. Final colors and materials of the commercial and residential buildings.
 - c. Public Art Concept Plan.
 - d. Landscape and hardscape plans on private and public property.
 - e. Planned Sign Program.
 - f. Furniture and utilities throughout the project
10. At least 500 parking spaces shall be available for self-parking (not valet) in the commercial parking structure.
11. Employee parking shall be on-site and any parking fees for employees shall not exceed the annual parking pass fee for beach parking. (CC)

12. Parking meters shall be provided at all on-street public parking locations within or fronting the project frontage. Meters shall be installed according to City requirements and standards and shall meet the specifications of the City. The City will be responsible for the collection of revenue and maintenance of all parking meters. A plan depicting the location and design of the parking meter layout shall be submitted for review and approval by the Community Services and Public Works Departments.

13. Hours of construction and related activity shall be limited to between the following hours:
(PC)

Construction:	Mon.-Fri. 7AM – 6PM; Clean Up/Securing Area 6PM-8PM
Construction/ Clean-Up:	Sat. 7AM – 5PM
Pile Driving:	Mon.-Fri. 8AM – 6PM
Truck Hauling:	Mon.-Fri. 8AM-5PM; early delivery trucks must park on-site (not on street) with engine not idling between 7AM-8AM

13. An employee entrance and parking plan during construction shall be submitted to the Planning Director for review and approval. The entrance and parking is to be located in an area that minimizes impacts to surrounding residents.

14. The applicant and/or applicant's representative shall be responsible for ensuring the accuracy of all plans and information submitted to the City for review and approval.

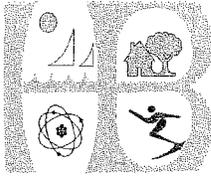
15. The Departments of Planning, Public Works and Fire are responsible for compliance with all conditions of approval herein as noted after each condition. The Planning Director and Public Works Director shall be notified in writing if any changes to tract map are proposed as a result of the plan check process. Permits shall not be issued until the Planning Director and Public Works Director have reviewed and approved the proposed changes for conformance with the intent of the City Council's action and the conditions herein. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the City Council's may be required pursuant to the HBZSO.

CONDITIONS OF APPROVAL –PACIFIC CITY MASTER PLAN:

1. The Pacific City Master Plan received and dated July 10, 2003 shall be the approved conceptual plan or as modified herein.

INDEMNIFICATION AND HOLD HARMLESS CONDITION:

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.



City of Huntington Beach

2000 MAIN STREET

CALIFORNIA 92648

DEPARTMENT OF PLANNING AND BUILDING

www.huntingtonbeachca.gov

Planning Division

714.536.5271

Building Division

714.536.5241

NOTICE OF ACTION

September 17, 2013

Becky Sullivan
DJM Capital Partners Inc.
922 Laguna Street
Santa Barbara, CA 93101

SUBJECT: ENTITLEMENT PLAN AMENDMENT NO. 13-001/ VARIANCE NO. 13-008/ SPECIAL PERMIT NO. 13-001 – APPEAL (AMENDMENT TO CONDITIONAL USE PERMIT NO. 02-020, SPECIAL PERMIT NO. 02-004, COASTAL DEVELOPMENT PERMIT NO. 02-012, AND TENTATIVE TRACT MAP NO. 16338 - PACIFIC CITY COMMERCIAL)

APPLICANT: Becky Sullivan, DJM Capital Partners Inc.

PROPERTY OWNER: PC Group Retail LLC, 60 S. Market Street, Suite 1120, San Jose, CA 95113

REQUEST: **EPA:** To amend the site plan, floor plans, and elevations for the commercial development originally approved under Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, and Tentative Tract Map No. 16338 for the Pacific City project. The Pacific City project is approved for 191,100 square feet of retail, office, restaurant, cultural, and entertainment uses; an eight-story 250 room hotel, spa, and health club; a 2.03 acre open space/park easement; and 516 multifamily residential units above subterranean parking. The applicant proposes to amend plans for the 10.6 acre commercial portion and condition of approval No. 11 (for employee parking fees) at this time. The proposed modifications include redesigning the site layout, relocating the pedestrian corridor from the center of the commercial parcel easterly between the hotel and commercial parcels, expanding the total gross floor area and changing the mix of uses, separating the subterranean parking structure between the hotel and commercial parcels, reducing the required number of parking spaces with a shared parking analysis and valet parking, removing angled street parking and constructing a surface parking lot. Access points for the PCH frontage parcels will change along First Street and Pacific View Avenue. Changes to the elevations, building colors and materials consist of amending the project design from traditional Mediterranean to a contemporary coastal aesthetic. **VAR:** To permit a reduction in the drive aisle width of 17 feet in lieu of a minimum of 26 feet for valet parking. **SP:** To permit a) reduced street side

yard landscaping with a minimum of five feet in lieu of a minimum of 10 feet and b) utilities located within street side yard setbacks. **APPEAL:** The appeal is based upon concerns regarding establishments involving the sale and consumption of alcoholic beverages with unrestricted hours of operation, and concerns over the potential impacts of these establishments to surrounding residents and the downtown area.

LOCATION: 21002 Pacific Coast Highway, 92648 (bounded by Pacific Coast Highway, First Street, Pacific View Avenue, and Huntington Street)

DATE OF ACTION: September 16, 2013

On Monday, September 16, 2013, the Huntington Beach City Council took action on your application, and your application was **approved with findings and conditions of approval**. Attached to this letter are the findings and conditions of approval. Under the provisions of the Huntington Beach Zoning and Subdivision Ordinance, the action taken by the City Council is final.

Please be advised that the City Council reviews the conceptual plan as a basic request for entitlement of the use applied for and there may be additional requirements prior to commencement of the project. It is recommended that you immediately pursue completion of the conditions of approval and address all requirements of the Huntington Beach Zoning and Subdivision Ordinance in order to expedite the processing/completion of your total application. The conceptual plan should not be construed as a precise plan, reflecting conformance to all Zoning and Subdivision Ordinance requirements.

Provisions of the Huntington Beach Zoning and Subdivision Ordinance are such that any application becomes null and void two (2) years after final approval, as specified as a condition of approval, unless actual construction has started.

Excepting those actions commenced pursuant the California Environmental Quality Act, you are hereby notified that you have 90 days to protest the imposition of the fees described in this Notice of Action. If you fail to file a written protest regarding any of the fees contained in this Notice, you will be legally barred from later challenging such action pursuant to Government Code §66020.

If you have any questions, please contact Jill Arabe, Associate Planner, at (714) 374-5357 or jarabe@surfcity-hb.org or the Planning and Building Department at (714) 536-5271.

Sincerely,



Scott Hess
Director of Planning and Building

Attachment: Findings and Conditions of Approval – EPA No. 13-001, VAR 13-008, SP 13-001

Notice of Action: EPA 13-001, VAR 13-008, SP 13-001
September 17, 2013
Page 3

c: Scott Hess, Director of Planning and Building
Joan Flynn, City Clerk
Jill Arabe, Associate Planner
Property Owner
Project File

FINDINGS AND CONDITIONS OF APPROVAL

ENTITLEMENT PLAN AMENDMENT NO. 13-001/
SPECIAL PERMIT NO. 13-001/
VARIANCE NO. 13-008
(September 17, 2013)

FINDINGS FOR CEQA:

The City Council finds and determines all of the following, based on substantial evidence in light of the whole record:

- A. Pacific City Environmental Impact Report No. 02-01 ("EIR") was certified by the City Council on June 7, 2004;
- B. No substantial changes are proposed to the project, as proposed to be modified by this entitlement plan amendment, which will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- C. No substantial changes have occurred with respect to the circumstances under which the project, as proposed to be modified by this entitlement plan amendment, is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- D. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:
 - (1) The project, as proposed to be modified by this entitlement plan amendment, will have one or more significant effects not discussed in the EIR; or
 - (2) Significant effects previously examined will be substantially more severe than shown in the EIR; or
 - (3) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, as proposed to be modified by this entitlement plan amendment, but the project proponents decline to adopt the mitigation measures or alternative; or
 - (4) Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative; and
- E. In accordance with CEQA Guidelines Section 15162 and 15163, no subsequent environmental impact report or supplement to the EIR need be prepared for this entitlement plan amendment and no further environmental review or documentation is required.

As documented in the staff report, the project was evaluated in conformance with the certified EIR and the proposed changes would not constitute a substantial change. The applicant has provided an analysis that the trip generation of the revised commercial project is essentially equal to the reduced project alternative that was adopted with the certified EIR. Because the hotel was reduced in size to 250 rooms, the trip generation of the hotel is also significantly less than the reduced project alternative plan. Overall the Average Daily Trips (ADT) and AM/PM peak hours of the proposed commercial component with the reduced 250-room hotel do not exceed the trip generation analyzed in the certified EIR.

FINDINGS FOR APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 13-001:

1. Entitlement Plan Amendment No. 13-001 is a request to permit modifications to the commercial site plan, floor plans, and elevations originally approved under Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12. The proposed amendment 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 project modifications will update the 2004 project entitlements for consistency with current standards regarding building layout and architectural design but will maintain compatibility with the surrounding area. The building layout provides greater viewing areas of the coast and terracing decks to encourage outdoor activities. Surface parking has been incorporated into the project to provide convenient access for patrons to the site. The modifications to amend the site plans and elevations maintain compatibility with the surrounding area by abiding by the previously approved reduced setbacks, building height, and public open space areas. The project relocates the pedestrian corridor to improve accessibility and visibility. Greater connection and pedestrian activity between the hotel and commercial sites is achieved with the relocated pedestrian corridor near the market onsite. The modifications will not generate significant traffic, air quality, noise, odors, or other detrimental impacts onto surrounding properties.
2. The entitlement plan amendment will be compatible with surrounding uses because the modifications utilize similar architectural treatments as proposed with the residential component of Pacific City and maintain building heights consistent with surrounding commercial uses. The project encourages increased pedestrian activity with wider sidewalks buffered by wider landscaped planters adjacent to streets. Meandering walkways along the perimeter of the site are linked to pedestrian paths within the project. The buildings incorporate enhanced building materials, colors, decorative green walls for screening service areas, and a high volume of storefront windows. The combination of gable roofs, flat roofs, and varying parapet heights articulate vertical planes. Horizontal articulation is integrated with differentiation of materials at each story, building offsets and projections, the terracing effect and rhythm between the buildings.
3. The proposed entitlement plan amendment will comply with the provisions of the base district and other applicable provisions in SP5 (Downtown Specific Plan), Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance, and any specific condition required for the proposed use in the district in which it is located with exception of the variance and special permits. The proposed modifications will update the 2004 project entitlements for consistency with current design aesthetics and site layout. The special permits provide greater benefits for parking and public open space. Wider sidewalks buffered by wider landscape planters along street frontages improve pedestrian access. The varying landscape widths create larger attractive spaces to soften the visibility of the vehicles, utilities, and improve the street frontages. The variance will provide additional parking to

meet the peak parking demand for the commercial uses. It is not uncommon to incorporate valet parking in retail centers. Due to the site's location within close proximity of the beach and downtown, it is anticipated that customers will also walk and bike to the site.

4. The granting of the entitlement plan amendment will not adversely affect the General Plan. The project is consistent with the Land Use Element designation of CV-F7-sp (Commercial Visitor – 3.0 Max. FAR – Specific Plan Overlay) on the subject property. In addition, it is consistent with the following goals, objectives, and policies of the General Plan:

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

Objective LU 7.1: Accommodate the development of a balance of land uses that provides for commercial, employment, entertainment, and recreation needs of existing and future residents, and provides employment opportunities for residents of the City and the surrounding region and captures visitor and tourist activity.

Policy LU 9.3.3: Require that nonresidential structures incorporated in residential neighborhoods be designed to be compatible with and convey the visual and physical scale and character of residential structures.

Objective LU 10.1: Provide for the continuation of existing and the development of a diversity of retail and service commercial uses that are oriented to the needs of local residents, serve the surrounding region, and capitalize on Huntington Beach's recreational resources.

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.

The entitlement plan amendment supports the needs and reflects market demand of City residents and visitors. It will improve the project site, which is currently vacant, and provides additional destination uses that would attract and complement new and existing retail, restaurant, and hotel uses. The design promotes development of commercial buildings that convey a unified, high-quality visual image and character. It is in conformance with the City's Design Guidelines. The City's Design Review Board has reviewed the proposed architecture, colors, and materials and recommends approval of the design concept. The project provides adequate access along all public streets, and adequate parking pursuant to a parking analysis and the incorporation of valet parking. The number of required commercial parking spaces is based on a Parking Demand Analysis prepared by Linscott, Law, and Greenspan. The Analysis concluded that peak demand for the commercial uses will be 1,059

parking spaces. Valet service is included in the request to accommodate the peak demand and park additional vehicles within the lowest garage level.

B. Coastal Element

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

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

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

Policy C 1.1.4: Where feasible, locate visitor-serving commercial uses in existing developed areas or at selected points of attraction for visitors.

Policy C 1.1.7: Encourage cluster development in areas designated for residential use within the Coastal Zone.

Objective C 1.2: Provide a land use plan that balances location, type, and amount of land use with infrastructure needs.

Policy C 1.2.1: Accommodate existing uses and new development in accordance with the Coastal Element Land Use Plan and the Development and Density Schedule, Table C-1.

Policy C 1.2.3: Prior to the issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the Coastal Element, at the time of occupancy.

Policy C 2.2.3: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments.

Policy C 2.4.1: Maintain an adequate supply of parking that supports the present level of demand and allows for the expected increase in private transportation use.

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

Objective C 3.2: Ensure that new development and uses provide a variety of recreational facilities for a range of income groups, including low-cost facilities and activities.

Policy C 3.2.3: Encourage the provision of a variety of visitor-serving commercial establishments within the Coastal Zone, including but not limited to, shops, restaurants, hotels and motels, and day spas.

Objective C 4.1: Provide opportunities within the Coastal Zone for open space as a visual and aesthetic resource.

The entitlement plan amendment will include commercial uses similar to those established in the urban downtown area to support the existing and new residential uses. Public services are available to the project site, as well as the surrounding properties, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. A 20-foot wide pedestrian corridor will be continued from the north side of Pacific View Avenue along the Village Green park easterly towards Huntington Street and run south between the hotel and commercial parcels. The corridor will be available to the public. Parking is provided within a two level subterranean parking structure. Views of the beach/ocean will be available from locations along the public sidewalk, along the inland side of PCH and from lookout decks within the retail development.

C. Urban Design Element

Goal UD1: Enhance the visual image of the City of Huntington Beach.

Objective UD 1.3: Strengthen the visual character of the City's street hierarchy (i.e., major, primary, etc.) in order to clarify the City's structure and to improve Citywide identity.

Policy UD 1.3.1: 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.

Pacific Coast Highway is designated as a scenic corridor in the General Plan. The commercial development enhances the corridor by incorporating terraced landscaping and pedestrian walkways consistent with PCH frontage developments such as the Waterfront and Hilton Hotels. The design and placement of the buildings will maximize views of the coast and facilitate pedestrian activity. The commercial buildings are clustered in a manner to create plazas and visual links to the street and sidewalks. The architecture will consist of a combination of contemporary and coastal styles and materials including light colors, green walls, and reclaimed wood. Although a parking lot is proposed behind the buildings, it will be screened with adequate landscaping along the street frontages. Parking is primarily provided within a subterranean parking structure. Entries into the commercial development are proposed throughout the property with adequate accessibility.

D. Economic Development Element

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

Objective ED 2.6: Expand and enhance the existing visitor-serving uses.

Policy ED 2.6.1: Encourage the attraction of coastal and inland visitor-serving uses to offer a wider spectrum of visitor opportunities.

Policy ED 2.6.2: Encourage visitor supported commercial development to concentrate in selected areas of the City, thereby creating identifiable visitor-oriented centers.

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

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

Policy ED 3.1.1: Create differentiated clusters or nodes of retail, industrial, and office uses.

Policy ED 3.2.1: Create commercial-recreation nodes along the inland side of Pacific Coast Highway.

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

Policy ED 3.2.3: Attract visitor-serving uses near the beach in order to create better linkages between the beach and visitor-supporting retail uses.

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

The project promotes development in accordance with Huntington Beach's Economic Development Element. The visitor-serving commercial uses will broaden and stabilize the City's economic base.

FINDINGS OF APPROVAL – SPECIAL PERMIT NO. 13-001:

1. The granting of Special Permits pursuant to Section 2.5.6 of the Downtown Specific Plan in conjunction with Entitlement Plan Amendment No. 13-001 is for the following:
 - a. Reduce the minimum landscape width along Pacific View Avenue (5 ft. in lieu of min. 10 ft.);
 - b. Encroach electrical transformers and one pay machine into the minimum street side yard setbacks of Pacific View Avenue (min. 5 ft. and 11 ft., respectively in lieu of min. 15 ft.).

These special permits result in a greater benefit from the project and will promote a better living environment because the arrangement of the landscaping and buildings relate to the character of the site. The project offers large public plazas and pedestrian links along the perimeter and interior of the retail center which enhances pedestrian activity. Landscaping adjacent to sidewalks and distributed throughout the property screens the parking lot, accents building design, and creates attractive spaces. Pedestrians will be buffered and protected from vehicular traffic with the incorporation of wider sidewalks and wider landscaped areas. Varying landscape widths creates interest in the design of the parking lot

frontage. A combination of ground cover, low berming, and medium height shrubs and trees will help contribute to natural surveillance of the area and aesthetically beautify the surroundings.

The placement of above-ground electrical transformers and pay machine along Pacific View Avenue results in a better project because they will be adequately screened within increased landscaped planters. Hedges and trees will be designed to limit the visibility of these structures. Relocating the utilities would increase their visibility near highly traveled pedestrian paths within the mall, adjacent to retail, or within the parking lot. Utilities are less intrusive aesthetically and functionally within landscaped planters. As conditioned, the utilities will be clustered together and minimized in height to the maximum extent feasible so as to reduce the frequency of utilities along the parking lot frontage. Furthermore, the pay machine located at a minimum 11 ft. setback will primarily serve the parking stalls near the valet drop-off area. The location is within a landscape planter between the parking stalls and conveniently accessible for patrons. It will be screened from the street by landscaping.

2. The granting of Special Permits will provide better land planning techniques with maximum use of aesthetically pleasing types of architecture, landscaping, site layout and design due to the use of appropriate site planning by the arrangement of structures, parking, circulation areas, and open space areas. The special permits allow for the installation of surface parking behind the buildings. Landscaping is integrated into the plan through parking lot and service area screening, enhancing building design, creating attractive public spaces, improving pedestrian access and views.
3. The granting of Special Permits will not be detrimental to the general health, welfare, safety, and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general. The project has been evaluated for compatibility with the surrounding neighborhood and incorporates designs that appeal to pedestrians. Landscaping is proposed for the project on both sides of the Pacific View Avenue sidewalk, which softens the visual appearance of the parking lot from the street and residences across the street. Increased landscape planter widths also provide larger areas to integrate landscape screening for the above ground utilities and pay machine.
4. The granting of Special Permits will be consistent with objectives of the Downtown Specific Plan in achieving a development adapted to the terrain and compatible with the surrounding environment. The frontage of the development along Pacific View Avenue provides the environmentally-friendly pedestrian-oriented experience by incorporating wider landscape planters with wider sidewalks. It makes walking safer and more appealing by averaging the widths of the landscape planters adjacent to the parking lot. The incorporation of the special permits into the project benefits the overall design and therefore provides a better living environment for the resident, tenant, customer, and visitor to the downtown area.
5. The granting of Special Permits is consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act. The project is consistent with the Coastal Element goals, objectives, and policies as noted under the Entitlement Plan Amendment findings. Public services are currently available to the project site, as well as the surrounding parcels, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. Views of the beach/ocean will be available from locations along the public sidewalk, along the inland side of PCH, and from terraced decks within the commercial development. The proposed special permits in

conjunction with Entitlement Plan Amendment No. 13-001 and Variance No. 13-008 will comply with State and Federal Law.

FINDINGS OF APPROVAL – VARIANCE NO. 13-008:

1. The granting of Variance No. 13-008 for a minimum 17 ft. wide drive aisle in lieu of 26 ft. for valet parking in the lower level of the garage will not constitute a grant of special privilege inconsistent with limitations upon other properties in the vicinity and under an identical zone classification. The variance addresses unique development constraints related to the subject property including its surroundings, existing improvements, and grade differential. The variance will not constitute a grant of special privilege because the property's existing physical conditions limit the location of new structures. Additionally, other properties in the vicinity have been designed with tandem valet stalls to maximize efficiency of their parking structures.
2. Because of special circumstances applicable to the subject property, including topography, location, or surroundings and existing improvements the strict application of the zoning ordinance is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification. The subject site is located in the coastal zone, has a significant grade differential, contains an existing partially constructed subterranean garage, and is subject to a high water table. Additional parking is not feasible within the partially constructed garage footprint without compromising the integrity of the building and site. Other properties in the vicinity do not have existing improvements limiting the proposed improvements. Granting the deviation in drive aisle widths for valet parking in the lower level of the garage allows the subject property to enjoy the same privileges as the other properties in the vicinity and under identical zone classification.
3. The granting of a variance is necessary to preserve the enjoyment of one or more substantial property rights. The requested variance is necessary to allow the proposed project to be developed with a visitor-serving commercial shopping center to serve the downtown area. Granting the requested variance will not affect the overall visual character and scale of the proposed development onsite in the context of the surrounding area. The subject site is able to enjoy the right to develop the site in accordance with District 2 of the Downtown Specific Plan and adequate parking to serve the needs of the project will be provided according to the Parking Demand Analysis.
4. The granting of the variance will not be materially detrimental to the public welfare or injurious to property in the same zone classification and will not adversely affect the General Plan. The development of the commercial retail center will not be materially detrimental to the public welfare because the proposed buildings are designed to be consistent with the scale and character of the surrounding area. The proposed two-story structures will be consistent with the established development pattern in the vicinity. Additionally, adequate parking to serve the needs of the project will be provided according to the Parking Demand Analysis. The granting of the variance is consistent with the Land Use Element designation of CV-F7-sp (Commercial Visitor- 3.0 FAR – Specific Plan Overlay) on the subject property.

CONDITIONS OF APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 13-001/SPECIAL PERMIT NO. 13-001/VARIANCE NO. 13-008:

1. The site plan, floor plans, and elevations received and dated August 1, 2013 shall be the conceptually approved design with the following modifications:

- a. The interior of the parking structure shall be painted in white and lighting shall be located directly between parking stalls or in the center of parking structure aisles. Cameras shall be placed at the entrance and exit of the parking structure as well as elevator waiting areas, stairwells, trash areas, and bicycle areas. The cameras shall record 24 hours, seven days a week. Minimum 800 MHz radio antennas shall be installed so that emergency personnel can effectively receive/transmit in the parking structure. **(PD)**
 - b. The Police Substation shall be depicted on the floor plan. Two of the onsite parking spaces shall be designated for police vehicles. **(PD)**
 - c. The elevator equipment shaft on the east elevation shall be architecturally integrated with the design of the building. **(DRB)**
 - d. The stairwell locations (west elevation at the health club and north elevation near the east ramp) shall incorporate visibility (i.e., windows), as feasible, into the stairwell. **(DRB)**
 - e. The entrances to the restrooms shall be flush to the building walls rather than setback from the alcove design. **(DRB)**
 - f. The relocated pedestrian corridor easement shall incorporate a minimum 8 ft. wide walkway.
 - g. The plans shall depict the continuation of the 20 ft. wide pedestrian corridor easement along the north side of Pacific View Avenue connecting with the subject site.
 - h. A minimum 6 ft. wide sidewalk shall meander along the east side of First Street with a minimum 4 ft. wide landscape planter adjacent to the curb.
 - i. Utilities located in landscaped planters along Pacific View Avenue and First Street shall be adequately screened by landscaping subject to review and approval by the Planning Division, Fire Department, and Public Works Department. Utilities shall be grouped together and reduced in height, to the maximum extent feasible, and shall not be located within sidewalks.
 - j. Bicycle parking shall be provided for a minimum storage of 57 bicycles onsite.
 - k. The "Pay & Display" stations within the parking lot shall be located a minimum of 15 ft. from the north property line, except for one pay station between the parallel parking stalls located at a minimum setback of 11 ft.
 - l. The below grade parking structure for the commercial development shall be redesigned to address the detailed recommendations per Condition of Approval No. 5f.
2. The Parking Demand Analysis received and dated August 8, 2013, and Parking Management Plan dated July 30, 2013, shall be the approved parking analysis and parking plan with the applicable revisions per Condition of Approval No. 1.
 3. Incorporating sustainable or "green" building practices into the design of the proposed structures and associated site improvements is highly encouraged. Sustainable building

practices may include (but are not limited to) those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>) or Build It Green's Green Building Guidelines and Rating Systems (<http://www.builditgreen.org/green-building-guidelines-rating>).

4. Prior to issuance of grading permits, the following shall be completed:
 - a. The final hardscape and landscape design of the relocated pedestrian corridor along the east property line shall be subject to review and approval by the Director of Planning and Building.
 - b. At least 14 days prior to any grading activity, the applicant/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 Division.
 - c. All project and entitlement related mitigation measures, code requirements, and conditions of approval of the original Pacific City project shall remain in effect (including but not limited to: street and frontage improvements, sewer, water and storm drain infrastructure improvements, traffic mitigation fair share contributions, traffic signals, signing and striping, completion of Pacific View Avenue, medians, traffic impact fees, decorative paving, street lighting, street dedications, pedestrian easements, et. al). **(PW)**
 - d. All existing Agreements between the City of Huntington Beach and the original Pacific City property owner shall be replaced with comparable agreement(s) to be approved by and executed with the City and the new property owner(s). **(PW)**
5. Prior to submittal for building permits, the following shall be completed:
 - a. One set of project plans and one 11 inch by 17 inch set of all colored renderings and elevations, revised pursuant to Condition of Approvals and Code Requirements, shall be submitted for review, and 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. 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.

- d. The applicant shall submit written consent from the Pacific City Residential property owner for the continuation of the 20 ft. wide pedestrian corridor along the northern edge of Pacific View Avenue and crossing the second intersection of the street near the proposed relocation of the pedestrian corridor easement on the subject site.
 - e. The subject property shall enter in an irrevocable offer to dedicate access between the subject site and adjacent easterly property (hotel). The location and width of the accessway shall be reviewed and approved by the Planning Division and Public Works Department. The subject property owner shall be responsible for making necessary improvements to implement the reciprocal access. The legal instrument shall be submitted for review and approval by the Planning Division and the City Attorney as to form and content and, when approved, shall be recorded in the Office of the County Recorder 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.
 - f. A Parking Review Plan shall be submitted to the Planning and Building Department for review and approval by the Planning Division and Public Works Department. The Parking Review Plan shall be prepared by a third party parking consultant that includes recommendations and detailed comments regarding the circulation and design layout of the below grade parking structure for the commercial development.
6. Upon acceptance of the irrevocable offer for reciprocal access by the adjacent easterly property owner at a future date, the subject property shall complete the improvements on the subject site.
 7. Prior to the issuance of building permits for any new building on the podium level, the following shall be completed:
 - a. A Lot Line Adjustment to move the lot line between Parcel 2 (subject site) and Parcel 3 (hotel) shall be reviewed and approved by the Planning Division and submitted to the Public Works Department.
 - b. A Legal Description and Plat of the proposed Public Pedestrian Easement dedication to the City shall be prepared by a licensed surveyor or registered Civil Engineer authorized to practice land surveying and submitted to the Public Works Department for review and approval. **(PW)**
 - c. A Legal Description and Plat of the existing Public Pedestrian Easement areas (from recorded Tract Map No. 16338) to be vacated shall be submitted to the Public Works Department for further processing of this easement vacation. **(PW)**
 - d. The southerly 9 feet of the existing Pacific View Avenue right-of-way (from recorded Tract Map No. 16338) shall be vacated. A Legal Description and Plat of this vacation area shall be submitted to the Public Works Department for further processing. **(PW)**
 - e. A public art element, approved by the Design Review Board, Director of Planning and Building, and the Cultural Services Supervisor, shall be depicted on the plans. Public Art shall be innovative, original, and of artistic excellence; appropriate to the design of the project; and reflective of the community's cultural identity (ecology, history, or society).

- f. To control large groups from gathering, provide an outdoor seating/furniture and landscape plan that incorporates Crime Prevention through Environmental Design methods, subject to review and approval by the Police Department and Planning Division.
8. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released, and Certificate of Occupancy cannot be issued until the following has been completed:
 - a. If the hotel is not under construction when the retail requests a final building permit inspection, then the retail property owner shall submit an interim improvement plan for the hardscape/landscaped area east of the market building to the Planning and Building Department for review and approval.
 - b. A Lot Line Adjustment to move the lot line between Parcel 2 (subject site) and Parcel 3 (hotel) of Tract Map No. 16338 shall be approved and recorded. **(PW)**
 - c. Any portion of the proposed public sidewalk along the project's First Street frontage which is shown on private property shall require a Public Pedestrian Easement dedication to the City. Said dedication shall be approved and recorded prior to final inspection or occupancy. **(PW)**
 - d. The project's existing License and Maintenance Agreement shall be amended (including both agreement verbiage and associated exhibits) to address the revised Public Pedestrian Easements. **(PW)**
 - e. Relocation of the Public Pedestrian Easement (from that shown on recorded Tract Map No. 16338) shall be recorded. **(PW)**
 - f. A Planned Sign Program shall be submitted under separate application, subject to review by the Design Review Board, which includes signage for the tenants, retail development, and subterranean parking structure. Signage within the parking structure shall include phone numbers for security and police. The program shall be reviewed and approved prior to the installation of any new sign.
 - g. All improvements are completed in accordance with approved plans, except as provided for by conditions of approval.
9. All conditions of approval and mitigation measures required under Environmental Impact Report No. 02-01, Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, Entitlement Plan Amendment No. 06-02, Entitlement Plan Amendment No. 08-01, Entitlement Plan Amendment No. 12-005, Entitlement Plan Amendment No. 12-007, and Entitlement Plan Amendment No. 12-009 for Pacific City shall remain valid, with exception of the conditions of approval identified in No. 1 above, as modified herein.
10. The use shall comply with the following:
 - a. Valet parking shall be required for employees commuting to work in vehicles.
 - b. The hours of operation for outdoor live entertainment within the public plazas/open space areas shall be limited to between 10:00 AM and 10:00 PM.

- c. A maximum of 27,000 square feet of eating and drinking establishments shall be permitted to close no later than 2:00 AM and the remaining 22,245 sq. ft. of eating and drinking establishments shall close no later than 12:00 AM (midnight). At the time of building permit submittal and certificate of occupancy for each eating and drinking establishment, the property owner or designee shall provide a matrix of all eating and drinking establishments within the project, which shall include square footage and hours of operation to verify compliance with this condition.
11. A Conditional Use Permit and Entertainment Permit shall be required for restaurants/nightclubs requesting live entertainment and/or dancing.
12. The development services departments (Building & Safety, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the City Council's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the City Council may be required pursuant to the provisions of HBZSO Section 241.18.
13. Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008 shall become null and void unless exercised within two years of the date of final approval by the City Council or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning Division a minimum 30 days prior to the expiration date.

INDEMNIFICATION AND HOLD HARMLESS CONDITION:

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

PACIFIC CITY HOTEL

CONCEPTUAL EPA PACKAGE
NOVEMBER 21, 2013

R.D. OLSON
DEVELOPMENT

WATG

A-01



BASEMENT B2 PARKING DATA:
199 TOTAL PARKING STALLS
(37 TOTAL TANDEM SPACES @ 19%)
(1 RAMP UP TO B1 AND 1 CONTROLLED ENTRY/
EXIT TO HUNTINGTON STREET)

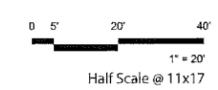
PARKING GARAGE LEVEL B02
199 PARKING SPACES
ELEV. +8.50'

RAMP UP TO B1
ELEV. +8.50'

ATTACHMENT NO. 32

BASEMENT B2 PLAN (Lower Level)

107,356 SQUARE FEET (GROSS AREA)





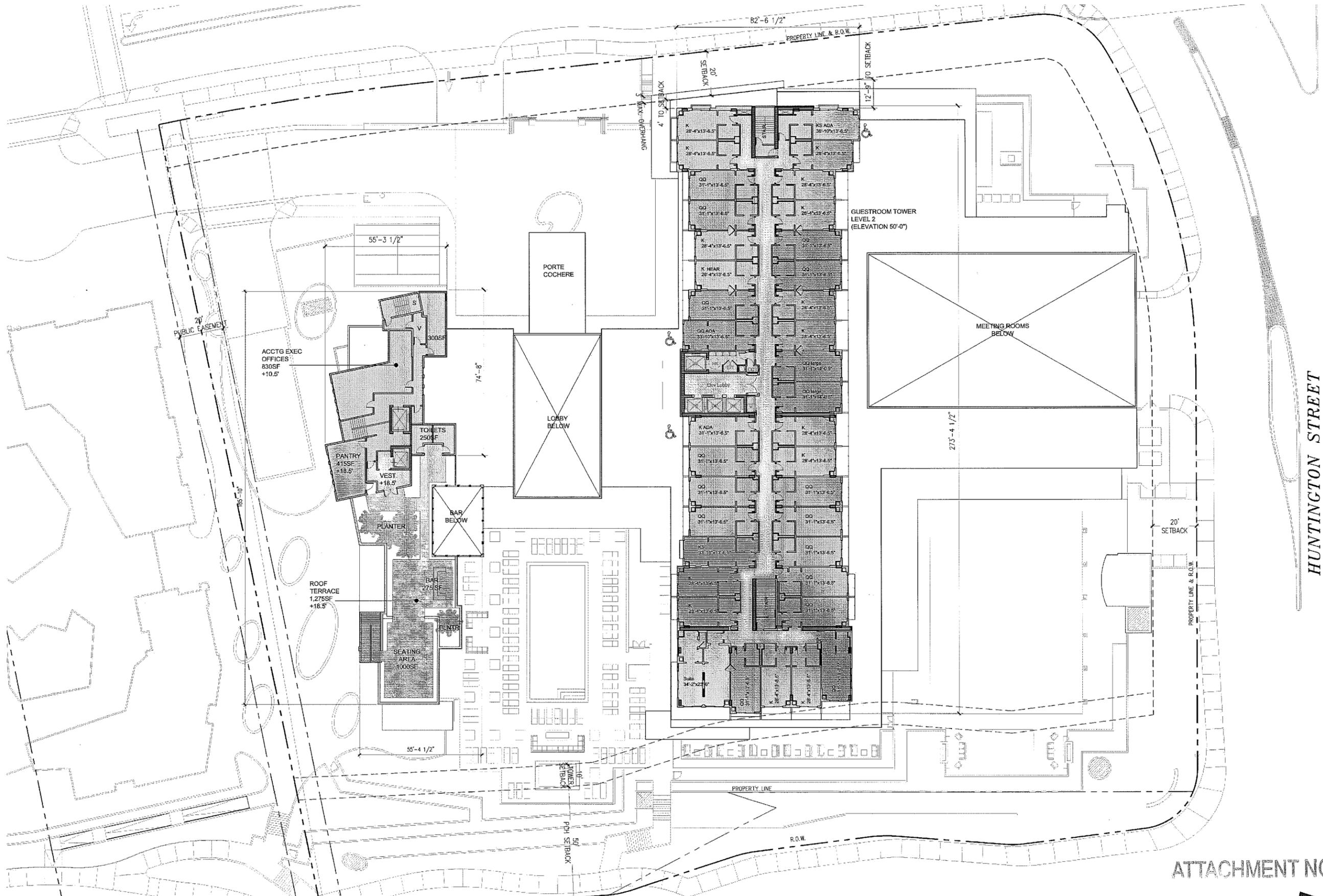
BASEMENT B1 PARKING DATA:
155 TOTAL PARKING STALLS
(25 TOTAL TANDEM SPACES @ 16%)
(1 RAMP UP TO PODIUM LEVEL AND 1 CONTROLLED ENTRY/EXIT TO PACIFIC VIEW AVE)

TOTAL BASEMENT B1 & B2 PARKING DATA:
358 TOTAL PARKING STALLS PROVIDED
(64 TOTAL TANDEM SPACES @ 17.9%)
(2 ACCESS POINTS TO EACH LEVEL)

BASEMENT B1 PLAN (Upper Level)
105,697 SQUARE FEET (GROSS AREA)



ATTACHMENT NO. 33



PACIFIC CITY HOTEL

CONCEPTUAL EPA PACKAGE
 NOVEMBER 21, 2013

HUNTINGTON STREET

FLOOR PLAN LEVEL 2 (Podium Level & Tower Plan)

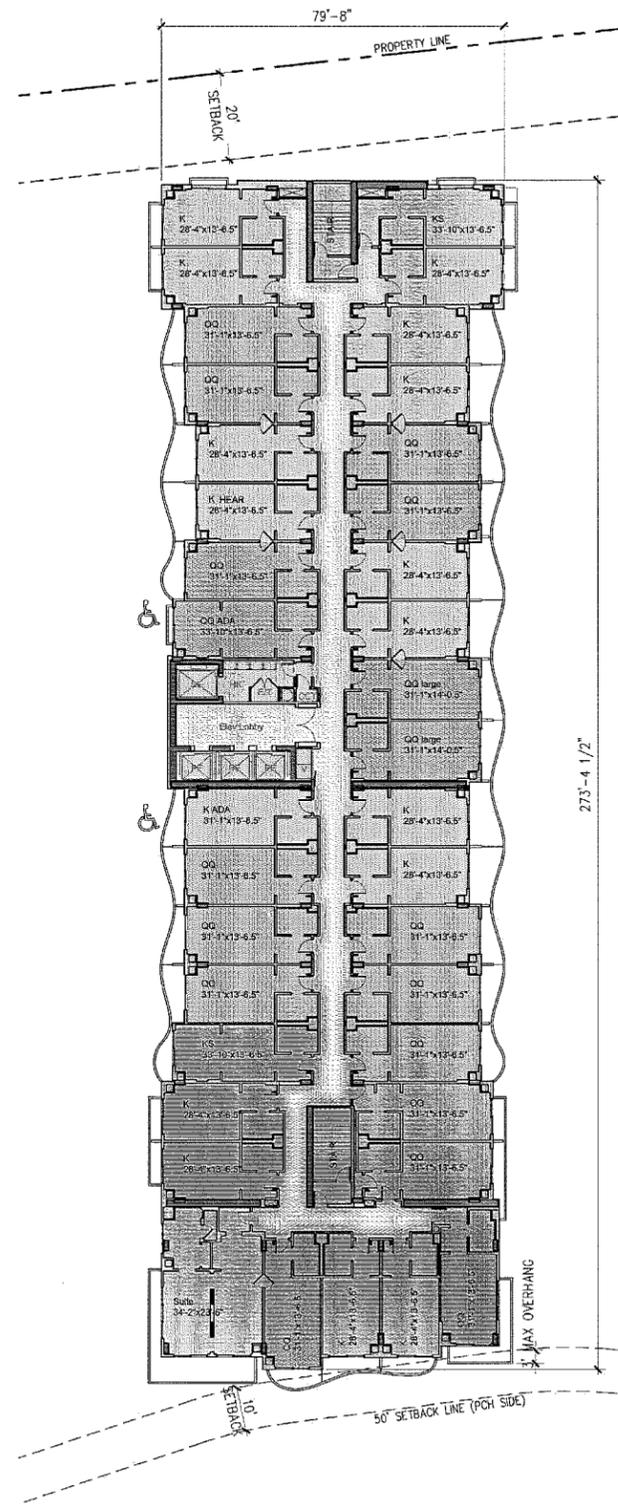
PODIUM FLOOR = 3,280 SQUARE FEET (GROSS AREA)

ATTACHMENT NO. 3-5

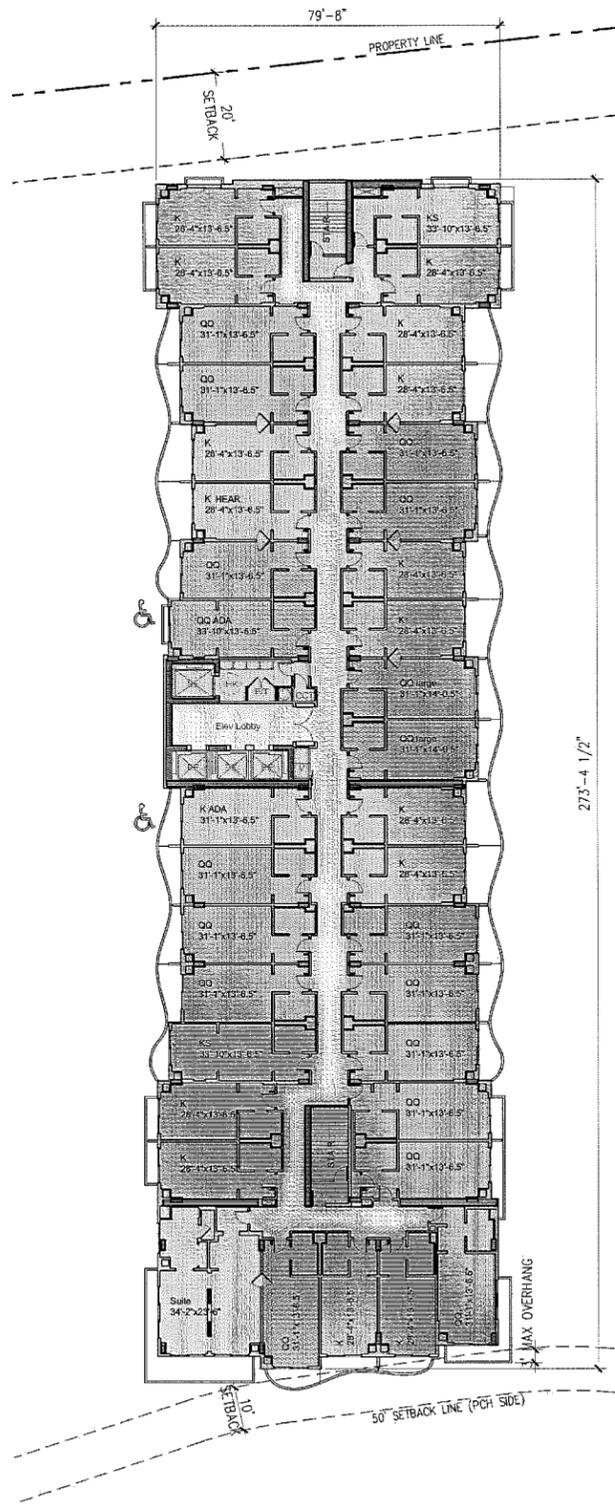


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 ARCHITECTS
 WATG

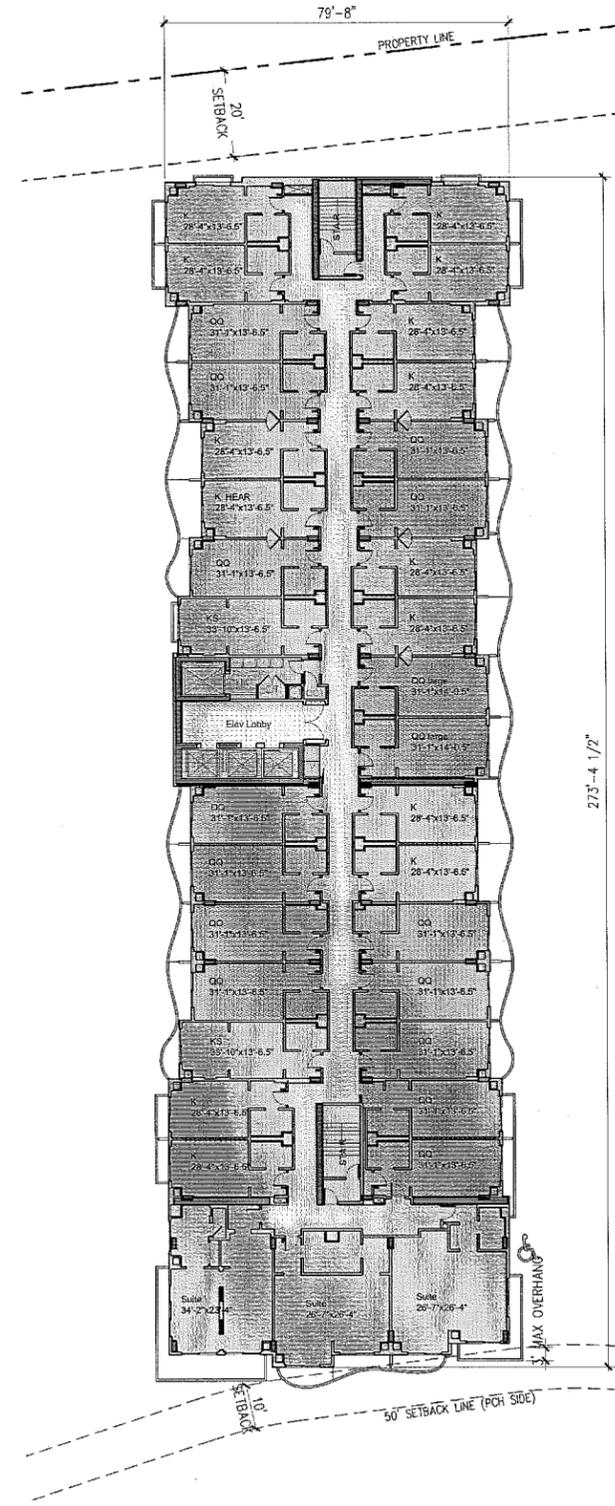
106



FLOOR PLAN LEVELS 3 - 5



FLOOR PLAN LEVEL 6



FLOOR PLAN LEVEL 7

FLOOR PLAN LEVELS 3 - 7 (Tower Plans)

ATTACHMENT NO. 3.6



PACIFIC CITY HOTEL

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NOVEMBER 21, 2013

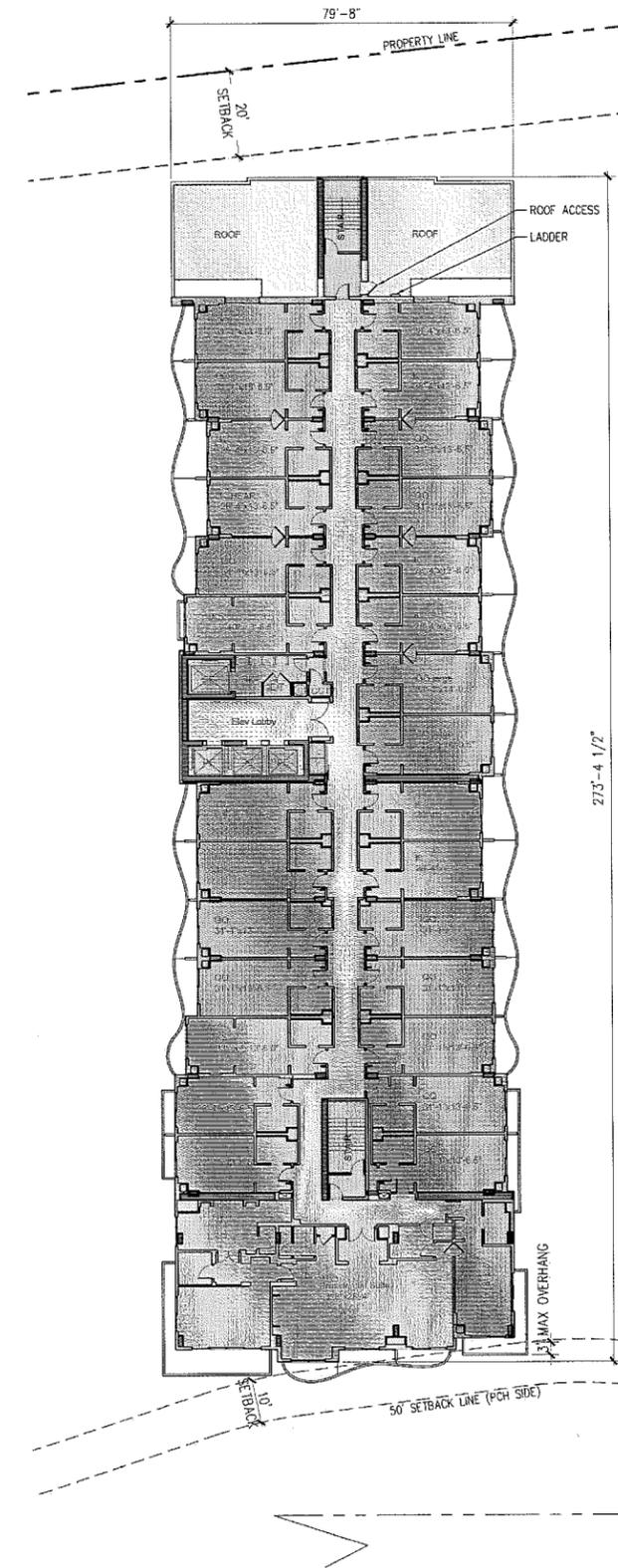
R.D. OLSON DEVELOPMENT

WATG

A-105

GUESTROOM MATRIX		LEVEL							TOTAL	%
UNIT TYPE (Area Summary - Gross Areas)		2	3	4	5	6	7	8		
King	13'-6.5" x 28'-4" = 383.7sf	14	14	14	14	14	13	09	92	42
King ADA	13'-6.5" x 28'-4" = 417.8 sf	02	02	02	02	02	01	01	12	
Queen Queen	13'-6.5" x 31'-1" = 411.4 sf	15	15	15	15	15	14	15	104	49
QQ Deluxe	14'-0.5" x 31'-1" = 471.5 sf	02	02	02	02	02	02	02	14	
QQ ADA	13'-6.5" x 33'-10" = 448.7 sf	01	01	01	01	01	-	-	5	9
King Suite	13'-6.5" x 33'-10" = 497.7 sf	01	02	02	02	02	02	02	13	
King Suite ADA	13'-6.5" x 36'-10" = 537.7 sf	01	-	-	-	-	-	-	1	
Suite	34'-2" x 23'-6" = 776.4 sf	01	01	01	01	01	01	-	6	
Suite	26'-7" x 26'-4" = 784.3 sf	-	-	-	-	-	02	-	2	
Pres. Suite	63'-8" x 28'-4" = 2,002.1 sf	-	-	-	-	-	-	01	1	
TOTAL		37	37	37	37	36	35	31	250	100

BUILDING AREA ANALYSIS MATRIX:	
11/21/2013	
PROPERTY AREA TO ADJUSTED PROPERTY LINES = 151,951.84 sq. ft. (3.49 ARCES)	
TOTAL GROSS FLOOR AREA (Including Basement Levels) = 406,485 sq. ft. (2.67 FAR)	
FLOOR LEVEL:	GROSS AREA:
B2 - BASEMENT (LOWER LEVEL PARKING AND BOH)	
** Back of House and Circulation	13967 SF
** Parking and Ramps	93389 SF
B1 - BASEMENT (UPPER LEVEL PARKING AND BOH)	
** Back of House and Circulation	12082 SF
** Parking and Ramps	93615 SF
F1 - ENTRY LOBBY LEVEL - PODIUM FLOOR	56016 SF
F2 - PODIUM FLOOR	3280 SF
F2 - GUESTROOM TOWER LEVEL - FLOOR 2	19460 SF
F3 - GUESTROOM TOWER LEVEL - FLOOR 3	19419 SF
F4 - GUESTROOM TOWER LEVEL - FLOOR 4	19419 SF
F5 - GUESTROOM TOWER LEVEL - FLOOR 5	19419 SF
F6 - GUESTROOM TOWER LEVEL - FLOOR 6	19419 SF
F7 - GUESTROOM TOWER LEVEL - FLOOR 7	19419 SF
F8 - GUESTROOM TOWER LEVEL - FLOOR 8	17581 SF
TOTAL GROSS AREA	406485 SF



FLOOR PLAN LEVEL 8

ATTACHMENT NO. 3.7

FLOOR PLAN LEVEL 8 (Tower Plan)



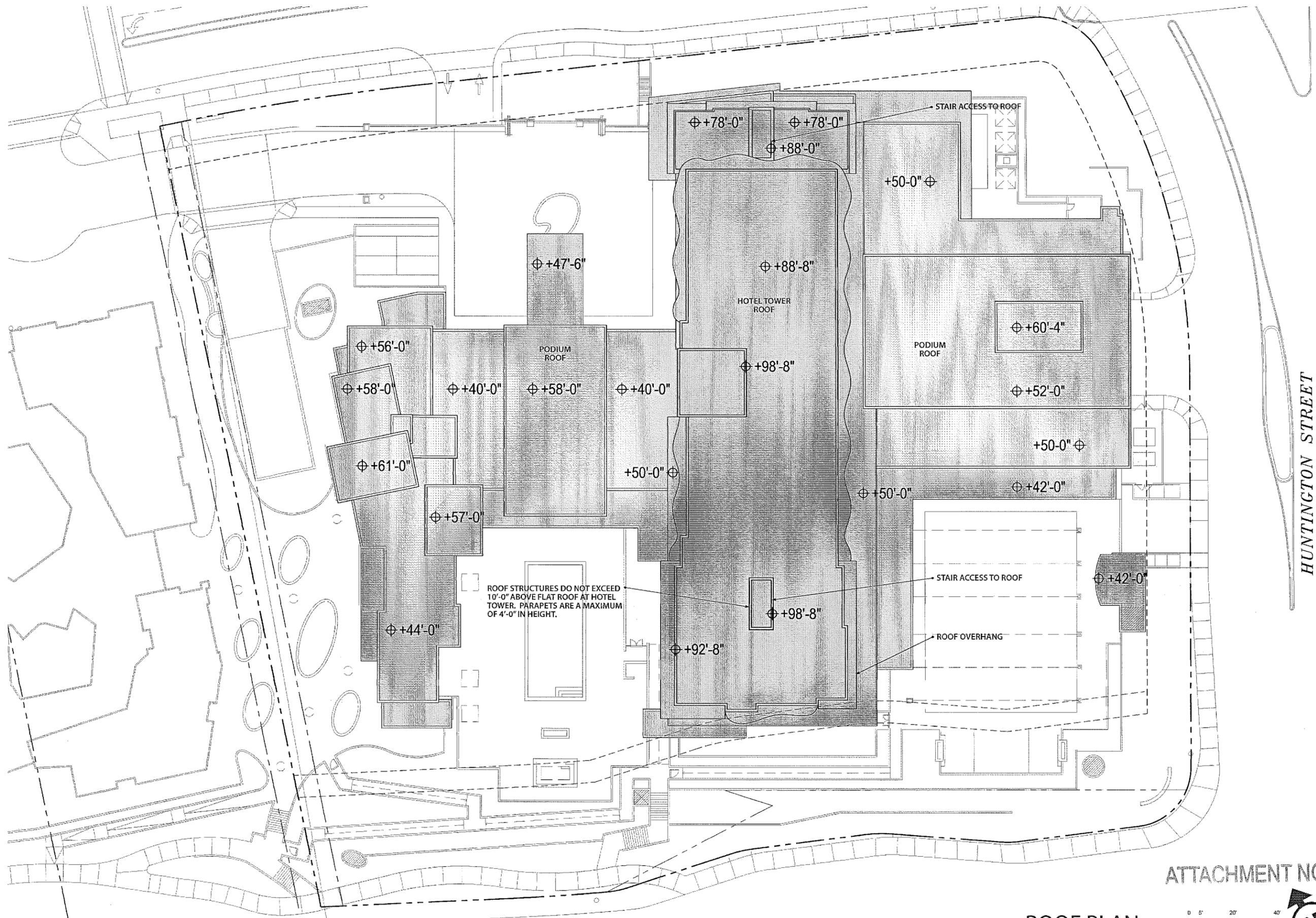
PACIFIC CITY HOTEL

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NOVEMBER 21, 2013

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A-106

Project# 134012



PACIFIC CITY HOTEL

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NOVEMBER 21, 2013

ROOF PLAN

ATTACHMENT NO. 3.8

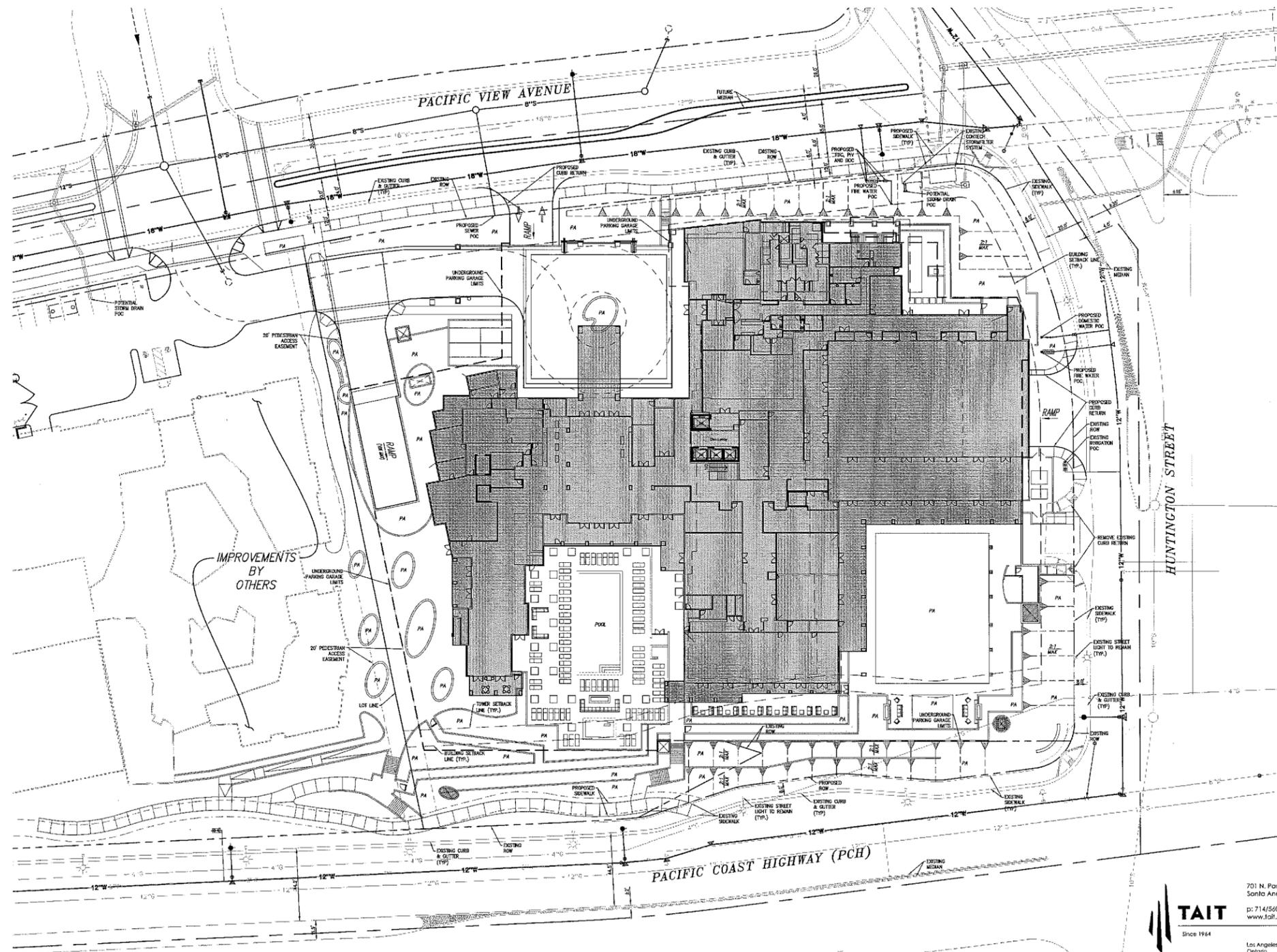


R.D. OLSON
DESIGN ARCHITECTS

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A-107

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PACIFIC CITY HOTEL

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 NOVEMBER 21, 2013

ATTACHMENT NO. 3.9

R. OLSON DEVELOPMENT

WATG

C-101

CONCEPTUAL GRADING & DRAINAGE PLAN

Half Scale @ 11x17





LEGEND

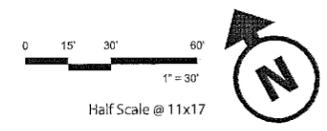
- 1 Entry road
- 2 Hotel Sign
- 3 Arrival Motor Court
- 4 Porte Cochere
- 5 Decorative Paving
- 6 V.I.P Parking
- 7 Parking Garage Access
- 8 Exterior Patio
- 9 Public Walks
- 10 Service access
- 11 Wood Decking
- 12 Stepping Landscape Terraces
- 13 Formal Lawn with Lighting
- 14 Main Pool
- 15 Spa with Viewing deck
- 16 ADA Ramp
- 17 Outdoor Fire Place
- 18 Spa Garden
- 19 Spa Treatment Rooms
- 20 Roof Top Lounge

PACIFIC CITY HOTEL

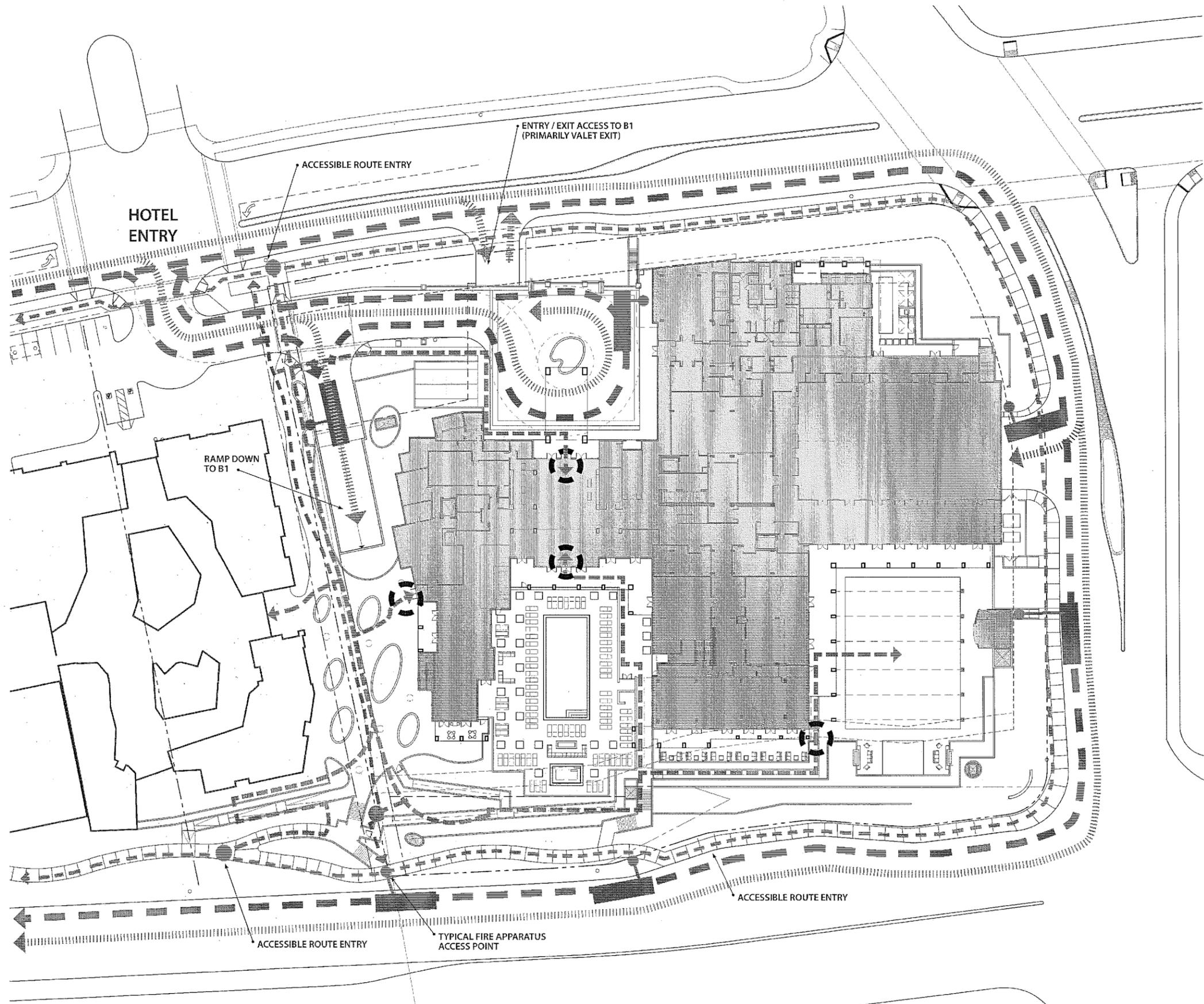
CONCEPTUAL EPA PACKAGE
NOVEMBER 21, 2013

LANDSCAPE CONCEPT - Illustrative Site Plan

ATTACHMENT NO. 3.10



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DEVELOPMENT
WATG

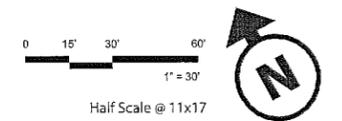


LEGEND

-  Access Points
-  Public Pedestrian Sidewalk
-  Public Pedestrian Easement
-  Accessible Pedestrian Route
-  Public Vehicular Circulation
-  Service Vehicular Access
-  Fire Apparatus Access

ATTACHMENT NO. 3.1

LANDSCAPE CONCEPT - Pedestrian/Vehicular/Fire Access Plan



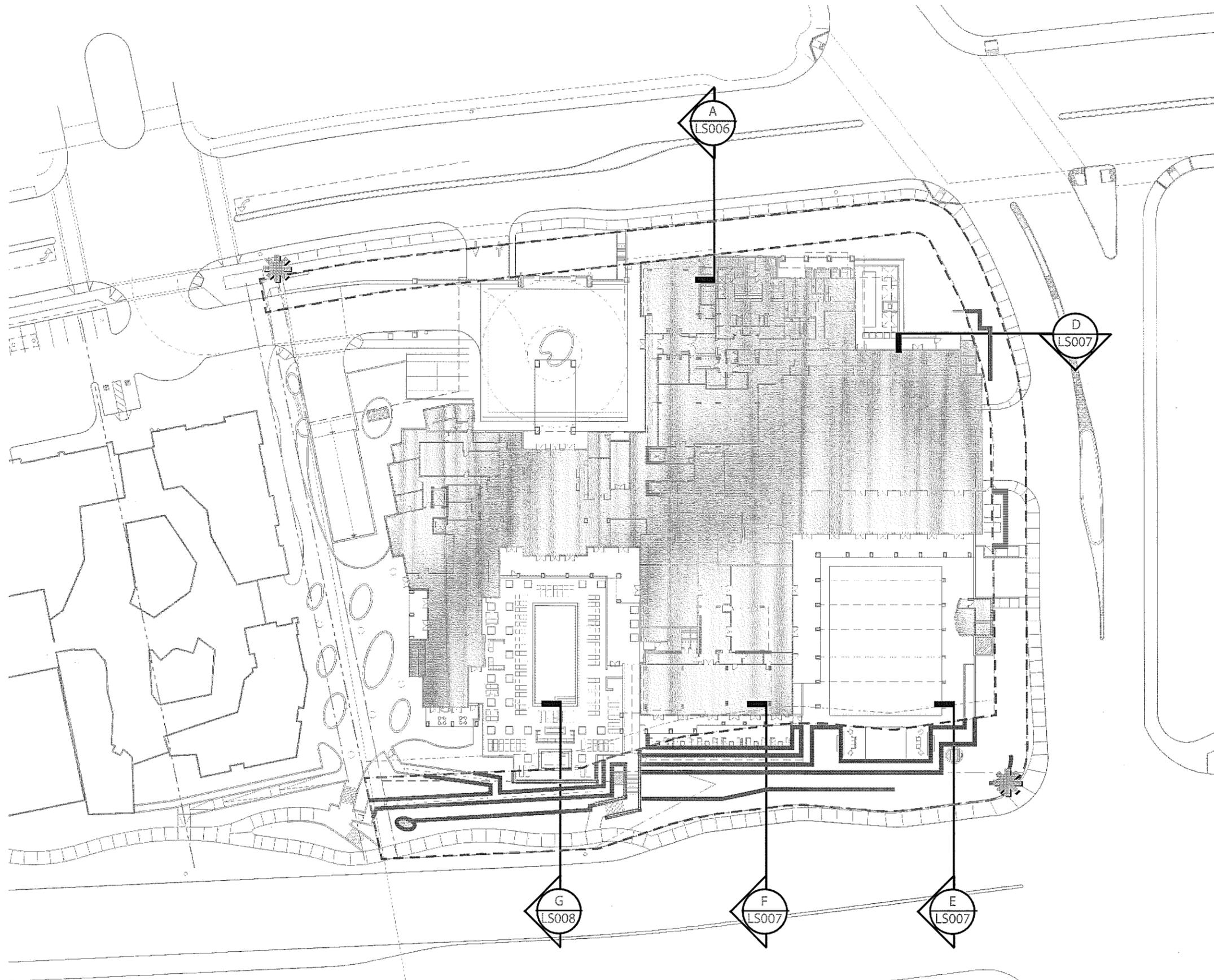
WATG

WATG

LS-002
Project 134012

LEGEND

- Setback Zone
- ✱ Corner Project Monument Sign
- Landscape Retaining Wall (Max. 72" Vertical Face Exposed Walls within setback zone)
- Landscape Retaining Wall (Max. 42" Vertical Face Exposed Walls within setback zone)
- Glazing Wind Screen Guardrail (42" H.T. Max.)



LANDSCAPE CONCEPT - Wall & Fence Plan

ATTACHMENT NO. 3.12

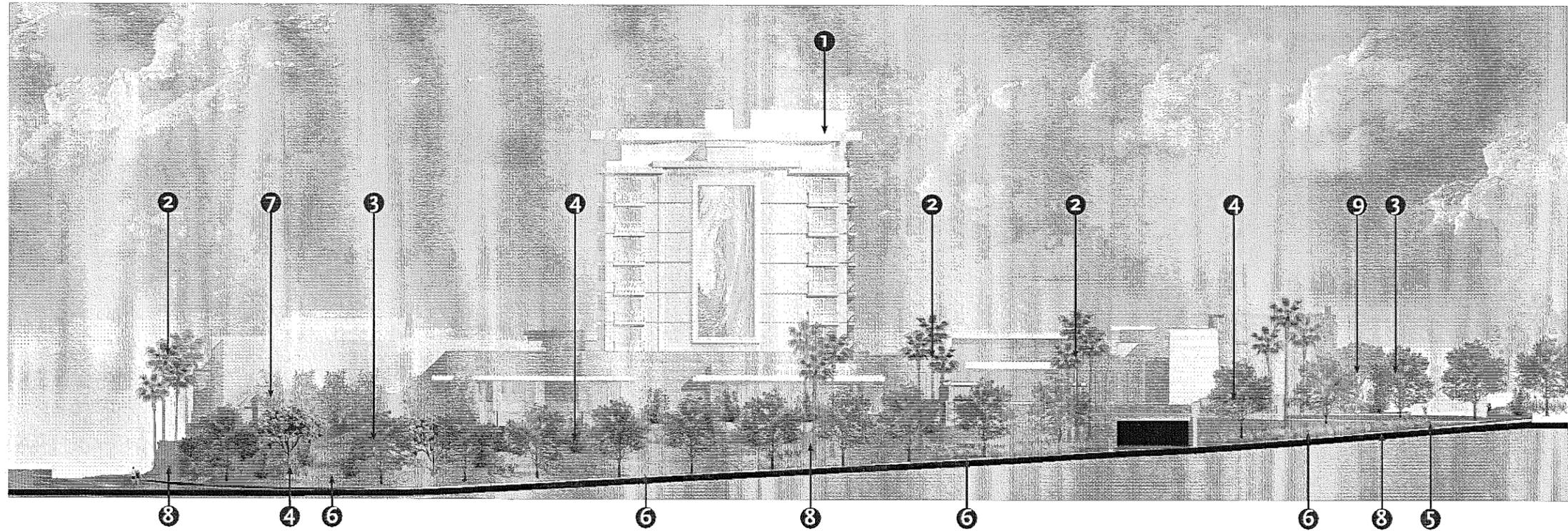


Half Scale @ 11x17

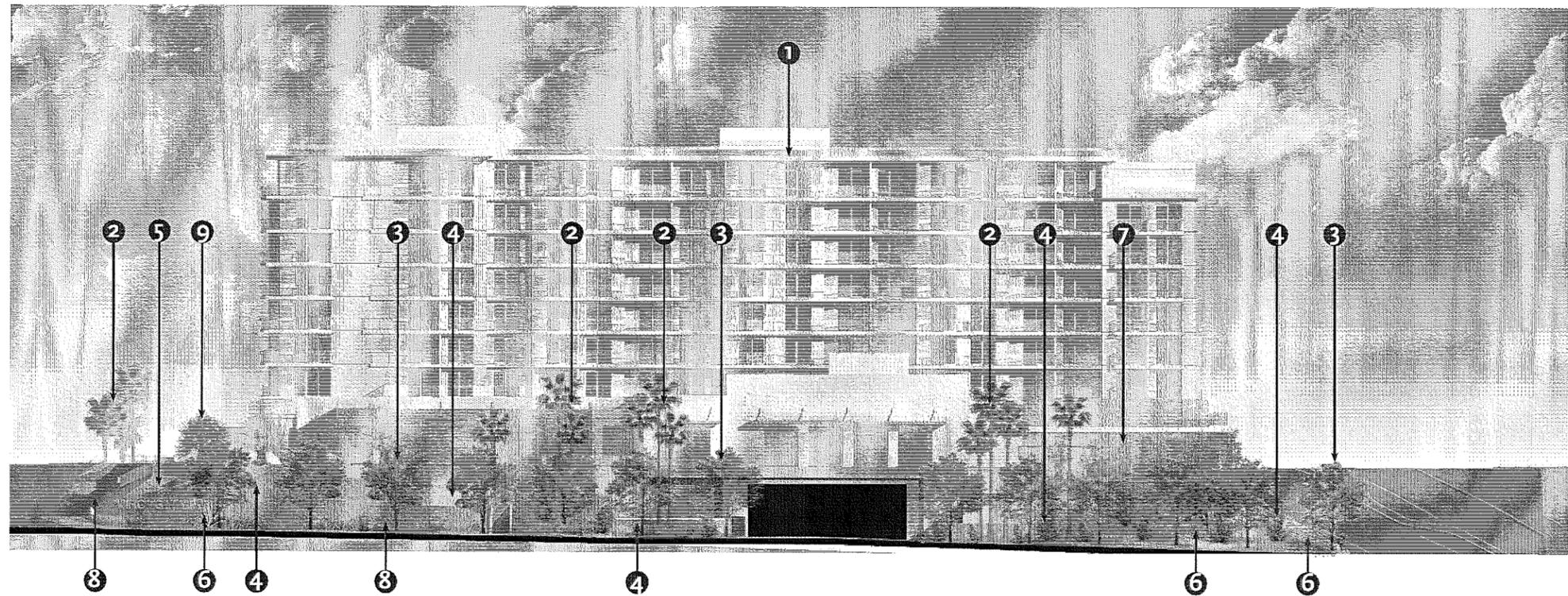


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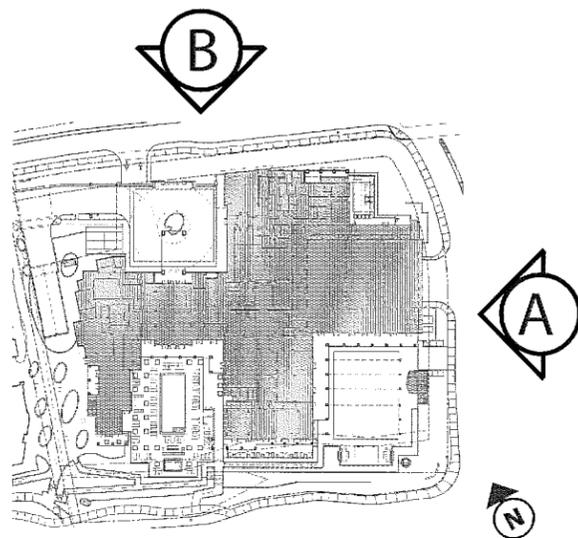
- ① Hotel Tower Beyond
- ② Tall Palm Tree Planting
- ③ Canopy Tree Planting
- ④ Understory Tree Planting
- ⑤ Ornamental Shrub Planting
- ⑥ Sloped Terrace Planting
- ⑦ Evergreen Tree Screen
- ⑧ Retaining Planter Wall
- ⑨ Accent Tree Planting



Ⓑ NORTHEAST ELEVATION (From Pacific View Ave)



Ⓐ SOUTHEAST ELEVATION (From Huntington Street)



LANDSCAPE CONCEPT - Elevations



**PACIFIC
CITY
HOTEL**

CONCEPTUAL EPA PACKAGE
NOVEMBER 21, 2013

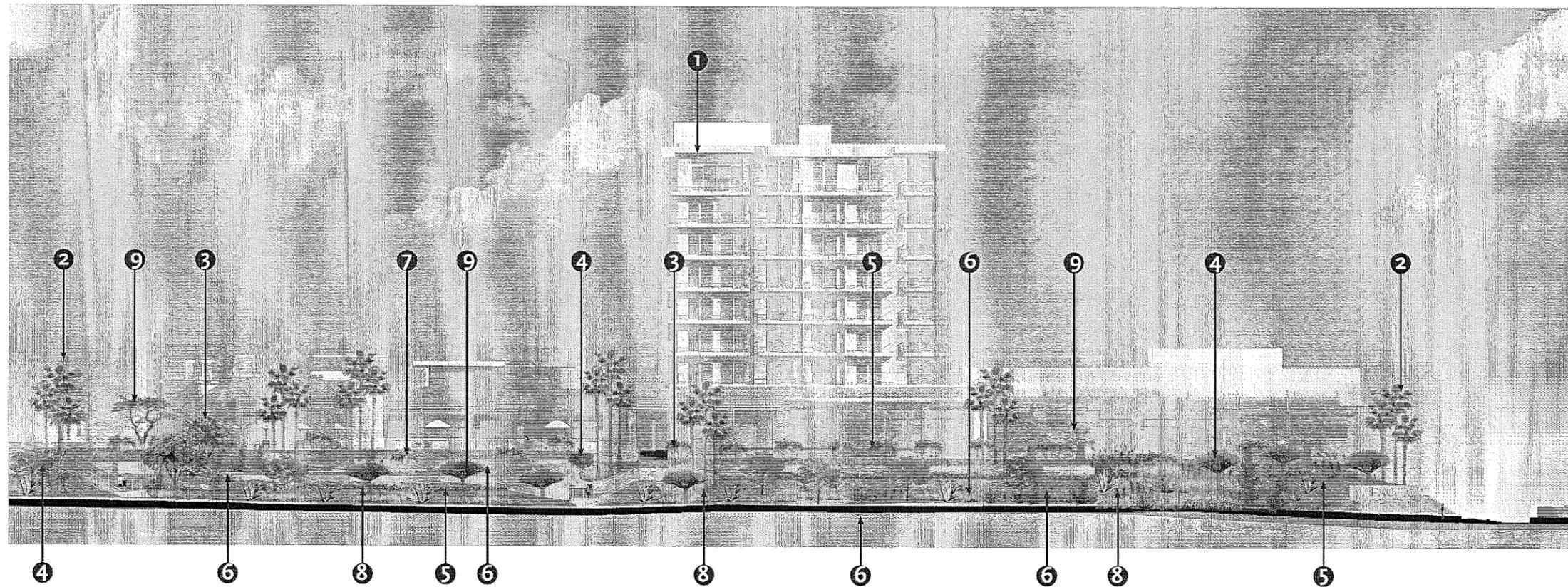
ATTACHMENT NO. 3.13

**D. OLSON
DEVELOPMENT**
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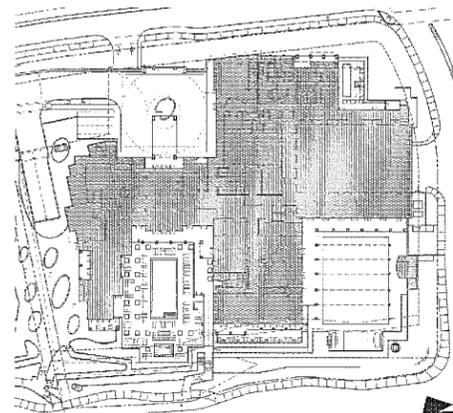
LS-004
PAGE 14

LEGEND

- 1 Hotel Tower Beyond
- 2 Tall Palm Tree Planting
- 3 Canopy Tree Planting
- 4 Understory Tree Planting
- 5 Ornamental Shrub Planting
- 6 Sloped Terrace Planting
- 7 Evergreen Tree Screen
- 8 Retaining Planter Wall
- 9 Accent Tree Planting



© SOUTHWEST ELEVATION (From Pacific Coast Hwy)



CONCEPTUAL EPA PACKAGE
 NOVEMBER 21, 2013

ATTACHMENT NO. 3.H

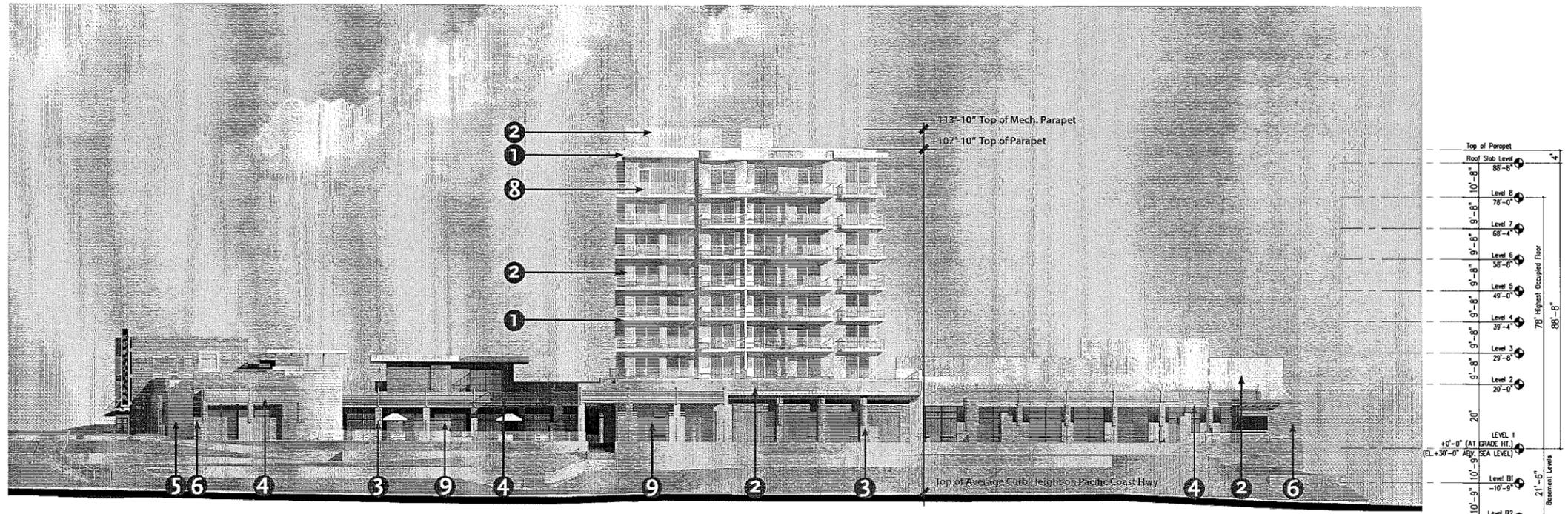
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 DEVELOPER
 WATG

LANDSCAPE CONCEPT - Elevations

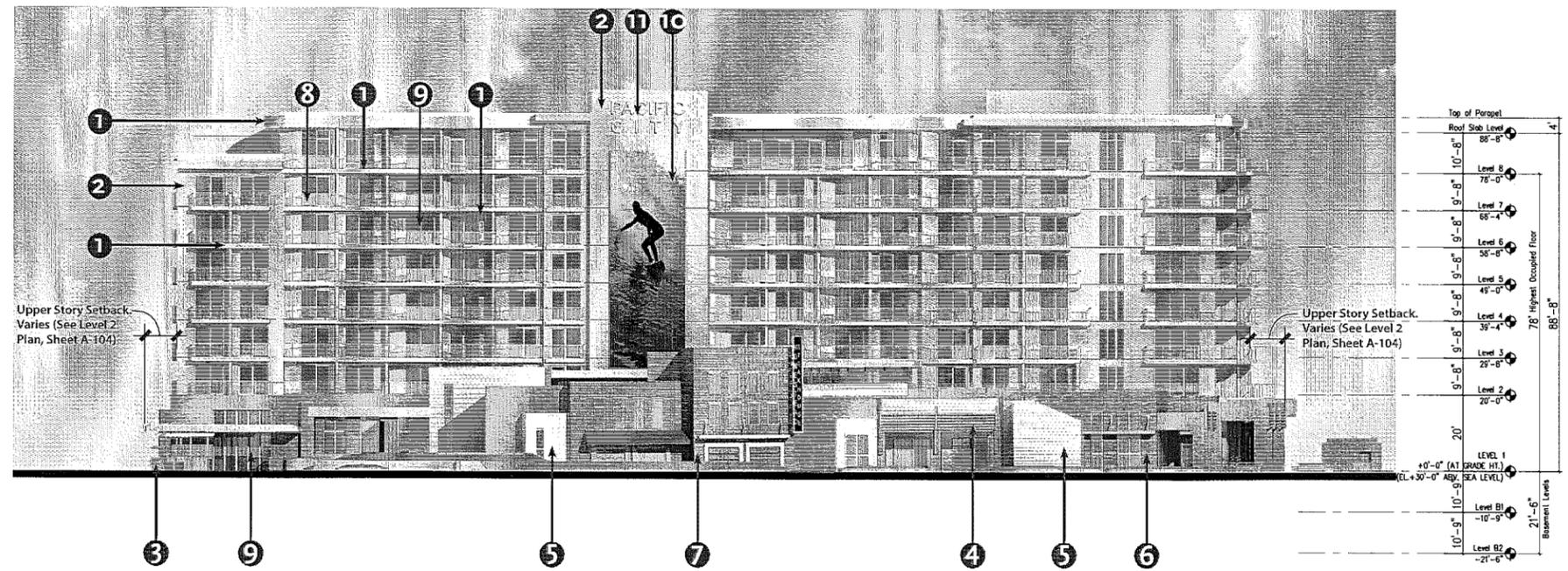
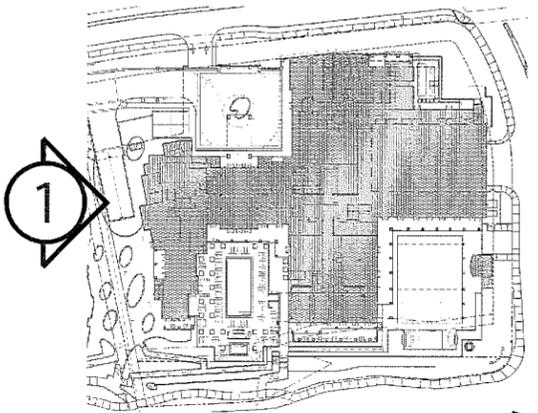


005
 134012

- ① Painted Concrete
- ② Smooth Trowel Plaster
- ③ Stacked Stone
- ④ Metal Louvers
- ⑤ Metal Panel
- ⑥ Ceramic Tile
- ⑦ Repurposed Brick
- ⑧ Glass Handrail
- ⑨ Window w/ Factory Finish Metal Frame
- ⑩ Digital Public Art Display Panel
- ⑪ Backlit Building Signage



② SOUTHWEST ELEVATION (From Pacific Coast Hwy)



① NORTHWEST ELEVATION (From Adjacent Retail Site)

ATTACHMENT NO. 3.15

BUILDING ELEVATIONS

0 5' 20' 40'
1" = 20"
Half Scale @ 11x17

PACIFIC
CITY
HOTEL

CONCEPTUAL EPA PACKAGE

NOVEMBER 21, 2013

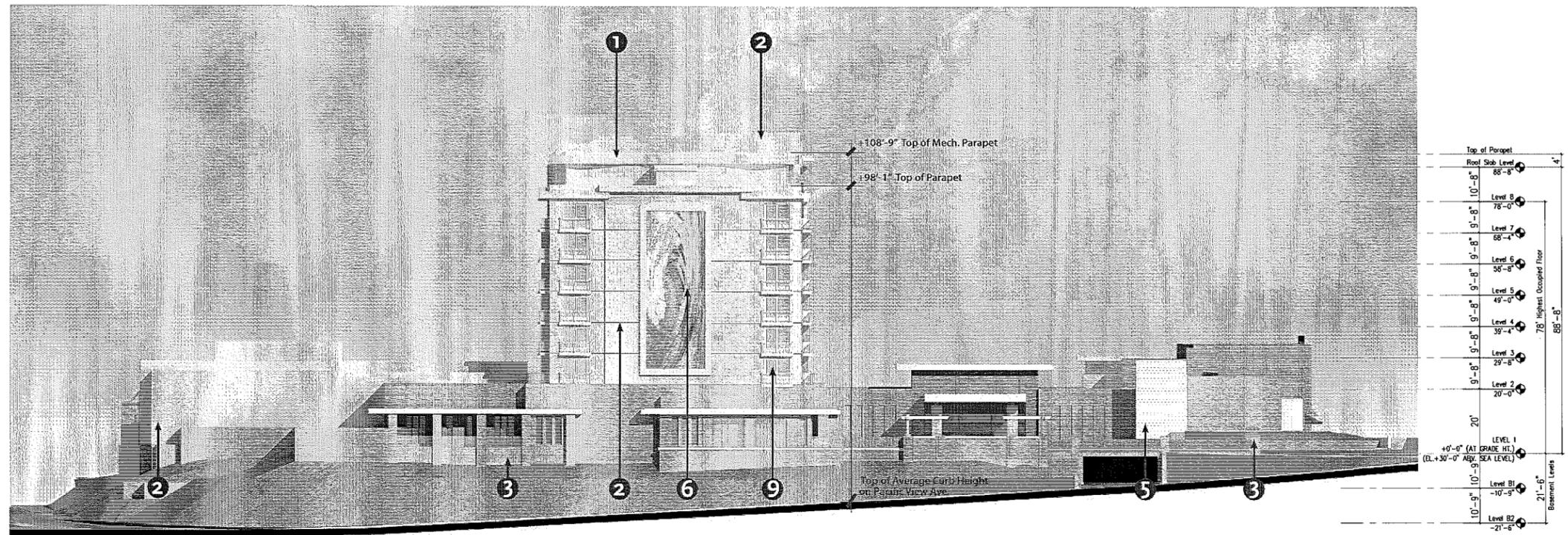
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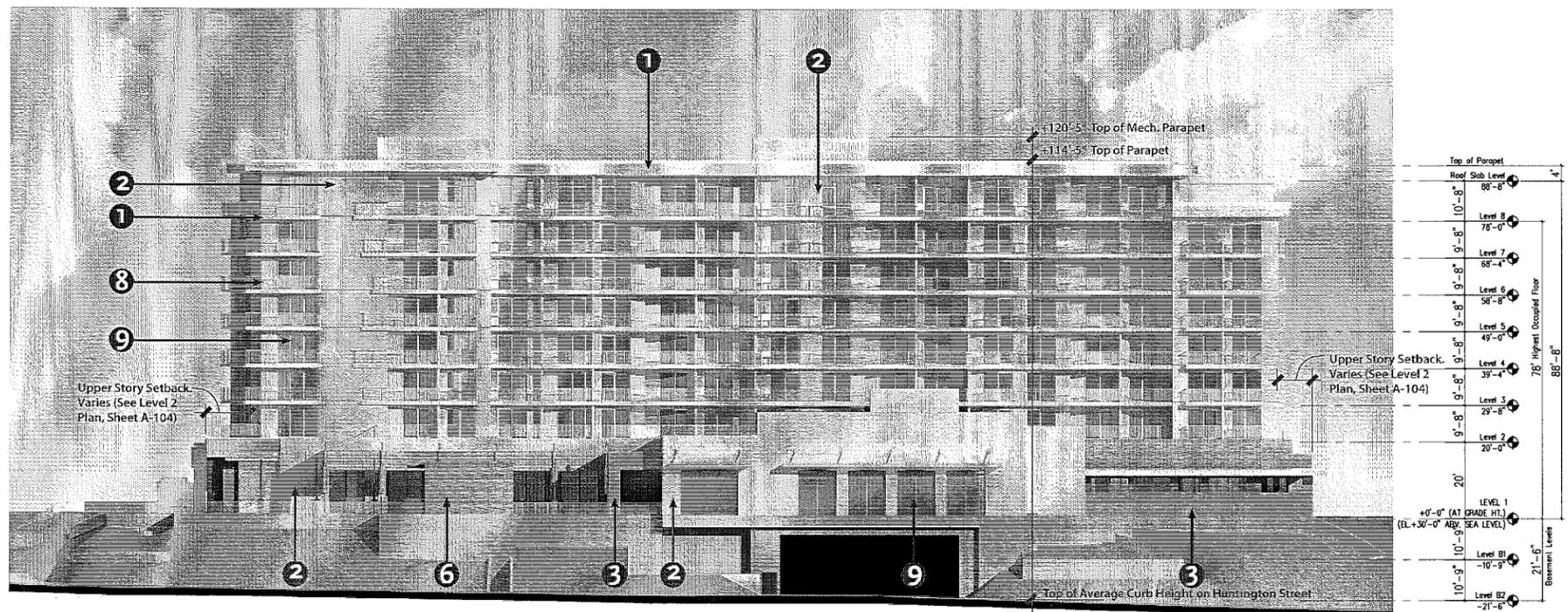
A-201

Project# 134012

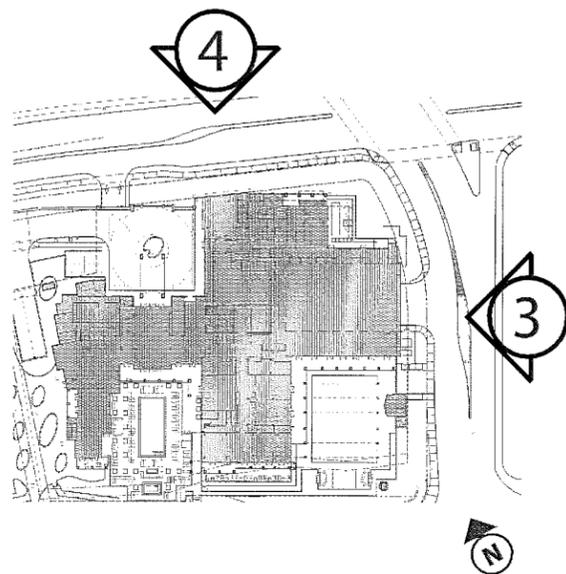
- ① Painted Concrete
- ② Smooth Trowel Plaster
- ③ Stacked Stone
- ④ Metal Louvers
- ⑤ Metal Panel
- ⑥ Ceramic Tile
- ⑦ Repurposed Brick
- ⑧ Glass Handrail
- ⑨ Window w/ Factory Finish Metal Frame



④ NORTHEAST ELEVATION (From Pacific View Ave)



③ SOUTHEAST ELEVATION (From Huntington Street)



ATTACHMENT NO. 3.1b

BUILDING ELEVATIONS

0 5' 20' 40'
1" = 20'
Half Scale @ 11x17